



International Civil Aviation Organization

MIDANPIRG/20 and RASG-MID/10 Meetings

(Muscat, Oman, 14-17 May 2023)

Agenda Item 6.3: PBN

CAA OMAN'S FLIGHT PROCEDURE DESIGN OFFICE ESTABLISHMENT PLAN

(Presented by Sultanate of Oman)

SUMMARY

This paper presents the Oman CAA's detailed plan of actions for the establishment of qualified and competent Flight Procedure Design Office.

REFERENCES

ICAO Annex 11- Air Traffic Services, Fifteenth Edition, 2019

ICAO Doc 9906- Quality Assurance Manual for Flight Procedure Design Volume I- Flight Procedure Design Quality Assurance System, First Edition, 2009 (First Amendment, 2013)

ICAO Doc 10068- Manual on the Development of a Regulatory Framework for Instrument Flight Procedure Design Service, First Edition, 2018

ICAO Doc 8168- PANS OPS, Volume II- Construction of Visual and Instrument Flight Procedures, Seventh Edition, 2020

1. INTRODUCTION

1.1 The instrument flight procedure (IFP) is an indispensable component of the international civil aviation operation, introduction of which is not only enhances safety and efficiency of aircraft and airport operations but also the accessibility of the airports.

1.2 IFPs are the basis of aircraft and airport operation during the Instrument Meteorological Conditions (IMC) and at the night.

1.3 IFP Design Service (IFPDS) is a service established for the design, documentation, validation, maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation.

1.4 It is the responsibility of the State to provide IFPDS at its airports to make the air service more reliable, safer and efficient. However, Many States are still struggling with the implementation of an IFPDS.

1.5 Oman until now is ensuring this service by delegating the service to the external competent agencies, and always remained responsible for the service acquired from external agencies.

8	Establishment of Quality Assurance Mechanism in IFP Design Service																								
9	Safety Risk Assessment Mechanism																								

2.7 CAA Oman expects the following benefits after the accomplishment of this plan: (check Doc 10068 and Doc 9906)

- Self-sustainable IFP design capability
- IFP Designers’ confidence and competence be enhanced
- Relieved from the dependency on the external agencies
- User-friendly IFPs for Oman airports could be efficiently developed
- Oman airspace could be efficiently re-structured and/or reviewed when needed
- Could contribute to the airspace safety of the ICAO MID Region
- Able to address the Annex 11, Doc 10068 and Doc 9906 provisions

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) share the State experiences in establishing the IFP Design Office; and
- c) discuss any relevant matters as appropriate.
