

Flight Procedures

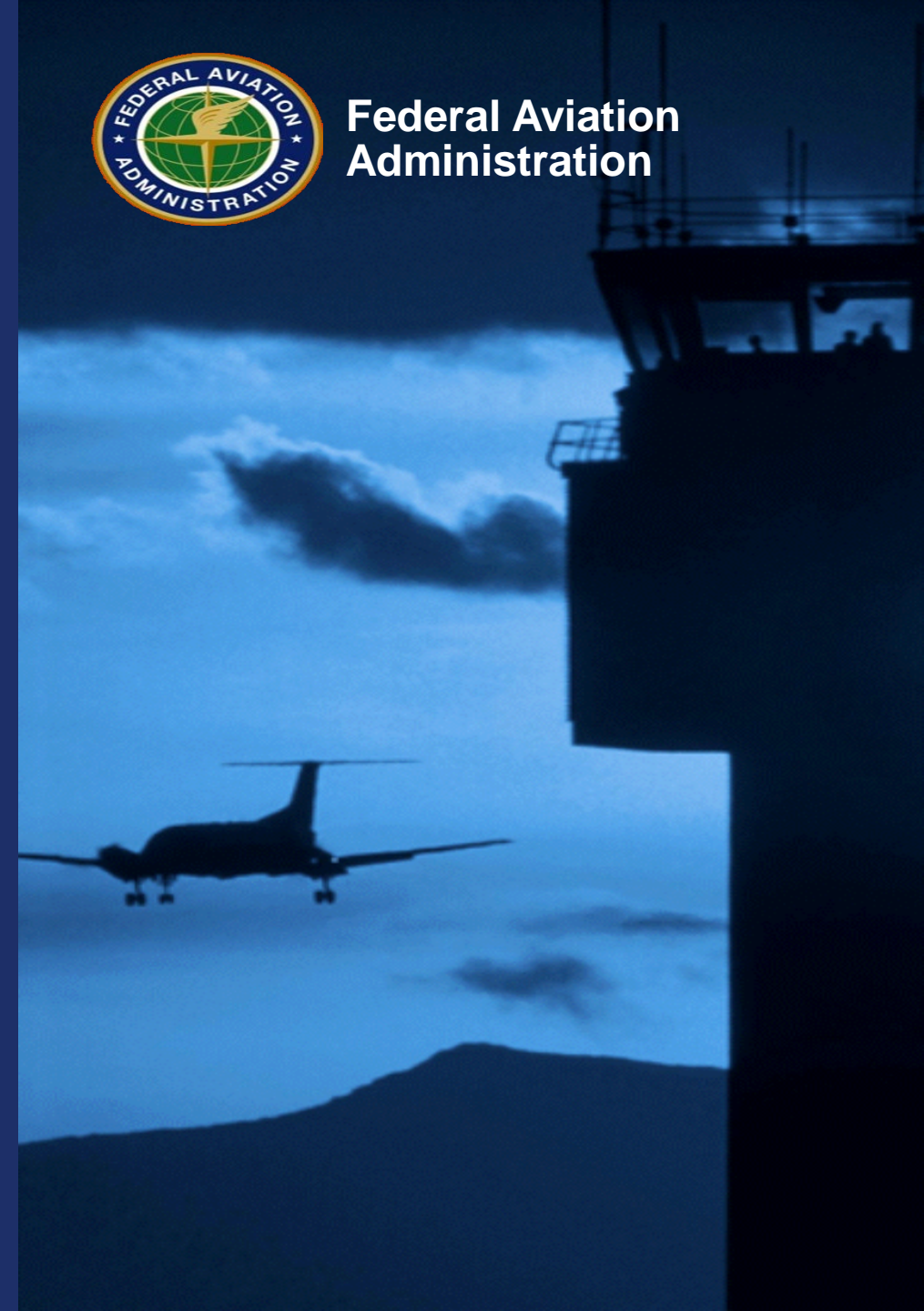


Federal Aviation
Administration

Presented to: Washington Airport Management Association (WAMA)

By: Dave Parker *FAA Flight Procedures*

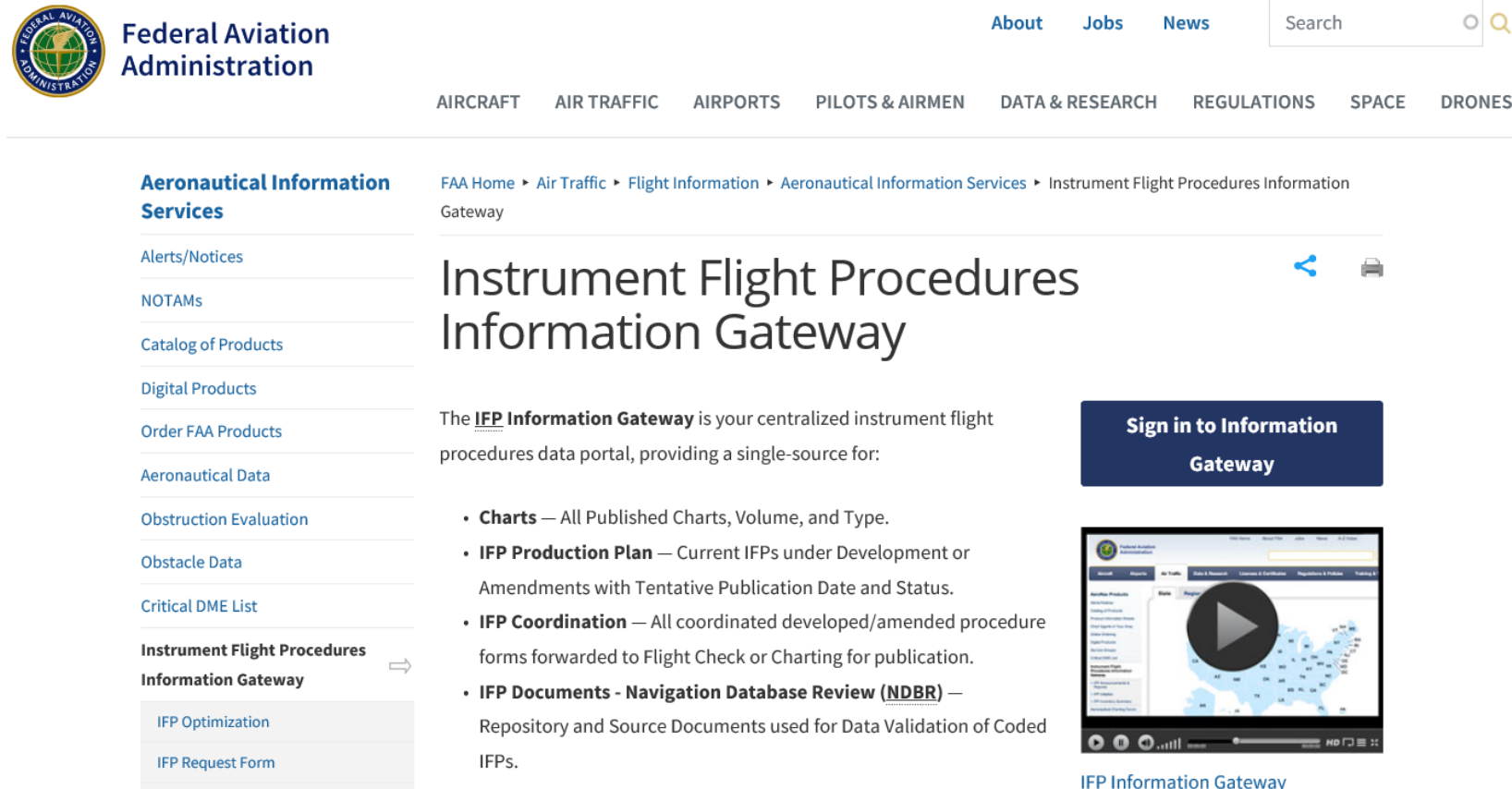
Date: May 10, 2022



IFP Process

All requests for feasibility studies or IFP action must be initiated using the IFP Gateway:

https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/



The screenshot shows the FAA website's navigation structure. At the top left is the FAA logo and the text "Federal Aviation Administration". To the right are links for "About", "Jobs", and "News", along with a search bar. Below this is a horizontal menu with categories: "AIRCRAFT", "AIR TRAFFIC", "AIRPORTS", "PILOTS & AIRMEN", "DATA & RESEARCH", "REGULATIONS", "SPACE", and "DRONES".

The main content area is titled "Instrument Flight Procedures Information Gateway". It includes a breadcrumb trail: "FAA Home > Air Traffic > Flight Information > Aeronautical Information Services > Instrument Flight Procedures Information Gateway".

On the left side, there is a sidebar menu under "Aeronautical Information Services" with the following items: Alerts/Notices, NOTAMS, Catalog of Products, Digital Products, Order FAA Products, Aeronautical Data, Obstruction Evaluation, Obstacle Data, Critical DME List, Instrument Flight Procedures Information Gateway (highlighted with a right-pointing arrow), IFP Optimization, and IFP Request Form.

The main text describes the gateway as a centralized instrument flight procedures data portal. It lists three key features:

- Charts** — All Published Charts, Volume, and Type.
- IFP Production Plan** — Current IFPs under Development or Amendments with Tentative Publication Date and Status.
- IFP Coordination** — All coordinated developed/amended procedure forms forwarded to Flight Check or Charting for publication.

The fourth feature is partially visible: **IFP Documents - Navigation Database Review (NDBR)** — Repository and Source Documents used for Data Validation of Coded IFPs.

There is a dark blue button that says "Sign in to Information Gateway". Below it is a video player showing a map of the United States with a play button overlay. The video is titled "IFP Information Gateway".





IFP Process

Select IFP Request Form to enter the details and submit the request

Aeronautical Information Services

- [Alerts/Notices](#)
- [Catalog of Products](#)
- [Digital Products](#)
- [Order FAA Products](#)
- [Aeronautical Data](#)
- [Obstacle Data](#)
- [Critical DME List](#)
- [Instrument Flight Procedures Information Gateway](#) →
- [IFP Request Form](#) ←
- [IFP Announcements & Reports](#)
- [PBN Implementation Plan](#)
- [IFP Initiation](#)
- [IFP Inventory Summary](#)
- [Aeronautical Charting Meeting](#)
- [FAQs](#)
- [Chart Discrepancies](#)

FAA Home ▸ Air Traffic ▸ Flight Information ▸ Aeronautical Information Services ▸ Instrument Flight Procedures Information Gateway

Instrument Flight Procedures Information Gateway



The **IFP Information Gateway** is your centralized instrument flight procedures data portal, providing a single-source for:

- **Charts** — All Published Charts, Volume, and Type.
- **IFP Production Plan** — Current IFPs under Development or Amendments with Tentative Publication Date and Status.
- **IFP Coordination** — All coordinated developed/amended procedure forms forwarded to Flight Check or Charting for publication.
- **IFP Documents - Navigation Database Review (NDBR)** — Repository and Source Documents used for Data Validation of Coded IFPs.

Signed in as David Parker
[Your Account](#) | [Sign Out](#)

Search by

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State Region Service Area



[IFP Information Gateway Instructional Video](#)





IFP Process

Instrument Flight Procedure (IFP) Request Process

Procedure Selection:

- Approach (Airport) ~ 26 questions
- DP/SID (Airport) ~ 23 questions
- STAR (Airport) ~ 17 questions
- Other (Airport) ~ 6 questions

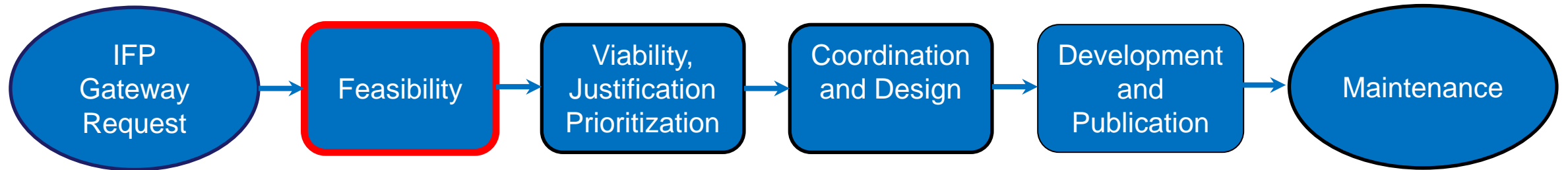
Back << Next >>

Start Over

The IFP request form will ask for different information depending on the type of request



IFP Process

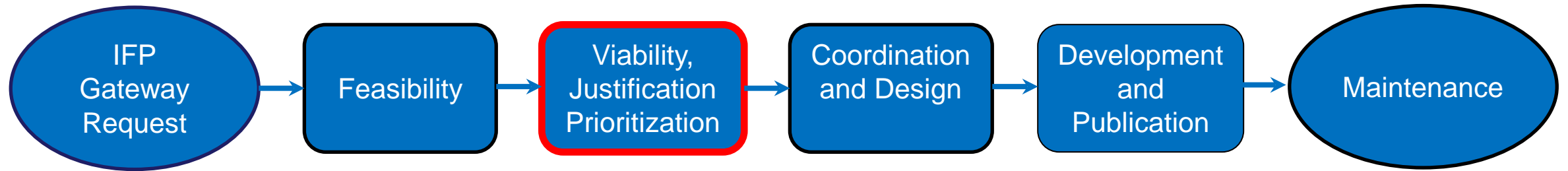


Feasibility: The Flight Procedures Team will perform an initial feasibility analysis to determine the feasibility of the request. Some items considered at this time are:

- Is it Duplicate request
- Does it comply with current criteria
- Determine the full scope of work
- Should it be combined with another existing project



IFP Process

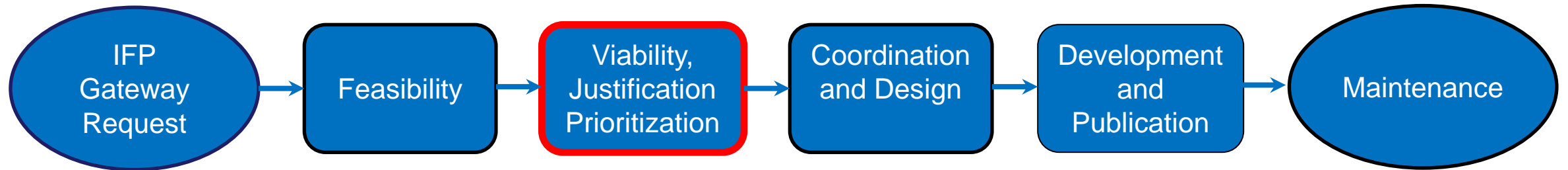


Viability, Justification, and Prioritization: The request will then be vetted for viability and justification and prioritized. Numerous FAA Orders and national initiatives are used in this process including:

- 8260.43
- 7100.41
- VOR minimum Operations Network (MON)
- National Procedure Assessment (NPA)



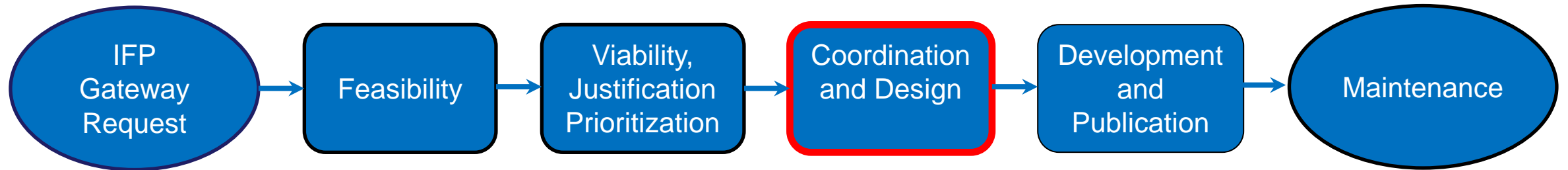
IFP Process



If the project is approved to move forward, it will then be prioritized with other work in the NAS as appropriate. Prioritization and scheduling of procedures are no longer region specific.



IFP Process

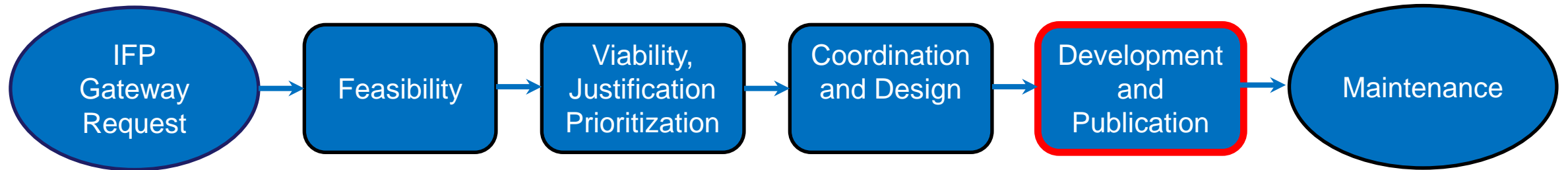


Coordination and Design: Once the project has an assigned publication date, coordination will be accomplished with all affected parties. Coordination requirements vary and may include:

- Air Traffic Control
- Other FAA Lines of Business
- Industry
- User Groups
- Community
- Others as required



IFP Process

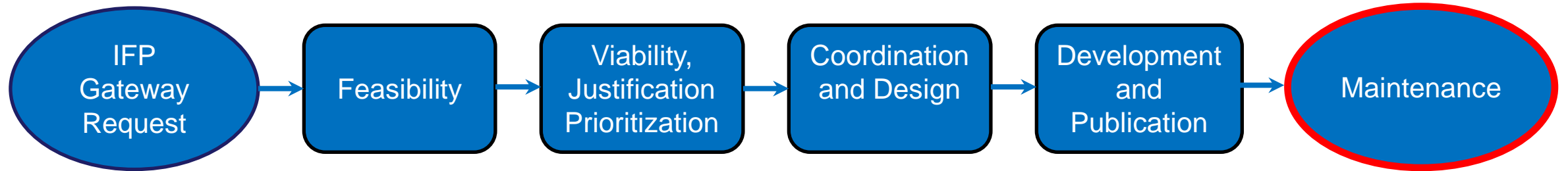


Development and Publication: The project is then forwarded to Aeronautical Information Services (AIS) for development and publication. This process includes:

- Developing the proposed procedures designs
- Quality Control (QC) review
- Coding
- Flight inspection
- Charting and publication.



IFP Process



Maintenance: Active procedures are maintained by AIS and are reviewed biennially to ensure the designs meet current criteria and remain clear of obstructions. If any discrepancies are found, the procedure will be scheduled for amendment and a NOTAM may be issued if there is a safety concern (i.e. 20:1 visual surface penetration).

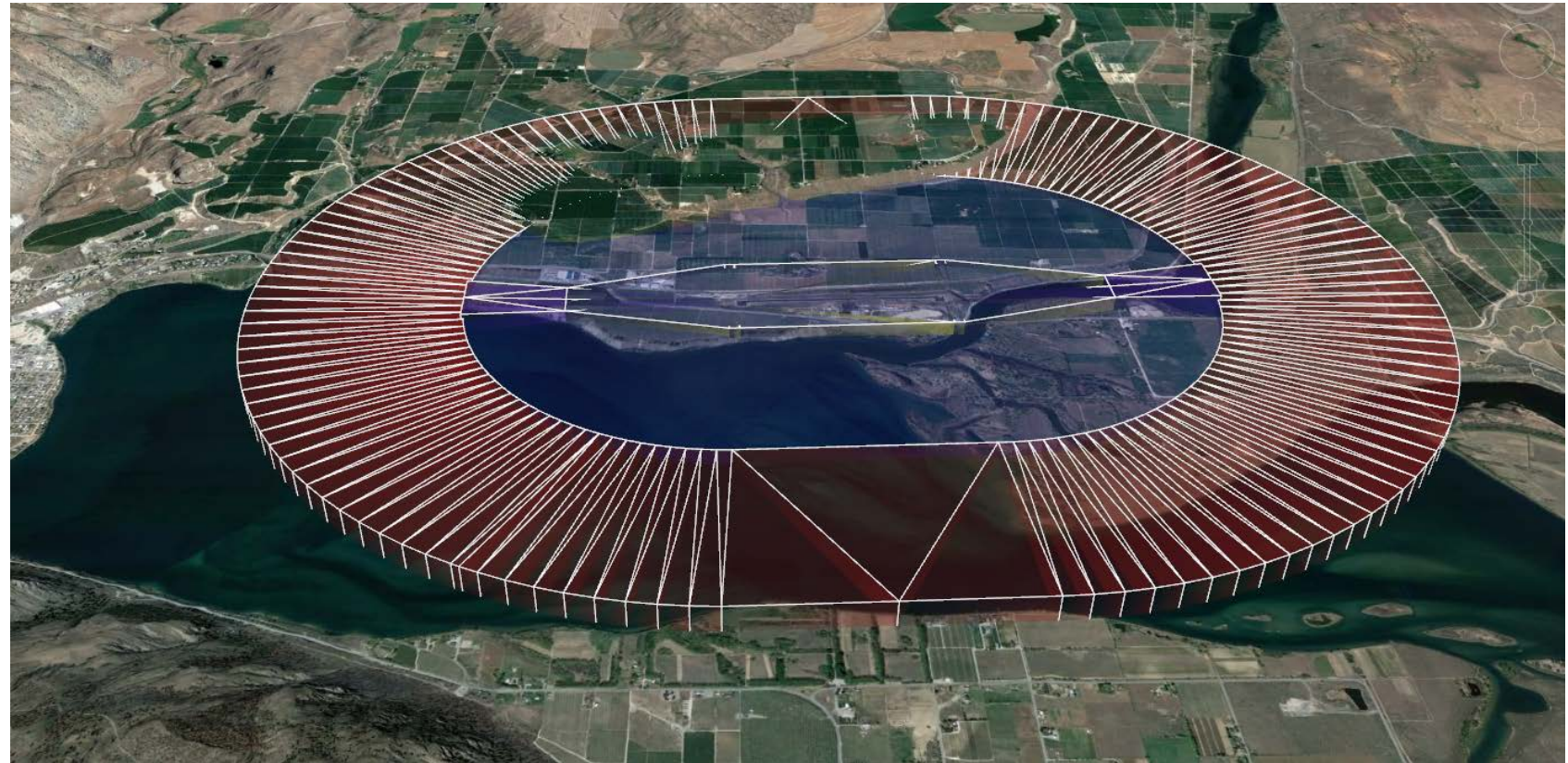


An IFP is not always feasible

FAR 77 Surfaces:

The FAR 77 surfaces are contained in a fairly level river basin.

Airport Elevation: 919 MSL



A Flight Procedure is not always feasible

Final Evaluation:

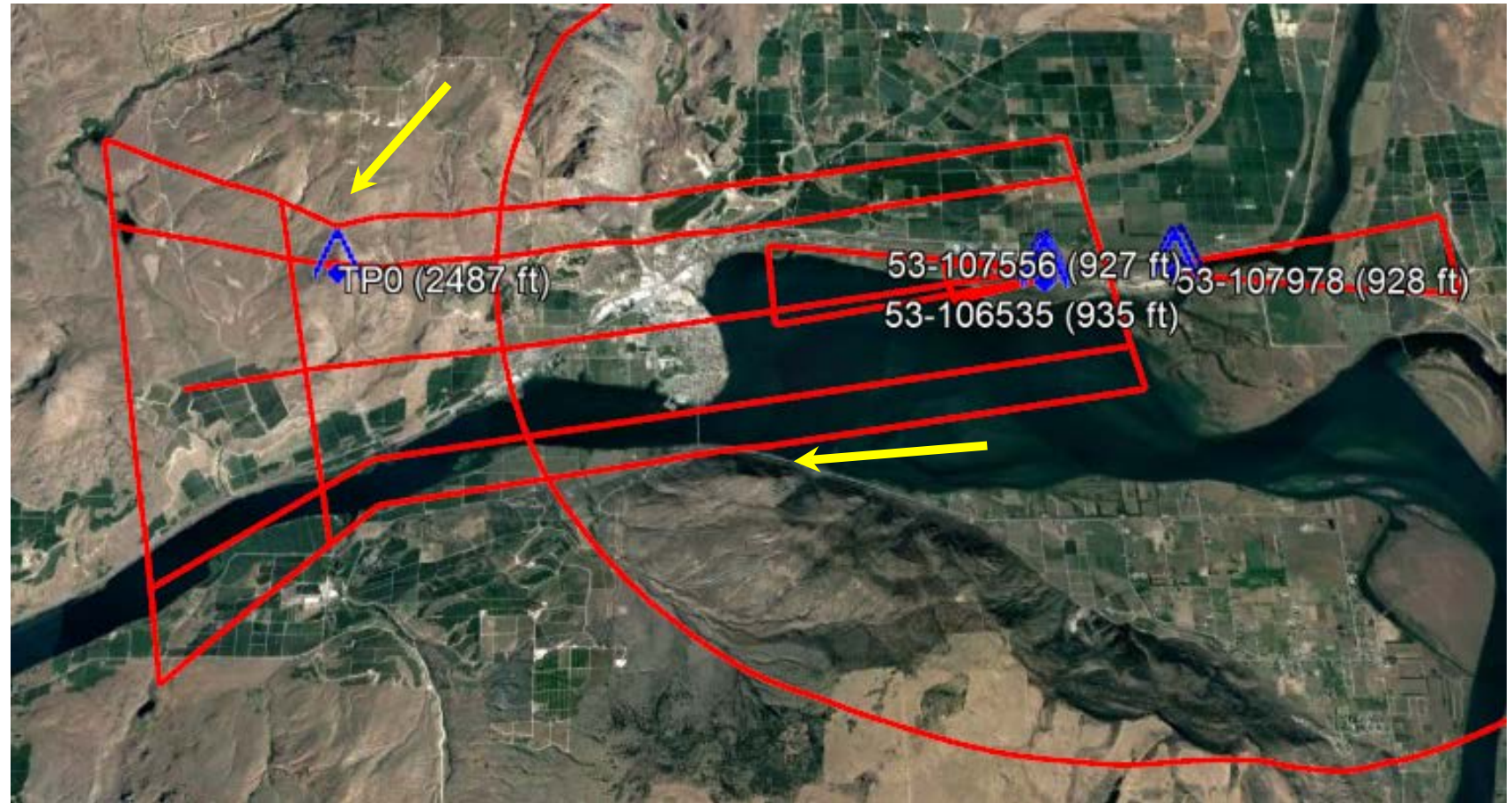
The feasibility analysis identified high terrain about 4 nm west of the airport that requires an almost 5° descent angle to clear.



A Flight Procedure is not always feasible

Final Evaluation:

Offsetting the final angle more to the north encounters higher terrain 4.2 nm west of the airport and offsetting more to the south encounters higher terrain 2.3 nm southwest of the runway.



A Flight Procedure is not always feasible

Intermediate Evaluation:

Although it *might* be feasible to restrict aircraft categories to mitigate terrain in final, mountains 11 nm west of the airport cause an intermediate descent well in excess of what criteria allows. This area cannot be avoided by offsetting the intermediate segment.

Due these issues, the procedure is deemed to not be feasible.

