



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

**ORDER
8260.43C**

National Policy

Effective Date:
04/09/19

SUBJ: Flight Procedures Management Program

1. Purpose of This Order. This order describes how to request an Instrument Flight Procedure (IFP) including original, amendment, cancellation, or suspension and defines the Federal Aviation Administration (FAA) process for coordinating, approving, and prioritizing each request. This order contains guidance that is pertinent to Title 14, Code of Federal Regulations (14 CFR), Part 97, Standard Instrument Procedures, while containing other guidance that is administrative in nature.

2. Audience. The primary audience for this order is all stakeholders involved in the IFP program management. The secondary audience is any service provider, individuals, or organizations interested in requesting or amending an IFP.

3. Where You Can Find This Order. You can find this order on the FAA's Orders and Notices web page.

4. What This Order Cancels. This order cancels FAA Order 8260.43B, Flight Procedures Management Program, dated April 22, 2013.

5. Explanation of Policy Changes. The significant changes include:

- a. Revised guidance for initiating and processing all IFP requests.
- b. Replaced the Regional Flight Procedure Teams (FPT) role and introduces the IFP Validation Team. Redefines responsibilities and identifies members.
- c. Replaced all regional NextGen Branch references to "Flight Procedures and Airspace Group or Flight Standards" after Flight Standards realignment.
- d. Established the IFP Prioritization Team. Defines responsibilities and identifies members.
- e. Transferred the Regional Administrator (RA) role to the Oversight Committee.
- f. Modified and transferred the National Airspace and Procedures Team (NAPT) role and introduces the IFP Oversight Committee. Defines responsibilities and identifies members.
- g. Redefined individual committee (formerly Regional Airspace Procedures Team (RAPT)/NAPT) member responsibilities.
- h. Introduced IFP Information Gateway as the primary means to request public IFP.

i. Renamed and revised the RAPT Consensus Checklist (see figure B-2, IFP Validation Checklist).

6. IFP Request Process.

a. IFP Request (see Figure B-1). Initiating a request.

(1) Public-use IFP. Submit request for the creation, amendment, or cancellation of a public-use IFP using the IFP Information Gateway. The IFP Information Gateway is your centralized instrument flight procedures data portal, providing a single-source for:

(a) Charts: All published charts, volume, and type;

(b) IFP Production Plan: Current IFPs under development or amendments with tentative publication date and status;

(c) IFP Coordination: All coordinated developed/amended procedure forms forwarded to Flight Check or Charting for publication; and

(d) IFP Documents: Navigation Database Review (NDBR), repository and source documents used for data validation of coded IFPs.

(2) Special-use IFP. To request a special-use IFP (an IFP with restricted use and/or equipment/training requirements) the proponent has the option of contracting with the FAA or with a FAA-approved service provider for development. If the proponent selects the FAA, see paragraph 6.a. If the proponent selects a FAA-approved service provider, the non-FAA service provider will assemble the IFP request information in accordance with applicable FAA directives and submit the proposed package to the Flight Procedures and Airspace Group. Flight Standards, after reviewing the package, will forward the request to the IFP Validation Team for processing. Flight Standards will submit IFP requests to public-use landing areas to the IFP Information Gateway.

b. IFP Validation (see Figure B-1). Each service center will establish and maintain an IFP Validation Team. The teams will validate all IFP requests within the service area. Permanent Notice to Airmen and abbreviated amendments as defined by Order 8260.19, Flight Procedures and Airspace, are submitted to the IFP Validation Team for awareness and coordination only.

(1) IFP Validation Team members. The members (or representatives) must include:

(a) Service Center Representatives;

1. Flight Procedures Team (FPT) manager (Team Lead);

2. Planning and Requirements Group Representative; and

3. Air Traffic Representative.

(b) Flight Procedures and Airspace Group Representative; and

(c) Office of Airports Representative.

(2) IFP Validation Team objective. The team's objective is to ensure efficient use of FAA resources to benefit the National Airspace System (NAS). It is not intended for the authority of the Validation Team to supersede organizational authorities and responsibilities of individual FAA lines of business as established by current directives.

(3) IFP request review. The IFP Validation Team will analyze the request and determine the FAA's response. If the request is not approved, the IFP Validation Team will document the reasons, notify the proponent, and not forward to the IFP Prioritization Team. For approved IFP requests whose development requires FAA resources (public or special), the IFP request will be forwarded to the IFP Prioritization Team.

(a) Consult with AC 150/5300-13 (current edition), Airport Design, for the standards and recommendations in the design of civil airports. For example, the Approach or Departure Reference Code (APRC or DPRC) may help determine which categories of aircraft may be able to safely operate at the airport without additional airport infrastructure or operational mitigations (i.e., wingspan limitations, taxiway movement restrictions, etc.). The IFP should be designed to support up to category D minimums where possible. In considering a proposal, the committee must respect an airport's request not to publish a given line of minima if doing so would incur a new financial obligation or responsibility the airport is unable or unwilling to accept. The team will document any exclusion of approach category stating reason(s) for the exclusion.

(b) Identify IFPs with a known safety issue and those associated with a hard publication date [i.e., magnetic variation, airport construction, etc.]. Submit valid IFP requests to the IFP Prioritization Team.

(c) Review existing IFPs at the airport where the request is being made to determine if any should be canceled. Every effort should be made to eliminate IFPs that no longer serve a valid use or has/will be replaced by a performance-based navigation (PBN) procedure.

(d) Maintain a record of coordination/decision. After the IFP Validation Team has reached a decision, each team member must sign the IFP Validation Checklist (see Figure B-2) to document the decision. If the team approves the request, the signed IFP Validation Checklist provides assurance that all appropriate FAA lines of business are aware of the IFP development, amendment, suspension, or cancellation. The checklist will be included in the package submitted to the IFP Prioritization Team. If the IFP Validation Team does not approve the request, the reasons for disapproval will be documented on the IFP Validation Checklist and relayed to the proponent.

(e) Special-use procedures actions:

1. Process those developed/maintained by the FAA in accordance with this order; and

2. Provide the record of coordination for those developed/maintained by non-FAA service providers. These will not be forwarded to the IFP Prioritization Team.

(4) The IFP Validation Team will establish a process (electronic preferred) to meet the coordination requirements listed.

(5) Validate IFP request for policy compliance and NAS benefits. This should include but not limited to consideration of the following:

- (a) Alignment with PBN NAS Navigation Strategy;
- (b) Comprehensive review of airport IFP services to ensure a comparable IFP is not currently available;
- (c) Compatibility with national initiatives;
- (d) Enhancement of operational efficiency;
- (e) Alignment with Advisory Circular 150/5300-13 (current edition), Airport Design, guidance; and
- (f) Feasibility study to include Navigational Aid availability, Air Traffic Control Services, airspace analysis, environmental considerations, etc.

(6) Appeal process. If the IFP request is denied, the proponent may appeal the decision to the IFP Validation Team through the Flight Procedures Team Manager with additional justification. If the denial is sustained, the appeal will be forwarded to the IFP Prioritization Team for final determination. The IFP Validation Team will notify the proponent of the final determination.

c. IFP Prioritization (see Figure B-1). The IFP Prioritization Team prioritizes all valid IFP requests received from the IFP Validation Team and establishes the national production schedule. IFP action to support the safety and integrity of the NAS is the team's highest priority. The Air Traffic Organization's (ATO) Vice President of Mission Support Services will appoint the team chair.

(1) IFP Prioritization Team members (or representative):

- (a) Director, Office of Airport Safety and Standards (AAS-1);
- (b) Manager, Flight Technologies and Procedures Division (AFS-400);
- (c) Director, Airspace Services (AJV-1);
- (d) Director, Aeronautical Information Services (AJV-5);
- (e) Service Center Director (AJV-W/C/E); and
- (f) Director, Flight Program Operations (AJW-3).

(2) IFP Prioritization Team responsibilities:

(a) Establish and maintain a National IFP Prioritization List of validated requests subject to this order.

(b) Establish and maintain IFP Production Schedule for:

1. Procedures requiring hard publication date (i.e., runway construction, magnetic variation, etc.); and

2. National initiatives and other projects as defined by the Oversight Committee.

(c) Establish a three-chart cycle publication window for those procedures on the priority list publishing within three years, excluding those identified in paragraph 6.c(2)(b).

Note: ATO/Mission Support will assign publication date based on the projected publication window.

(d) Provide final determination of IFP request appeals submitted by IFP Validation Teams.

(e) Return IFP requests that require additional justification to the Validation Team.

(f) Establish a process (i.e., electronic or meeting) to meet the above responsibilities and coordination requirements.

d. IFP Oversight (see Figure B-2). The IFP Oversight Committee provides broad direction and oversight of the Flight Procedures Management Program and resolution of conflicting national initiatives of the NAS.

(1) IFP Oversight Committee members:

(a) Director, Office of Airport Safety and Standards (AAS-1);

(b) Director, Office of Safety Standards (AFS-1);

(c) Vice President, Air Traffic Services (AJT-0); and

(d) Vice President, Mission Support Services (AJV-0) (Chair).

(2) IFP Oversight Committee responsibilities:

(a) Ensure the policy/practices of the subordinate teams are executed in a manner that maintains the safety and integrity of the NAS;

(b) Provide guidance on national initiatives; and

(c) Provide resolution of competing initiatives.

(3) The IFP Oversight Committee will meet as necessary.

7. Information Update. For your convenience, FAA Form 1320-19, Directive 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 revision. When forwarding your comments to the originating office for consideration, please provide a complete explanation of why the suggested change is necessary.

A handwritten signature in black ink, appearing to read "DK Elwell". The signature is written in a cursive, somewhat stylized font.

Daniel K. Elwell
Acting Administrator

Appendix A. Administrative Information

1. Distribution. This order is electronic only.

2. Background. Increasing demand for new IFPs require continuous process improvement efforts to realize necessary efficiencies in the IFP development process. Order 8260.43A, Flight Procedures Management Program, established the RAPT, providing a single point of contact for the initiation of new or modification of existing IFP. This order redefined and renamed the roles of the RAPT and NAPT and adds executive oversight and decision making. This effort establishes a national prioritization of workload and adds emphasis on production capacity within the NAS while striving to reserve bandwidth to fast track minor changes.

Appendix B. Supplemental Information

1. General. This appendix contains a process flow diagram that shows how an IFP request progresses through the FAA. The diagram includes avenues for requests through non-FAA service providers as well as FAA service providers. The appendix also contains an IFP validation checklist, which may be used to document the approval or disapproval of an IFP request.

2. Process Flow (see Figure B-1). The Process Flow Diagram outlines the process (as previously described) for publishing an IFP.

3. IFP Validation Checklist (see Figure B-2).

a. Each line of business will provide justification (as needed) to support the validation of the project request.

b. When completing the validation checklist, each member is responsible for providing justification/information that supports the requested procedure (as needed). The justification/information must detail the benefits of the procedure to the NAS along with the criteria used to validate the request.

Note: If the justification/information is not provided the project will not be reviewed by the Validation Team.

Figure B-1. Process Flow Diagram

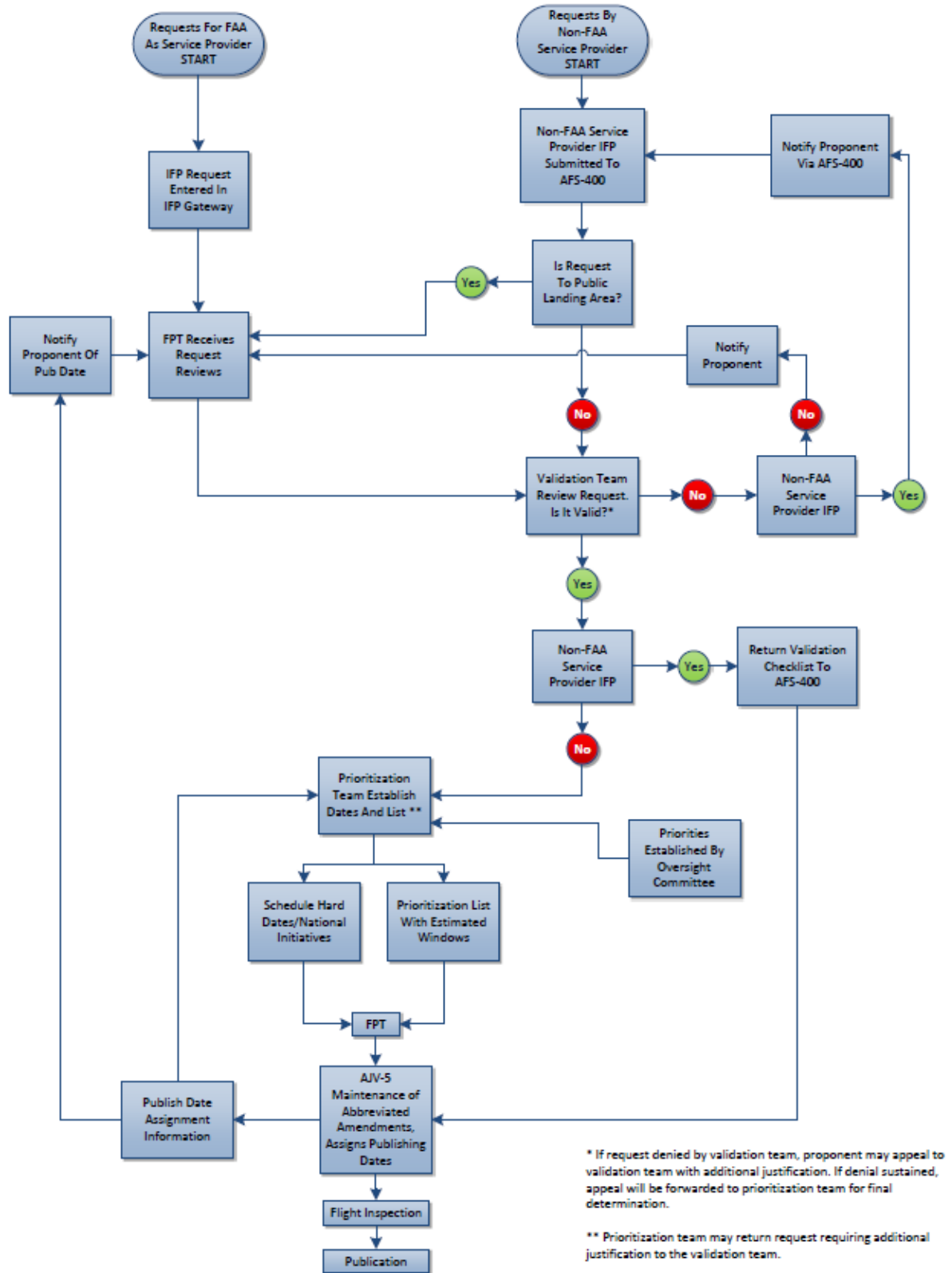


Figure B-2. IFP Validation Checklist

Airport ID _____ **Airport Name** _____ **Airport Location (City, ST)** _____

Requested by: _____

Procedure(s) Description:

Request Outcome (provide justification comments on page 2): **Validated** **Denied**

Request Tracking Number: _____

Approach Categories: A B C D E
(If less than D, enter justification in the comments below)

Comments:

Requested Pub Date: _____ (enter justification in the comments above)

Hard Date Required: Yes No

Service Center Flight Procedures Team
Objection No Objection

Service Center Air Traffic Operations
Support - Objection No Objection

Flight Standards Division
Objection No Objection

Regional Airports Division
Objection No Objection

Service Center Planning & Requirements
Group - Objection No Objection

Date

Validation or denial justification must be included by one or more core members below.

Flight Procedures Team Comments:
Air Traffic Comments:
Airports Comments:
Flight Standards Comments:
Planning and Requirements Comments: