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МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ
ГРАЖДАНСКОЙ АВИАЦИИ
Европейское/Североатлантическое бюро

3 bis villa Emile Bergerat, 92522 Neuilly-sur-Seine Cedex, France

When replying please quote

Reference : EUR/NAT 16-0586.TEC (HAS/DAC)

22 November 2016

Subject : **Invitation to the Final Approach Operations Symposium 2017**
(31 January-2 February 2017, EUROCONTROL Headquarters, Brussels, Belgium)

Action

required : See paragraphs 4 and 5

Dear Madam/Sir,

1. I wish to refer to the results of the joint meeting of the 11th ICAO EUR Performance Based Navigation Task Force and 23rd EUROCONTROL Navigation Steering Group Meeting (PBN TF/11-ECTL-NSG/23) which took place in the ICAO European and North Atlantic (EUR/NAT) Office from 3 to 5 October 2016. Following the discussions between the key stakeholders ICAO, EUROCONTROL and EASA, it was agreed to organise a further joint event which will be dedicated to *Final Approach Operations*.

2. In this regard, I wish to inform you that the **Final Approach Operations Symposium 2017**, will be convened at EUROCONTROL Headquarters, (in the EUROPA conference room), in Brussels, Belgium, from 31 January to 2 February 2017, starting at 09:00 on Tuesday 31 January 2017 with registration from 08:30 onwards. Further details on transportation and hotel information can be accessed at the following: <http://www.eurocontrol.int/articles/eurocontrol-headquarters-brussels>.

3. The Symposium will have several dedicated sessions such as: the Introduction to the recent ICAO changes for Final Approaches; airport aspects on the transition to final approach; airborne aspects on the transition to final approach; challenges of modern approaches (from NPA to 2D/3D operations) from the ANSP perspective, and the airspace user perspective. New concepts, such as Performance Based Aerodrome Operations, will also be addressed in this event.

4. The Draft Symposium Programme is provided in [Attachment A](#). All working documentation and presentations you wish to provide to the Symposium should be submitted by **20 January 2017 at the latest**. The registered participants will then be notified directly of all Symposium documentation posted on the **PBNTF** restricted website accessible via the ICAO Secure Portal <http://portal.icao.int>.

5. In order to ensure timely preparation and proper conduct of the Symposium (**the seating capacity is limited to 210 participants**), your early reply is much appreciated. In any case, you are kindly invited to notify your planned attendance by **20 January 2017 at the latest** to: icaournat@paris.icao.int shalle@paris.icao.int cdaly@paris.icao.int and andreas.lipp@eurocontrol.int.

Yours faithfully,

Luis Fonseca de Almeida
ICAO Regional Director
Europe and North Atlantic

Enclosure: [Attachment A](#) – Draft Programme Final Approach Operations Symposium 2017

Distribution: EUR/NAT States of accreditation – EUR/NAT Provider States – EUR/NAT User States – EANPG and NAT SPG Members – international organisations – PBN TF members – AWOG members

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ATTACHMENT A – DAFT PROGRAMME FINAL APPROACH OPERATIONS SYMPOSIUM 2017

Proposed Agenda Day 1



31 January 2017, Tuesday

- 9-10h **Welcome, Introduction, Workshop frame**

- **10-12h General session**
 - Access to an Airport – Challenges and Options
 - Technology overview (navaids, architectures, recent developments)
 - Regulatory and crew/ATCO training regulation aspects
 - ICAO framework and approach classification

- **13-17h The Challenges of Modern Approaches, from NPA/PA to 2D/3D operations - ANSP perspective**
 - Using the new approach classification
 - Side effects of the new scheme (e.g. ILS to NPA runway, PBN below 250ft)
 - Low visibility operations – Differences and airborne flexibility
 - The "magic" at 200ft DH, weather conditions, safety and infrastructure
 - Network manager and capacity aspects
- Session Summary

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Proposed Agenda Day 2



1 February 2017, Wednesday

- **9-12h The Challenges of Modern Approaches, from NPA/PA to 2D/3D operations – airborne perspective**
 - FLTOPSP plans for performance Based Aerodrome Operations
 - Credit for advanced aircraft equipment and coexistence of "basic" + "advanced" aircraft
 - Pilot training and airborne equipage for modern approaches
 - (Baro)altitude–distance crosscheck and independent vertical height measurement
 - Distance-to-threshold indication requirements
- Session Summary
- **13-17h Procedure design, validation and ATM aspects**
 - Parallel-, Missed Approach and Departure
 - ATM aspects
 - Design aspects
 - Charting for modern approaches (Circular 336, minima lines, ...)
 - Choice of different design criteria for same minima?
 - Management of protection areas (OFZ, OFS, CSA, LOCA, RadAlt...)
 - Procedure and Navaid Validation Aspects
- Session Summary

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Proposed Agenda Day 3



2 February 2017, Thursday

- **9-13h Transition to Final Approach**
 - Framework and regulatory/standardisation aspects - transitions
 - ATC/ATM (incl. parallel approach) aspects – clearances, safety nets, "loss" of flexibility
 - Environment (noise, fuel)
 - RNP 0.3 requirement outside FAF?
 - Lateral capture aspects and T-Bar or Y-Bar transition?
 - Vertical capture and Energy management aspects
 - Procedure charting, Data Packer and airborne database coding aspects
- Session Summary

- **14-15h30 Summary, Lessons Learned, Actions**
 - Challenges, Actions, Outlook

- **15h30-16h Closure Discussion**

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