



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

ORDER
8260.26G

Effective Date:
04/24/2020

SUBJ: Establishing Submission Cutoff Dates for Civil Instrument Flight Procedures

1. This order specifies the required lead times to ensure that Instrument Flight Procedure (IFP) charts and supporting data will not be released to the public until it is known that the supporting navigation equipment will perform satisfactorily and that all procedural data are correct and confirmed by a flight inspection or flight validation. This order is also revised to provide procedure specialists, flight inspection personnel, charting agents, and aircrews the shortest possible response time to complete necessary rulemaking actions, when required, and to publish and use procedures after completing flight inspection.
2. Prior to publication of the original version of this order, when a facility was not commissioned as scheduled, the IFP could be published however, a Notices to Airmen (NOTAM) on the effective date specifying that the procedure not be authorized is required. In some cases, the NOTAM remained in effect for extended periods before the facility was eventually commissioned, or a determination was made that the facility would never be commissioned. Consequently, the procedure, although published, was never authorized and subsequently canceled.
3. This directive was originally developed in response to National Transportation Safety Board (NTSB) recommendation A-71-19. For the purpose of ensuring standard instrument approach procedure charts, associated with new navigational aid (NAVAID) commissioning(s), would not be released to the public until it is known that the supporting NAVAID(s) perform satisfactorily and that all procedural data are correct and have been confirmed by a flight inspection. It has subsequently been expanded to include flight validation and specify submission cutoff suspense for all IFPs.

A handwritten signature in cursive script, reading "Rick C. Domingo", is positioned above the printed name.

Rick Domingo
Executive Director, Flight Standards Service

Chapter 1. General Information

1-1-1. Purpose of This Order. This order provides policy for data submission to support the promulgation and effective date assignment for both regulatory and non-regulatory public-use IFPs. It provides guidance regarding designation of associated controlled airspace for instrument procedures, including those based on area navigation (RNAV). It further ensures that the FAA will not assign an effective date for a procedure until the underlying infrastructure is in place to support the procedure and all necessary actions, including flight inspection or flight validation, have been completed. This order contains guidance that is pertinent to Title 14, Code of Federal Regulations (14 CFR) parts 71 and 97; as well as 49 U.S. Code § 44721, Aeronautical charts and related products and services.

Note: An exception is made and an effective date may be assigned in advance of flight inspection for those Standard Instrument Approach Procedures (SIAPs) and Obstacle Departure Procedures (ODPs) promulgated with “Concurrent Dates” or “Hard Dates” as specified in Order 8260.19, Flight Procedures and Airspace, Section 8-3.

1-1-2. Audience. The primary audience for this order is the Air Traffic Organization (ATO) and all service providers who have the responsibility to develop IFPs. The secondary audience includes Flight Standards Service, the Office of Airports, and all other ATO Service Units with IFP responsibilities.

1-1-3. What This Order Cancels. Order 8260.26F, Establishing and Scheduling Civil Public-Use Standard Instrument Procedure Effective Dates, dated March 31, 2014.

1-1-4. Where You Can Find This Order. You can find this order on FAA’s [website](#).

1-1-5. Explanation of Changes.

a. Replaced all references from Regional Airspace and Procedures Team (RAPT) to IFP Validation Team and/or IFP Prioritization Team, as appropriate; AeroNav Products to Aeronautical Information Services; and either removed references to National Flight Data Center (NFDC) or replaced them with references to Aeronautical Information Services, as appropriate.

b. Updated Appendix B to reflect new data submission cutoff dates and expanded schedules through 2024.

1-1-6. Scope. This order affects FAA operating divisions; the ATO Service Units to include the Eastern, Central, and Western Service Center Operations Support Groups (OSGs), the Aeronautical Information Management Office, and Aeronautical Information Services; and other ATO service units to include Technical Operations and Flight Program Operations (Flight Inspection); and Office of Airports. It provides guidance relating to flight inspection of new/relocated NAVAIDs and new/amended IFPs, and components of the National Airspace System (NAS), data submission lead-times, and policy for processing and publishing IFPs.

Chapter 2. Product and Process Guidelines

2-1-1. Procedures.

a. Development/Modification of Instrument Flight Procedures. The development and/or modification of IFPs must be a closely coordinated process. Order 8260.43, Flight Procedures Management Program, as well as this order, provide guidance to ensure the coordinated, timely publication of proposed procedures. The IFP Validation Team and the IFP Prioritization Team are the established coordination mediums to assist in this effort.

b. Commissioning/Decommissioning Dates. The effective date for commissioning, decommissioning, or altering a component of the NAS having a direct bearing on the instrument flight rules (IFR) capability of the facility or system, must coincide with one of the pre-established, international Aeronautical Information, Regulation, and Control (AIRAC) charting dates (see Appendix B). Establishment of a procedure effective date must be coordinated with Aeronautical Information Services through the applicable Service Area OSG Flight Procedures Team (FPT) and Flight Program Operations (Flight Inspection) considering the data submission lead times in Appendix B. Commissioning notices and all information related to proposed commissioning dates of NAVAIDs must also be coordinated between Aeronautical Information Services and Flight Program Operations (Flight Inspection). For advance notification requirements to Aeronautical Information Services, refer to Order 7900.2, Submitting Aeronautical Data to Aeronautical Information Services in Support of the National Airspace System (NAS).

c. Procedure Charts. Publish government produced procedure charts on pre-established international AIRAC charting dates as follows; refer to Appendix B for publication dates and data submission cutoff-dates:

(1) Terminal Procedures Publication (TPP). Publish a set of TPP volumes every 56 days. The TPPs contain civil SIAPs, Take-off Minimums and ODPs, Alternate Minimums, Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), Charted Visual Flight Procedures (CVFPs), and selected military procedures that are effective on the date of the publication.

(2) Change Notice (CN). Publish a CN on the intermediate 28th day (except for Alaska). The CN contains only textual ODPs, SIAPs that do not affect en route products, radar minimums, and IFR alternate minimums; therefore, a CN effective date may only be used for these products.

(3) Original SIAPs. An original SIAP may be assigned a CN effective date provided the procedure does not require any en route charting changes and the airport information is published in the Airport/Facility Directory (AFD).

(4) En Route Changes. For the purposes of this order, en route changes are defined as those changes that require any modification of an IFR En route Chart, graphic ODP, SID, STAR, or the Digital En Route Supplement (DERS); e.g., adding a new fix that requires depiction on an en route chart, changing the location of a currently charted en route fix, adding ODP, SID or STAR charting to a fix, etc. Amending a Form 8260-2, Radio Fix and Holding Data Record, that

does not affect the aforementioned chart and digital products; e.g., adding a currently charted en route fix to an instrument approach procedure chart or adding a new fix that is only charted on a SIAP is not considered an en route chart change.

d. SIAPs. SIAPs are promulgated via a bi-weekly Transmittal Letter (TL), which is prepared and distributed by Aeronautical Information Services and must be submitted with a “Routine,” “Concurrent,” or “Hard” required effective date as specified in Order 8260.19, Section 8-3. Those SIAPs that do not affect en route charting must be submitted no later than 38 days prior to the desired effective date. Those SIAPs that do affect en route charting must be submitted no later than 58 days prior to the desired effective date.

e. ODPs. ODPs may be published either textually or graphically as specified in Order 8260.46, Departure Procedure (DP) Program, Chapter 2. Textual ODPs that do not affect en route charting [see paragraph 2-1-1.c(4)] must be submitted no later than 38 days prior to the desired effective date. For Graphic ODPs, see paragraph 2-1-1.f.

f. Other Terminal Procedures. Graphic ODPs, SIDs, STARs, and CVFPs are controlled by en route charting submission and must be submitted no later than 58 days prior to the desired effective date.

g. Air Traffic Service (ATS) Routes requiring Rulemaking Action. Submit those procedures requiring rulemaking action and all associated data, including flight inspection to Aeronautical Information Services no later than 90 days prior to the desired effective date.

2-1-2. Non-Federal Facilities. The procedure for commissioning facilities and establishing SIAPs should be identical for non-Federal facilities approved in accordance with 14 CFR part 171, including those established under the Airport Improvement Program (AIP). The applicable Technical Operations Service Area or Service Center has primary responsibility for monitoring the installation progress for non-Federal facilities, including facilities installed under the AIP. The Service Area OSG FPT, through the IFP Validation Team, must ensure that all Technical Operations Service Area requirements are satisfied prior to commissioning and establishing a SIAP on a non-Federal facility.

2-1-3. Deviations. Make every attempt successfully coordinating the development of a complete and accurate IFP prior to the selection of a publication date. Deviations from charting submission suspense dates must be minimal, coordinated with all applicable parties, and agreed to by Management of Aeronautical Information Services. These requests must be in accordance with ISO 9001:2008 Quality Management System (QMS) Level C: Operations and include those documents needed to ensure the effective planning, operation and control of Aeronautical Information Management (AIM), and Aeronautical Information Services processes. Other deviations to this order; e.g., infrastructure not fully in place, flight inspection schedule-delays, etc., require approval of the Flight Technologies and Procedures Division.

2-1-4. Schedule. Appendix B contains a listing of the submission and publication schedules for aeronautical products. When the specified “cutoff date” falls on a holiday, products must arrive at Aeronautical Information Services no later than the last workday preceding the holiday. The Aeronautical Information Services Airspace and Procedures Team is responsible for ensuring

that temporary changes to the scheduled submission dates are promulgated to all concerned agencies. Flight Technologies and Procedures Division must coordinate all permanent changes to the schedules with Aeronautical Information Services.

Chapter 3. Responsibilities

3-1-1. Technical Operations Service Area or Subordinate Service Center must:

- a.** Establish a schedule of proposed commissioning dates through the IFP Validation Team and IFP Prioritization Team for new and/or restoration dates for relocated or modified NAVAIDs in the NAS. Give full consideration to equipment delivery dates, site availability, procedure development time, installation schedules, seasonal weather factors, survey data requirements, flight inspection scheduling, and contractor's performance requirements. Proposed commissioning dates must be selected to coincide with an international AIRAC 56-day cycle and must be coordinated with Aeronautical Information Services and Flight Program Operations (Flight Inspection). Additionally, concurrence must be obtained from the applicable Mission Support Service (MSS) Area OSG to include the FPT, and the Regional Airports Division.
- b.** Distribute proposed commissioning dates, including non-Federal navigation facilities (14 CFR Part 171) and AIP projects, to Flight Program Operations (Flight Inspection) and all interested offices. Keep them advised of any anticipated delays that might be encountered in the installation of individual system components that will impact published procedures.
- c.** Direct the appropriate Operational Control Center (OCC) to contact Flight Program Operations (Flight Inspection) to coordinate a flight inspection with sufficient lead time to ensure that a satisfactory flight inspection of the facility and the associated IFP(s) is completed prior to the submission cutoff date specified in Appendix B. Note that procedure lead times vary depending on whether the associated IFP(s) affect en route charts and whether rulemaking is required (see paragraph 3-1-5).
- d.** After notification of a successful flight inspection, notify the Service Area OSG FPT, and the Flight Technologies and Procedures Division that the facility is ready for commissioning.
- e.** Issue a commissioning or facility restoral NOTAM at 0901Z on the effective date agreed upon.
- f.** Provide site survey data on new, relocated, or modified facilities to Aeronautical Information Services and the applicable Service Area OSG FPT not later than 160 days prior to the desired procedure effective date. Additionally, provide current AC 150/5300-18, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS; Field Data Collection and Geographic Information System (GIS) Standards, compliant airport survey data through the [Airports Data and Information Portal \(ADIP\)](#) for sharing of this data with airports (see Order 7900.2).

3-1-2. Regional Airport Divisions must:

- a.** When requested on a case-by-case basis, provide the ATO Terminal, En Route, Technical Operations, and Mission Support Service Units, the Eastern, Central, and Western Service Areas, and the applicable Service Area OSG FPT the following:

 - (1) A copy of the airport drawing/Airport Layout Plan (ALP) accompanying an AIP request,

(2) A drawing accompanying the Notification of Change of Airport Status for Non-AIP Proposals, or the latest Airport Master Record. These drawings will be used by charting agencies to determine runway length, width, and alignment, as well as taxiway configuration, terminal complex, control tower, and hangar layout.

b. This data must be submitted prior to final flight inspection so that charting agencies might properly depict the airport configuration. When available, provide the necessary data from the [ADIP](#).

3-1-3. Service Area Operations Support Group, Flight Procedures Team must:

a. Coordinate the development of IFPs under the IFP Validation Team process as noted in Order 8260.43.

b. Obtain sufficient airport data and details to enable Aeronautical Information Services to complete procedure development and determination of controlled airspace requirements.

c. Take the necessary action to establish SIAPs, ODPs, ATS routes, SIDs, and STARs to be effective on the proposed facility commissioning date.

d. Coordinate with the OSG Airspace Team to complete the necessary rulemaking process to ensure that controlled airspace is available for the protection of planned procedures and ATS routes, and will be effective on the planned facility commissioning date or proposed IFP effective date. See Order JO 7400.2, Procedures for Handling Airspace Matters, Chapter 18, Section 2, and Order 8260.19, Section 4-1 and Section 5-2).

3-1-4. Mission Support Services, Aeronautical Information Services must:

a. Review the status of IFPs through the Service Area OSG FPT to determine those procedures that can be published in the appropriate TPP or CN. The effective date of a procedure is the same date as the publication date.

b. Coordinate Airport/Facility Magnetic Variation (MagVar) change requests with the appropriate Aeronautical Information Services Office for all affected airports and facilities. Publish magnetic variation change data in the NFDD effective coincidental with TL procedure effective dates.

c. Forward requests for airspace action to the applicable Air Traffic Service Area OSG FPT for coordination with the OSG Airspace Team for appropriate action to ensure the airspace is designated on or before the proposed commissioning date of the facility/effective date of the procedure(s).

d. Forward IFPs to Flight Program Operations (Flight Inspection) at least 50 calendar days prior to the applicable data submission cutoff date specified in Appendix B.

e. Ensure SIAP and ODP packages are forwarded to the Product Support Group, TL Team, no later than the specified submission cutoff dates noted in Appendix B.

f. Assign the actual effective dates to SIAPs and ODPs IFPs and assemble them into a TL for distribution at least 34 days prior to the required effective date. Distribute the TL as follows:

(1) Via a Large File Transfer to the appropriate offices.

(2) Via overnight mail service, or other appropriate means, to the Federal Register for publication through FAA General Council and the Federal Register Liaison Office.

g. Publish IFPs in the U.S. Government TPP or CN on the effective date stipulated in the TL (regulatory IFPs) or NFDD (non-regulatory IFPs) and in adherence with associated supporting data (e.g., fixes, holding patterns, NAVAIDs, runways) published via NFDD.

h. Publish the original/revised facility and fix data in the NFDD not later than 34 days prior to the IFP effective date for those IFPs that do not impact en route charts.

i. Publish the original/revised facility and fix data in the NFDD not later than 51 days prior to the IFP effective date for those IFPs that affect en route charts.

3-1-5. Flight Program Operations, Aircraft Operations must:

a. Complete a satisfactory flight inspection of the facility(s) and associated IFPs within 50 calendar days of notification. Note that procedure lead times vary depending on whether the associated IFP(s) affect en route charts and whether rulemaking is required.

b. Notify the Aeronautical Information Services Procedures Publications Group of the results of the flight inspection including any final changes to the procedure that are required.

Appendix A. Administrative Information

1. Distribution. This order is distributed electronically only.

2. Background.

a. Prior to the original order, when a facility was not commissioned as scheduled, a SIAP could be published but required a Flight Data Center (FDC) NOTAM on the effective date specifying that the procedure is not authorized. In some cases, the NOTAM remained in effect for extended periods before the facility was eventually commissioned, or a determination was made that the facility would never be commissioned. Consequently, the procedure, although published, was never authorized and subsequently canceled. This directive was originally developed in response to NTSB recommendation A-71-19 to ensure that instrument approach procedure charts, especially those associated with new NAVAID commissioning(s), will not be released to the public until it is known that the supporting infrastructure is in place, the NAVAID(s) perform satisfactorily, and that all procedural data are correct and have been confirmed by flight inspection.

b. This order provides procedure specialists, flight inspection personnel, charting agents, and aircrews a shorter response time to publish and use procedures after flight inspection. However, it must be remembered that the en route charting cycle is tied to airspace actions and is not as dynamic as the charting cycle for terminal data. En route data, including airways, NAVAIDs, airspace, fixes, graphic departure procedures, STARs, and digital aeronautical information must be effective on a pre-established 56-day international AIRAC cycle date. These data are also used to develop the DERS, which is used to update selected NAS data elements. Information in the DERS is also used to program Air Route Traffic Control Center (ARTCC) computers, and is a source for the development of avionics databases. The lead-time for these products is not compatible with the 38-day suspense allowed for terminal procedures under this order. Adherence to this order will ensure improved service to the user and more complete and accurate instrument flight procedure charts.

c. This order was expanded in 1999 to include instrument procedures that are not dependent on ground-based NAVAIDs. It was also expanded to include any procedure submitted as “Proposed” under Order 8260.19, which did not impact en route charting. Submission schedules were revised to include cutoff dates for IFP types other than SIAPs. Additionally, guidance for controlled airspace designation was provided.

d. In 2014, the order was revised to eliminate “Proposed” procedures in consonance with Order 8260.19. Data submission cutoff lead times were coordinated with all stakeholders and revised accordingly. Responsibility for assigning IFP effective dates and preparation and dissemination of the TL was transferred to the Aeronautical Information Services, Product Support Group.

3. Information Update. For your convenience, FAA Form 1320-19, Directives Feedback Information, is included at the end of this order to note any deficiencies found, clarification needed, or suggested improvements regarding the contents of this directive.

Appendix B. Data Submission Cutoff Dates

Table 1. 2020 (Leap Year) Data Submission Cutoff Dates (1)

Publication DATE (AIRAC)	Deadline for En Route Airspace (rulemaking)	Deadline for En Route Airspace (non-rulemaking)	Deadline for TPP and CN only (Non-En route)	Publication Type	Last Transmittal Letter for Cycle	
Note	(2)	(3)	(4)		(5)	
Days Prior	90	58	38		34	
	FRI	TUE	MON		NUMBER	FRI
2-Jan-20			25-Nov-19	CN	TL 20-02	29-Nov-19
30-Jan-20	1-Nov-19	3-Dec-19	23-Dec-19	TPP	TL 20-04	27-Dec-19
27-Feb-20			20-Jan-20	CN	TL 20-06	24-Jan-20
26-Mar-20	27-Dec-19	28-Jan-20	17-Feb-20	TPP	TL 20-08	21-Feb-20
23-Apr-20			16-Mar-20	CN	TL 20-10	20-Mar-20
21-May-20	21-Feb-20	24-Mar-20	13-Apr-20	TPP	TL 20-12	17-Apr-20
18-Jun-20			11-May-20	CN	TL 20-14	15-May-20
16-Jul-20	17-Apr-20	19-May-20	8-Jun-20	TPP	TL 20-16	12-Jun-20
13-Aug-20			6-Jul-20	CN	TL 20-18	10-Jul-20
10-Sep-20	12-Jun-20	14-Jul-20	3-Aug-20	TPP	TL 20-20	7-Aug-20
8-Oct-20			31-Aug-20	CN	TL 20-22	4-Sep-20
5-Nov-20	7-Aug-20	8-Sep-20	28-Sep-20	TPP	TL 20-24	2-Oct-20
3-Dec-20			26-Oct-20	CN	TL 20-26	30-Oct-20

- (1) Data must be received by Aeronautical Information Services no later than the specified date to ensure publication on the desired AIRAC date. When the deadline date falls on a holiday, provide data NLT the preceding workday.
- (2) Cutoff for airways and routes requiring a **FINAL RULE** under part 71. Aeronautical Information Services must notify Airspace Policy and Regulations Group when flight inspection is satisfactory. This lead time is required to publish **FINAL RULES** in the Federal Register by the En Route cutoff date.
- (3) Cutoff for En Route airspace, including fix/waypoints, non-rulemaking ATS routes, STARs, SIDs, Preferred IFR Routes (PFRs), Military Training Routes (MTRs), Special Activity Airspaces (SAAs), ARTCC boundaries.
- (4) Cutoff for SIAPs and textual ODPs only.
- (5) Last TL for each 28 AIRAC cycle.

Table 2. 2021 Data Submission Cutoff Dates (1)

Publication DATE (AIRAC)	Deadline for En Route Airspace (rulemaking)	Deadline for En Route Airspace (non-rulemaking)	Deadline for TPP and CN only (non-En route)	Publication Type	Last Transmittal Letter for Cycle	
Note	(2)	(3)	(4)		(5)	
Days Prior	90	58	38		34	
	FRI	TUE	MON		NUMBER	FRI
31-Dec-20	2-Oct-20	3-Nov-20	23-Nov-20	TPP	TL 21-02	27-Nov-20
28-Jan-21			21-Dec-20	CN	TL 21-04	25-Dec-20
25-Feb-21	27-Nov-20	29-Dec-20	18-Jan-21	TPP	TL 21-06	22-Jan-21
25-Mar-21			15-Feb-21	CN	TL 21-08	19-Feb-21
22-Apr-21	22-Jan-21	23-Feb-21	15-Mar-21	TPP	TL 21-10	19-Mar-21
20-May-21			12-Apr-21	CN	TL 21-12	16-Apr-21
17-Jun-21	19-Mar-21	20-Apr-21	10-May-21	TPP	TL 21-14	14-May-21
15-Jul-21			7-Jun-21	CN	TL 21-16	11-Jun-21
12-Aug-21	14-May-21	15-Jun-21	5-Jul-21	TPP	TL 21-18	9-Jul-21
9-Sep-21			2-Aug-21	CN	TL 21-20	6-Aug-21
7-Oct-21	9-Jul-21	10-Aug-21	30-Aug-21	TPP	TL 21-22	3-Sep-21
4-Nov-21			27-Sep-21	CN	TL 21-24	1-Oct-21
2-Dec-21	3-Sep-21	5-Oct-21	25-Oct-21	TPP	TL 21-26	29-Oct-21

- (1) Data must be received by Aeronautical Information Services no later than the specified date to ensure publication on the desired AIRAC date. When the deadline date falls on a holiday, provide data NLT the preceding workday.
- (2) Cutoff for airways and routes requiring a **FINAL RULE** under part 71. Aeronautical Information Services must notify Airspace Policy and Regulations Group when flight inspection is satisfactory. This lead time is required to publish **FINAL RULES** in the Federal Register by the En Route cutoff date.
- (3) Cutoff for En Route airspace, including fix/waypoints, non-rulemaking ATS routes, STARs, SIDs, PFRs, MTRs, SAAs, ARTCC boundaries.
- (4) Cutoff for SIAPs and textual ODPs only.
- (5) Last TL for each 28 AIRAC cycle.

Table 3. 2022 Data Submission Cutoff Dates (1)

Publication DATE (AIRAC)	Deadline for En Route Airspace (rulemaking)	Deadline for En Route Airspace (non-rulemaking)	Deadline for TPP and CN only (non-En route)	Publication Type	Last Transmittal Letter for Cycle	
Note	(2)	(3)	(4)		(5)	
Days Prior	90	58	38		34	
	FRI	TUE	MON		NUMBER	FRI
30-Dec-21			22-Nov-21	CN	TL 22-02	26-Nov-21
27-Jan-22	29-Oct-21	30-Nov-21	20-Dec-21	TPP	TL 22-04	24-Dec-21
24-Feb-22			17-Jan-22	CN	TL 22-06	21-Jan-22
24-Mar-22	24-Dec-21	25-Jan-22	14-Feb-22	TPP	TL 22-08	18-Feb-22
21-Apr-22			14-Mar-22	CN	TL 22-10	18-Mar-22
19-May-22	18-Feb-22	22-Mar-22	11-Apr-22	TPP	TL 22-12	15-Apr-22
16-Jun-22			9-May-22	CN	TL 22-14	13-May-22
14-Jul-22	15-Apr-22	17-May-22	6-Jun-22	TPP	TL 22-16	10-Jun-22
11-Aug-22			4-Jul-22	CN	TL 22-18	8-Jul-22
8-Sep-22	10-Jun-22	12-Jul-22	1-Aug-22	TPP	TL 22-20	5-Aug-22
6-Oct-22			29-Aug-22	CN	TL 22-22	2-Sep-22
3-Nov-22	5-Aug-22	6-Sep-22	26-Sep-22	TPP	TL 22-24	30-Sep-22
1-Dec-22			24-Oct-22	CN	TL 22-26	28-Oct-22

- (1) Data must be received by Aeronautical Information Services no later than the specified date to ensure publication on the desired AIRAC date. When the deadline date falls on a holiday, provide data NLT the preceding workday.
- (2) Cutoff for airways and routes requiring a **FINAL RULE** under part 71. Aeronautical Information Services must notify Airspace Policy and Regulations Group when flight inspection is satisfactory. This lead time is required to publish **FINAL RULES** in the Federal Register by the En Route cutoff date.
- (3) Cutoff for En Route airspace, including fix/waypoints, non-rulemaking ATS routes, STARs, SIDs, PFRs, MTRs, SAAs, ARTCC boundaries.
- (4) Cutoff for SIAPs and textual ODPs only.
- (5) Last TL for each 28 AIRAC cycle.

Table 4. 2023 Data Submission Cutoff Dates (1)

Publication DATE (AIRAC)	Deadline for En Route Airspace (rulemaking)	Deadline for En Route Airspace (non-rulemaking)	Deadline for TPP and CN only (non-En route)	Publication Type	Last Transmittal Letter for Cycle	
Note	(2)	(3)	(4)		(5)	
Days Prior	90	58	38		34	
	FRI	TUE	MON		NUMBER	FRI
29-Dec-22	30-Sep-22	1-Nov-22	21-Nov-22	TPP	TL 23-02	25-Nov-22
26-Jan-23			19-Dec-22	CN	TL 23-04	23-Dec-22
23-Feb-23	25-Nov-22	27-Dec-22	16-Jan-23	TPP	TL 23-06	20-Jan-23
23-Mar-23			13-Feb-23	CN	TL 23-08	17-Feb-23
20-Apr-23	20-Jan-23	21-Feb-23	13-Mar-23	TPP	TL 23-10	17-Mar-23
18-May-23			10-Apr-23	CN	TL 23-12	14-Apr-23
15-Jun-23	17-Mar-23	18-Apr-23	8-May-23	TPP	TL 23-14	12-May-23
13-Jul-23			5-Jun-23	CN	TL 23-16	9-Jun-23
10-Aug-23	12-May-23	13-Jun-23	3-Jul-23	TPP	TL 23-18	7-Jul-23
7-Sep-23			31-Jul-23	CN	TL 23-20	4-Aug-23
5-Oct-23	7-Jul-23	8-Aug-23	28-Aug-23	TPP	TL 23-22	1-Sep-23
2-Nov-23			25-Sep-23	CN	TL 23-24	29-Sep-23
30-Nov-23	1-Sep-23	3-Oct-23	23-Oct-23	TPP	TL 23-26	27-Oct-23

- (1) Data **must** be received by Aeronautical Information Services no later than the specified date to **ensure** publication on the desired AIRAC date. When the deadline date falls on a holiday, provide data NLT the preceding workday.
- (2) Cutoff for airways and routes requiring a **FINAL RULE** under part 71. Aeronautical Information Services must notify Airspace Policy and Regulations Group when flight inspection is satisfactory. This lead time is required to publish **FINAL RULES** in the Federal Register by the En Route cutoff date.
- (3) Cutoff for En Route airspace, including fix/waypoints, non-rulemaking ATS routes, STARs, SIDs, PFRs, MTRs, SAAs, ARTCC boundaries.
- (4) Cutoff for SIAPs and textual ODPs only.
- (5) Last TL for each 28 AIRAC cycle.

Table 5. 2024 (Leap Year) Data Submission Cutoff Dates (1)

Publication DATE (AIRAC)	Deadline for En Route Airspace (rulemaking)	Deadline for En Route Airspace (non-rulemaking)	Deadline for TPP and CN only (non-En route)	Publication Type	Last Transmittal Letter for Cycle	
Note	(2)	(3)	(4)		(5)	
Days Prior	90	58	38		34	
	FRI	TUE	MON		NUMBER	FRI
30-Dec-23			22-Nov-23	CN	TL 24-02	26-Nov-23
27-Jan-24	29-Oct-23	30-Nov-23	20-Dec-23	TPP	TL 24-04	24-Dec-23
24-Feb-24			17-Jan-24	CN	TL 24-06	21-Jan-24
24-Mar-24	24-Dec-23	25-Jan-24	14-Feb-24	TPP	TL 24-08	18-Feb-24
21-Apr-24			14-Mar-24	CN	TL 24-10	18-Mar-24
19-May-24	18-Feb-24	22-Mar-24	11-Apr-24	TPP	TL 24-12	15-Apr-24
16-Jun-24			9-May-24	CN	TL 24-14	13-May-24
14-Jul-24	15-Apr-24	17-May-24	6-Jun-24	TPP	TL 24-16	10-Jun-24
11-Aug-24			4-Jul-24	CN	TL 24-18	8-Jul-24
8-Sep-24	10-Jun-24	12-Jul-24	1-Aug-24	TPP	TL 24-20	5-Aug-24
6-Oct-24			29-Aug-24	CN	TL 24-22	2-Sep-24
3-Nov-24	5-Aug-24	6-Sep-24	26-Sep-24	TPP	TL 24-24	30-Sep-24
1-Dec-24			24-Oct-24	CN	TL 24-26	28-Oct-24

- (1) Data must be received by Aeronautical Information Services no later than the specified date to ensure publication on the desired AIRAC date. When the deadline date falls on a holiday, provide data NLT the preceding workday.
- (2) Cutoff for airways and routes requiring a **FINAL RULE** under part 71. Aeronautical Information Services must notify Airspace Policy and Regulations Group when flight inspection is satisfactory. This lead time is required to publish **FINAL RULES** in the Federal Register by the En Route cutoff date.
- (3) Cutoff for En Route airspace, including fix/waypoints, non-rulemaking ATS routes, STARs, SIDs, PFRs, MTRs, SAAs, ARTCC boundaries.
- (4) Cutoff for SIAPs and textual ODPs only.
- (5) Last TL for each 28 AIRAC cycle.

Directive Feedback Information

Please submit any written comments or recommendation for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject:

To:

(Please check all appropriate line items)

- ☐ An error (procedural or typographical) has been noted in paragraph __ on page _____
- ☐ Recommend paragraph _____ on page _____ be changed as follows: *(attached separate sheet if necessary)*
- ☐ In future change to this order, please include coverage on the following subject *(briefing describe what you want added)*
- ☐ Other comments:
- ☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

Submit this form to:

[FAA, Flight Standards Service, Flight Technologies and Procedures Division](#)
P.O. Box 25082, Oklahoma City, OK 73125