

## Flight Procedure WAMA Presentation

### IFP Process:

- Slide 2
  - o All requests for feasibility studies or IFP action must be initiated using the IFP Gateway
    - We no longer have the bandwidth to work email requests for these items
- Slide 3
  - o IFP request form link is located on the left side of the page under the IFP Gateway section
- Slide 4
  - o The IFP request form is a context sensitive form that will ask various questions depending on the type of your request and previous answers.
  - o Once the request is submitted, you will receive a confirmation with a request number for future reference.
  - o Requests for procedure actions should be submitted at least 24 – 36 months prior to t
- Slide 5
  - o Feasibility: At this stage, just a request like “We are planning to extend runway 16 north 275’ on a project expected to be complete in the summer of 2027” will work.
    - Although it is good to have, we can complete an initial feasibility without specific lat/longs or elevations. We can scope the project and get it prioritized and scheduled with just the basic information and  $\pm 1$  to 2 months on the expected publication date. We can narrow this down as we get further along the process.
- Slides 6 – 7
  - o Prioritization and scheduling are done at a national level now and are no longer regional.
- Slide 8
  - o Coordination/Design
    - About 18 to 9 months prior to publication depending on complexity and scope of the project.
    - At the start of this phase, we need the preliminary design data (lat/longs, elevations, etc.) to build the actual procedure design.
    - The project cannot move to then next stage until the data has been submitted to the FAA Data Team
      - This is after the NGS approval in the AGIS process or can be submitted via the Aeronautical Information Portal if the project is not going through the AGIS process.
- Slide 9
  - o The process starting at AIS through Publication is a 174-day process.
    - Any design, flyability, etc. issues identified at any stage of this process could result in publication delays if they are not able to be mitigated in enough time to production deadlines.
- Slide 10

- The biennial review is a primary source for newly identified visual surface area obstacle penetrations

### **A Flight Procedure is not always feasible**

- Slide 11
  - Most airport planning extends out to the edges of the Part 77 surfaces.
  - Sometimes, even though the FAR 77 and survey areas are clear, there are issues at distances beyond these area that affect IFPs.
- Slide 12
  - At a 5° descent angle, only Category A aircraft could be allowed for a straight-in approach. Additional category aircraft could only be accommodated with a Circling approach.
- Slide 13
  - While final descent angles can be increased and the course can be offset, it is not always feasible to do so with surrounding terrain and/or obstacles.
- Slide 14
  - Even if the final segment can be mitigated, there can be obstacles, terrain, NAVAID or other geometry problem that adversely affect the IFP at distance from the airport of over 10 nm.