

memorandum

date May 13, 2020

to Roundtable Members and Interested Parties

cc

from Steve Alverson, Santa Clara/Santa Cruz Counties Airport/Community Roundtable Facilitator

subject Review of the Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway

The FAA’s Instrument Flight Procedures Information Gateway (“IFP Gateway”) is a website used by the FAA to distribute aircraft instrument flight procedure details (“charts”) to the general public.¹ The FAA also uses the IFP Gateway to share its IFP Production Plan, which includes details on IFPs under development or amendment along with development status and tentative publication dates. Environmental Science Associates (ESA) monitors the IFP Gateway for proposed changes to IFPs associated with Norman Y. Mineta San Jose International Airport (SJC), San Francisco International Airport (SFO), and Oakland International Airport (OAK). Changes to IFPs associated with these airports may affect communities in Santa Clara and Santa Cruz counties.

The FAA publishes IFPs according to a specific publication cycle. The most recent publication date is March 26, 2020. The following information provides details on the IFP development process and IFPs under development or amendment.

Stages of IFP Development

Development of IFPs typically follows five stages, described below. Depending on the nature of the IFP development or amendment, not all of these stages may occur.

1. **FPT (Flight Procedures Team):** This team reviews potential IFPs for feasibility and coordinates IFP development with relevant FAA lines of business and staff offices.
2. **DEV:** Procedure development.
3. **FC (Flight Check):** The FAA performs a flight inspection of the procedure.
4. **PIT (Production Integration Team):** This team prepares procedure details to support publication.

¹ https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/

5. **CHARTING:** Procedures are made available to the public, typically in graphical, text, and electronic formats.

IFP Development Status Indicators

The following terms are employed by the FAA to identify the status of the IFP during the development process.

At Flight Check:	The procedure is with FAA staff responsible for flight inspection.
Awaiting Publication:	The procedure has been developed and is awaiting an upcoming publication date.
Awaiting Cancellation:	The procedure will be removed from FAA flight procedure databases on an upcoming publication date.
Complete:	Procedure development has finished.
On Hold:	Procedure development has been paused while awaiting further information.
Pending:	Detailed development of the procedure will begin in the future.
Published:	The procedure has been made publicly-available.
Terminated:	Development has terminated for the procedure.
Under Development:	The procedure is being developed by the FAA.

Key Terms

The following acronyms are employed by the FAA to describe the IFP, including some of the navigational equipment necessary to accommodate the IFP.

AMDT:	Amendment
CAT:	Category
DME:	Distance Measuring Equipment
DP:	Departure Procedure
GPS:	Global Positioning System
GLS:	Ground-Based Augmentation System (GBAS) Landing System
IAP:	Instrument Approach Procedure
ILS:	Instrument Landing System
LOC:	Localizer
LDA:	Localizer Type Directional Aid
RNAV:	Area Navigation
RNP:	Required Navigation Performance
RWY:	Runway
SA:	Special Authorization
SID:	Standard Instrument Departure
STAR:	Standard Terminal Arrival Route
TBD:	To Be Determined

Management of FAA IFP Production During the COVID-19 Pandemic

On April 16, 2020, the FAA issued a memorandum (attached) discussing changes to IFP production during the COVID-19 pandemic. FAA noted that IFP production has been impacted by precautions taken to protect the health and safety of FAA Flight Inspection aircrews² due to the pandemic. Among the work that may continue during the pandemic is completion of IFP procedure amendments that do not require flight inspection; periodic IFP reviews and inventory maintenance; compilation and utilization of a list of completed IFP work that can be flown by Flight Inspection aircrews if operations are warranted; and coordination with FAA Flight Inspection Operations on IFP requests associated with National Airspace System Safety/Efficiency. This includes IFP related requests such as returning navigational aids to service and providing support to Flight Inspection Operations by ensuring satisfaction of IFP requirements at Focus 40 airports. IFP requirements include satisfaction of instrument approach procedure prerequisites, collection of airport land survey data, collection of airport data, and satisfaction of an initial environmental review. Both OAK and SFO are Focus 40 airports. SJC is not a Focus 40 airport. The memorandum further states that no new or amended IFP will be validated by Flight Inspection without prior FAA approval.

IFP Status

The following tables provide status updates on IFP production for procedures serving OAK, SFO, and SJC. Information highlighted in **turquoise** has been updated since the April 7, 2020 SCSC Roundtable IFP Gateway Review.

Norman Y. Mineta San Jose International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
ILS OR LOC RWY 30L, AMDT 26	IAP	Under Development	7/16/2020	No further information available on the IFP Gateway at this time.
RNAV (RNP) Z RWY 12L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available on the IFP Gateway at this time.
RNAV (RNP) Z RWY 12R, AMDT 3B	IAP	Under Development	12/31/2020	No further information available on the IFP Gateway at this time.
RNAV (RNP) Z RWY 30L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available on the IFP Gateway at this time.

² The FAA's Flight Inspection Operations Group is responsible for ensuring the safety of instrument flight procedures in the National Airspace System. Flight Inspection aircrews evaluate and validate ground and space-based navigational aids and conduct airborne inspection of all instrument flight procedures under both ideal and adverse weather conditions.

San Francisco International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled/Actual Publication Date	Additional Notes (If Applicable)
TIPP TOE VISUAL RWY 28L/R, AMDT 3	IAP	Pending	12/2/2021	The change is of interest to the SCSC Roundtable as the current procedure is a nighttime noise abatement procedure that overflies Los Altos and Palo Alto. Additional information is being pursued.
GLS OVERLAY RNAV (GPS) RWY 19L, AMDT 3	GLS IAP	Pending	4/22/2021	No further information available on the IFP Gateway at this time.
GLS OVERLAY RNAV (GPS) RWY 19R, AMDT 2	GLS IAP	Pending	4/22/2021	No further information available on the IFP Gateway at this time.
GLS OVERLAY RNAV (GPS) Z RWY 28R, AMDT, AMDT 6	GLS IAP	Pending	4/22/2021	No further information available on the IFP Gateway at this time.
GLS OVERLAY RNAV (GPS) RWY 28L, AMDT 6	GLS IAP	Pending	4/22/2021	No further information available on the IFP Gateway at this time.
ILS PRM RWY 28L, AMDT 3A	IAP	Awaiting Cancellation	08/12/2021	No further information available on the IFP Gateway at this time.
LDA PRM RWY 28R, AMDT 2B	IAP	Awaiting Cancellation	08/12/2021	No further information available on the IFP Gateway at this time.
RNAV (GPS) PRM RWY 28L, AMDT 2	IAP	Awaiting Cancellation	08/12/2021	No further information available on the IFP Gateway at this time.
RNAV (GPS) PRM X RWY 28R, AMDT 1B	IAP	Awaiting Cancellation	08/12/2021	No further information available on the IFP Gateway at this time.
POINT REYES THREE	STAR	Pending	12/31/2020	No further information available on the IFP Gateway at this time.
STINS FOUR	STAR	Pending	12/31/2020	No further information available on the IFP Gateway at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
SUNNE ONE	SID	Published	1/30/2020	This procedure has been removed from the IFP Production Plan on the IFP Gateway as it was published on 1/30/2020.
ILS RWY 12 (SA CAT I), AMDT 8B	IAP	Published	3/26/2020	This procedure was published on 3/26/2020.
SILENT TWO	SID	Awaiting Publication	5/21/2020	Changes to the departure procedure are not in the vicinity of SCSC Roundtable member communities. The CHICO Transition has been deleted from the procedure.
ILS OR LOC RWY 12, AMDT 9	IAP	Pending	10/7/2021	No further information available on the IFP Gateway at this time.
RNAV (GPS) Y RWY 12, AMDT 4	IAP	Pending	10/7/2021	No further information available on the IFP Gateway at this time.
AANET TWO	RNAV STAR	Pending	10/7/2021	No further information available on the IFP Gateway at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
WNDSR THREE	RNAV STAR	Pending	10/7/2021	No further information available on the IFP Gateway at this time.



Federal Aviation Administration

Memorandum

Date: April 16, 2020

To: Instrument Flight Procedures Stakeholders

From: Gary L. Powell, Director, Aeronautical Information Service (AJV-A)

Subject: Management of FAA Instrument Flight Procedures (IFP) production during the COVID-19 pandemic.

Purpose: Provide stakeholders information regarding impacts to Instrument Flight Procedures (IFP) Requests, scheduling, and IFP work that the FAA intends to accomplish during this National Emergency.

Discussion: Precautions implemented to ensure the health and safety of FAA Flight Inspection (FI) aircrews during COVID-19 have impacted IFP production. The plan below identifies IFP work that can be accomplished without the need for Flight Inspection/validation and outlines critical National Airspace System (NAS) maintenance that will continue uninterrupted. This refocusing of IFP production ensures the highest level of aviation safety within the NAS.

Action: Effective immediately, the FAA IFP production will focus on the following areas:

- Complete IFP Procedure Amendments that do not require FI
- Issue IFP Notices to Airmen (NOTAM)
- Conduct IFP Periodic Reviews and Inventory Maintenance
- Coordinate with FI regarding NAS Safety/Efficiency related IFP requests including:
 - Periodic/Return to Service, ex. Navigational Aid (NAVAID)
 - Support Flight Inspection Operations via resulting IFP requirements at Focus 40 airports (see attached list)
- Compile and utilize a list of completed IFP work that can be flown by FI if operations warrant.
- No new or amended IFP will be validated by FI unless prior FAA approval is granted.

We appreciate your patience during this challenging period for our Nation.

ATO FOCUS 40

ADW	CLT	DTW	IAH	LGA	MSP	PHL	SFO
ANC	CVG	EWR	IND	MCO	OAK	PHX	SJU
ATL	DCA	FLL	JFK	MDW	ONT	SAN	SLC
BOS	DEN	HNL	LAS	MEM	ORD	SDF	TEB
BWI	DFW	IAD	LAX	MIA	PDX	SEA	TPA