



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
National Policy

**ORDER**  
**8260.59**

Effective Date:  
01/28/13

**SUBJ:** United States-Instrument Flight Procedures Panel (US-IFPP)

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- 1. Purpose of this Order.** This order establishes the United States-Instrument Flight Procedures Panel (US-IFPP).
- 2. Audience.** This order is distributed to the director level in the Office of the Associate Administrator for Aviation Safety (AVS); the Office of the Associate Administrator for Airports (ARP); the Air Traffic Organization (ATO); and appropriate Department of Defense (DoD) and Department of Homeland Security (DHS) offices.
- 3. Where You Can Find This Order.** You can find this order on the Directives Management System (DMS) website [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/). This order is available to the public at [http://www.faa.gov/regulations\\_policies/orders\\_notices/](http://www.faa.gov/regulations_policies/orders_notices/).
- 4. What This Order Cancels.** This order cancels and disbands the Terminal Instrument Procedures (TERPS) Working Group (TWG).
- 5. Background.** The TWG coordinated instrument procedure design criteria are contained in the 8260-series of directives. In addition to instrument procedure design standards for use in the traditional National Airspace System (NAS) previously addressed by the TWG, the Federal Aviation Administration (FAA) has committed to establishing a NAS based upon Performance-Based Navigation (PBN), i.e., a PBN NAS. Given this commitment, there exist significant issues beyond the instrument procedure design standards addressed by the TWG that concern ground infrastructure, satellite navigation, avionics equipment, aircraft certification, and pilot operational guidance. These complex issues require a coordinated effort among FAA lines of business representing civil aviation, the United States Army (USA), United States Air Force (USAF), the United States Coast Guard (USCG), and the United States Navy (USN) when making needed instrument procedures development process changes to support the PBN NAS. These challenges also require close collaboration with the Canada Department of Transport (Transport Canada), Civil Aviation Directorate in light of our long-standing partnership. Where existing criteria and guidance is inadequate or nonexistent, there will be the requirement to develop and implement new regulatory material and operational guidance needed by NAS users. The FAA must produce coordinated guidance (obstacle clearance, flight operational, aircraft certification, airport standards) addressing the complexity of the evolving technologies, the industry investment and the varied interests of PBN stakeholders driving the need to modernize the NAS. Therefore, the formulation and proper functioning of this panel is critical in assuring those needs and issues are properly addressed.

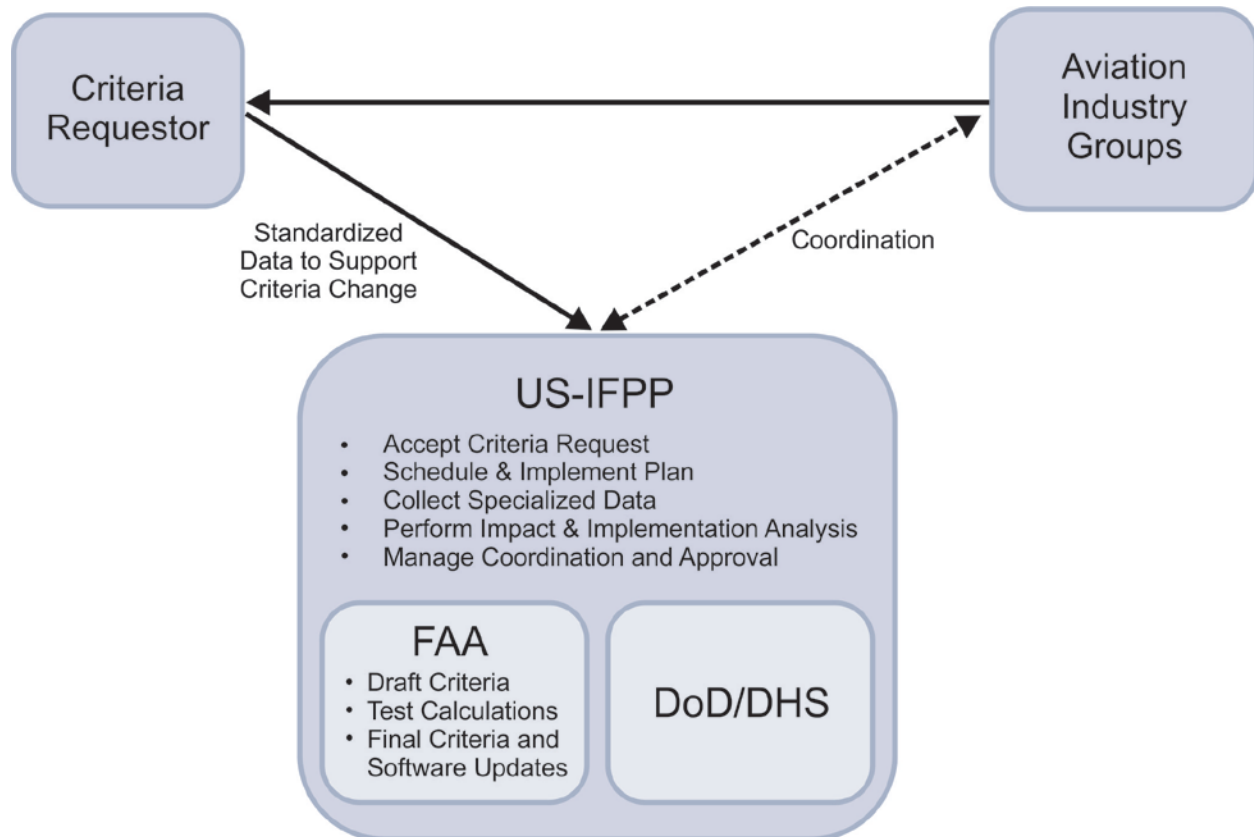
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**Distribution:** Electronic Only

**Initiated By:** AFS-400

**6. Objectives and Scope of Activities.** The US-IFPP is established to provide a single FAA focal point of coordination for recommended new or revised instrument flight standards (see figure 1).

**Figure 1. Standards Process with US-IFPP in Central Role**



Additionally, the US-IFPP provides a forum to coordinate the relevant facets of governmental aviation regulatory authority at an appropriate level to assure the safest, most economical and efficient maintenance of the conventional NAS, and the establishment and implementation of the PBN NAS. The business of the panel may consider, address, and coordinate, but not be limited to, the following aspects of standards development as well as other appropriate guidance material:

**a. Review proposals for coordination and implementation of conventional and PBN standards**, which include instrument procedure design, flight operational, and aircraft/avionics certification guidance. Panel members may solicit industry contributions as part of their functional duties.

**b. Resolving Implementation and Impact (I&I) concerns in the planning stages of new PBN standards** to determine whether appropriate resources exist to implement the change or whether impact (positive or negative) to NAS operations will result.

**c. Fully vetting recommended new or revised instrument flight standards**, such as changes in the NAS, program office initiatives, changes in technical data that affect aircraft performance or reaction to industry concerns/requests and provide appropriate feedback.

**d. Training, production capability and automation software updates.**

**e. Projected implementation dates and the need to ensure that they are compatible** with the stakeholder's ability and commitment to implement the change.

**f. Implementation impact and processes** necessary to field the new or revised instrument flight standards to include, but not limited to, instrument procedure design and obstacle evaluation, automation and training.

**g. Airport infrastructure requirements** and, when necessary, integrating and/or harmonizing new or revised instrument flight standards and criteria for conventional and PBN airspace operations with airport design standards.

**h. Harmonization** with the International Civil Aviation Organization (ICAO) regarding instrument flight procedures criteria, standards development, and other associated guidance material.

**7. Panel Duties/Procedures.** Meetings and periodic telecons may be conducted to identify and address current and evolving instrument flight standards and related guidance implementation actions necessary to meet proposed changes to the instrument flight environment of the NAS. The panel will develop a monitoring framework for each task or implementation issue presented. These issues will normally be generated by revisions to current instrument flight standards or proposals for new standards based on advances in navigation capability and/or infrastructure. The panel will develop and maintain a Terms of Reference (TOR) specifying processes and procedures for how the panel will function. The TOR is a living document and its contents shall be reviewed at each Panel meeting to focus participants on the scope and tasks of the Panel and its subordinate working groups. The intent of the panel is to achieve consensus among core participants on actions required of their areas of responsibilities to support implementation of instrument flight standards and make recommendations to the FAA lines of business decision making authorities. When agreement cannot be reached, the objections will be documented and presented to the appropriate levels of management within each participating organization for resolution. The panel may consider and address the following:

**a. Operational objectives, recommendations, and requirements** based on industry and government inputs received from the participants cited in paragraphs 9 and 13.

**b. Appropriate navigation and avionics requirements** in order to meet the operational objectives for the capability intended to be implemented within the NAS.

**c. Recommendations** for necessary rulemaking to meet objectives.

**d. Complementary flight operational and airworthiness guidance material** for the capability intended to be implemented within the NAS.

**e. Instrument procedure automation requirements germane** to the capability intended to be implemented within the NAS.

**f. Implementation issues necessary** for new or revised criteria or standards.

**g. U.S./ICAO harmonization issues.**

**h. Aeronautical charting issues.**

**i. Obstacle, airport, aeronautical, and navigational database issues.**

**j. DoD, DHS, and FAA goals.**

**k. Airport design and infrastructure standards.**

**l. Required testing, data collection and analysis (if required).**

**8. Organization and Administration.** Scheduled meetings will address and assess progress of individual criteria and implementation issues. Minutes of each meeting will be recorded and posted on a forum available to all participants. The US-IFPP panel may form various working groups to study recommendations and other items and report back to the US-IFPP their findings. These groups may include invited subject matter experts from industry, military, and academia, as necessary. Progress on each working groups' tasks will be tracked and progress reports will be made available.

**9. Panel composition.** The panel is chaired by an FAA Manager or Director from the core panel participants (\*), selected by the core panel for a two year term or upon reassignment. The panel is composed of representative(s) from each of the following organizations to include representatives from subordinate organizations as appropriate. Core panel participants are the primary stakeholders in each FAA line of business, DHS, and DoD. Additional participants may be added on an individual basis by the panel Chairperson through AFS-400:

**a. FAA Office of Airports, ARP.**

(1) \*Airport Engineering Division, AAS-100

**b. FAA Air Traffic Organization, AJO.**

(1) En Route Standards Group, AJE-31

(2) Terminal Operations Headquarters, AJT-2

(3) \*Aeronautical Navigation (AeroNav) Products, AJV-3

- (4) Airspace Regulations and ATC Procedures Group, AJV-11
- (5) \*Performance Based Navigation Policy and Support Group, AJV-14
- (6) Global Navigation Satellite System Team, AJW-913

**c. FAA Aviation Safety, AVS.**

- (1) Air Transportation Division, AFS-200
- (2) \*Flight Technologies and Procedures Division, AFS-400
- (3) \*Avionic Systems Branch, AIR-130
- (4) Safety Management Oversight Division, AOV-300

**d. Department of Homeland Security, DHS.**

- (1) \*United States Coast Guard, USCG

**e. Department of Defense, DoD.**

- (1) \*United States Army, USA
- (2) \*United States Air Force, USAF
- (3) \*United States Navy, USN

**10. Responsibilities.** Core panel participants (or designees) should be authorized to fully represent their respective organization within the scope of this panel. They are responsible for participating in each panel/working group meeting and completing assigned tasks.

**11. Compensation.** Nongovernmental representatives serve without Government compensation and bear all costs related to their participation on the committee.

**12. Estimated Cost.** The estimated cost to the Federal Government in order to conduct the US-IFPP is \$20,000 annually.

**13. Public Participation.** The US-IFPP is a government panel. Public comments and/or recommendations concerning changes to TERPS criteria and related guidance must be submitted through existing venues such as, but not limited to, the Aeronautical Charting Forum, as described in FAA Order 7910.5, Aeronautical Charting Forum and Performance-based Aviation Rulemaking Committee as described in FAA Order 1110.139, Performance-based Aviation Rulemaking Committee (PARC).

**14. Availability of Records.** Under the Freedom of Information Act, 5 U.S.C. Section 522, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the committee will be available for public inspection and copying at the FAA Flight Standards Service, 800 Independence Avenue, S.W., Washington, DC 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, Part 7.

**15. Public Interest.** Forming the United States-Instrument Flight Procedures Panel is determined to be in the public interest to fulfill the performance of duties imposed on FAA by law.

**16. Inquiries.** Direct any questions to the Flight Technologies and Procedures Division, AFS-400, at (202) 385-4624.

**17. Effective Date and Duration.** This panel is effective 01/28/13. The panel will remain in existence until terminated by the Administrator.



Michael P. Huerta  
Administrator