

EASA SIB RNP (VPT) ICAO Circular 359

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Internal

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ICAO Circular 359 Part II premises

EASA SIB Relevance

OPP/Operator Proprietary Procedure – Establishment at LH Group

Process, Procedure Design (Establishment)

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- **ICAO Circular 359** Part II premises



Circular 359

Development of Procedures for Visual Manoeuvring with Prescribed Tracks using Required Navigation Performance



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General Description of OPP (CFO) use in LH Group

EASA SIB Relevance



Safety Information Bulletin Operations

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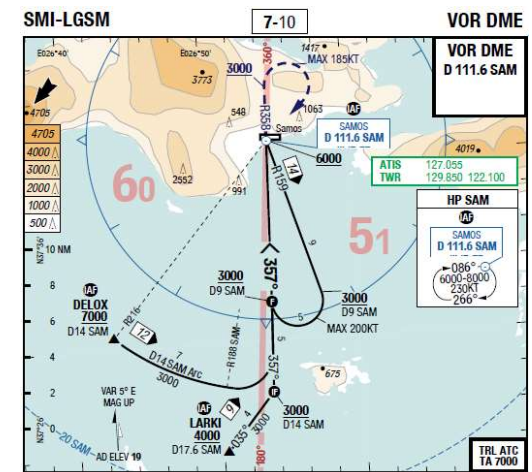
Subject: Development and Usage of Procedures for Visual Manoeuvring with Prescribed Tracks Relying on Required Navigation Performance - RNP (VPT).

- Establishing an RNP (VPT) overlaying an existing approach procedure³ where the visual fix⁴ (VF) and existing approach minima are located in the same place (in accordance with PART II of the ICAO C.359). The operator may develop an RNP (VPT) as an OPP that overlays an existing approach procedure, typically for circling or circling with prescribed track, but it can also be used in non-directional beacon (NDB) or very high frequency omni-directional range (VOR) approach, especially on non-straight-in approaches. The VF is located at the same place as the existing MDA/MDH/DA/DH. Since there is no difference in the flight path between the existing approach procedure and the RNP (VPT) OPP, it is not necessary to inform the aerodrome authority and the ANSP. However, the State of the Operator should be satisfied with the operator's process to develop such OPPs, which means the operator

should demonstrate to its NCA that it has sufficient capacity to oversee the safe development and operation of these procedures⁵.

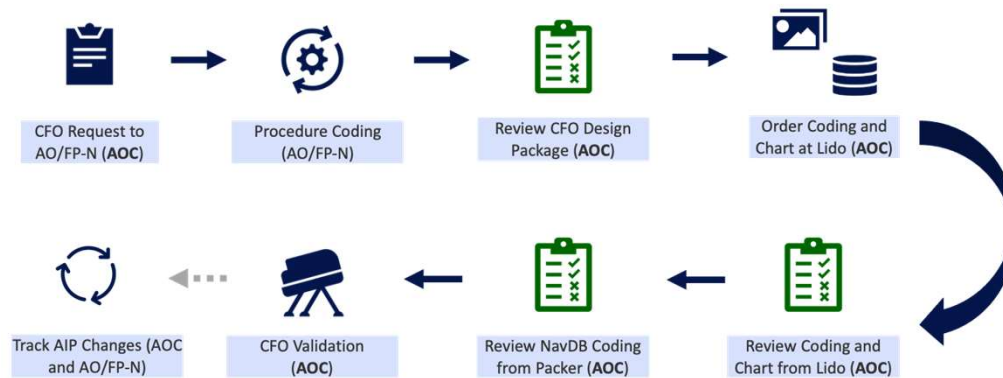
³ It includes conventional and non-conventional approach procedures such as VOR, NDB, RNAV Baro VNAV, etc

⁴ The fix, marked by a waypoint, on the RNP (VPT) Procedure where the pilot must decide if the weather conditions are sufficient to continue along the RNP (VPT) path visually or follow the missed approach. ICAO C359 Glossary.

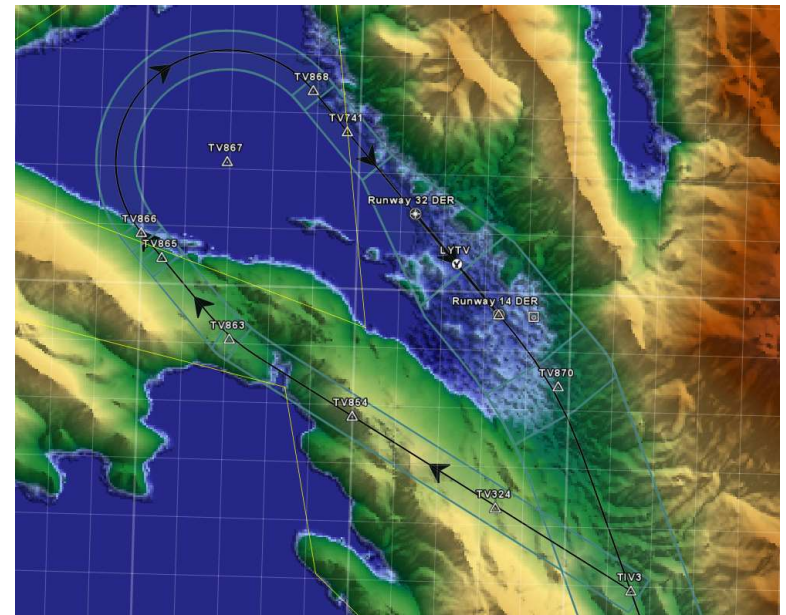


General Description of OPP (CFO) use in LH Group

Process from OPP (CFO) development (CFO Training)



Design software FPDAM/IDS (enav)



General Description of OPP (CFO) use in LH Group

- Validation of the coded procedure (FFS or Aircraft)

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Procedure Validation – Checklist

PROCEDURE VALIDATION RECORD			
SIMULATOR Select appropriate	<input checked="" type="checkbox"/>	AIRCRAFT	<input type="checkbox"/>
DATE	26.08.2020		
Operator/AOC	Austrian		
PROCEDURE			
LQSA Circling 29 (CFO) – RNV 29			
CREW DATA			
CREW MEMBER 1	[Signature]		
CREW MEMBER 2	[Signature]		
ADDITIONAL	[Signature]		
ADDITIONAL	[Signature]		
AIRCRAFT DATA			
AIRCRAFT TYPE	A320 2M	ENGINE TYPE	CFM 56 SB4
REGISTRATION (or SIM)	AF-FFS-1185	FMS TYPE	THALES
NAV DATABASE	Ava 1200 901		

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Procedure Validation – Checklist

FLIGHT VALIDATION RESULT		
- procedure correctly coded - SEC has to be activated prior SA 705 after passing SA 705 a DIR to SA 706 is not possible		
	YES	NO
Correct lateral coding of the procedure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Correct vertical coding of the procedure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Compliant to Operator's Standard Operating Procedures	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Correct transition from instrument approach to visual part (ctr. line, PAPI)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Successful completion of the Take-off/Approach/Landing/MISAP	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Adequate ATC procedure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Irregularities	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VALIDATION FLIGHT ACCEPTED	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CREW MEMBER 1 (Signature)	[Signature]	
CREW MEMBER 2 (Signature)	[Signature]	
ADDITIONAL (Signature)		
ADDITIONAL (Signature)		

General Description of OPP (CFO) use in LH Group

- OM-A und OM-B excerpt (“Company FMS Overlay/CFO” is an OPP)

OM-A	Operating Procedures Flight Procedures	Chapter Page R71 / 01.01.2025	8 394
Company FMS Overlay			
Company FMS Overlay (CFO) is a procedure for which the FMS coding and approach charts are provided by Lufthansa Group for certain airports to reduce the workload during demanding approaches and to enhance safety.			
This procedure contains a combination of either a STAR, radar vectors, direct to or an instrument approach connected to a coded visual segment. The connection is called Divergence Point (DP), which represents the beginning of the coded visual segment, identified by arrowheads ►►► on the approach chart.			
Note	Below MDA/DA or without MDA/DA the obstacle clearance remains the sole responsibility of the Commander.		
OXOFS Flight & Cabin Standards and OPS Engineering		© AUSTRIAN	

Austrian A318/A319/A320/A321 OPERATION MANUAL - PART B	PROCEDURES NOR - NORMAL PROCEDURES NOR-SOP - STANDARD OPERATING PROCEDURES NOR-SOP-18 - APPROACH
COMPANY FMS OVERLAY (CFO)	
Applicable to: ALL	
GENERAL	
Company FMS Overlay (CFO) is a procedure for which the FMS coding and approach charts are provided by Lufthansa Group for certain airports to reduce the workload during demanding approaches and to enhance safety.	



Thank you
for your attention

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