Airport Working Group-Quarterly Meeting
June 25, 2018

Presentation Topics

- **Welcome & Introduction**
- **IFP Process and Community Involvement**
- **Website Demonstration and ATC Video**
- **Departure Procedures (Conventional vs RNAV)**
- **A day of Air Traffic Control**
- **Why?**
- **Questions?**

Welcome & Introduction

- **Air Traffic Controller**
- **QUATS**
- **Ops Sup/FLM**
- **Training Manager**
- **QC Manager- Ops**
- **QC GM**
- **OSG GM**
- **TADM/DM Operations**

IFP Request Process and Community Involvement

Overview

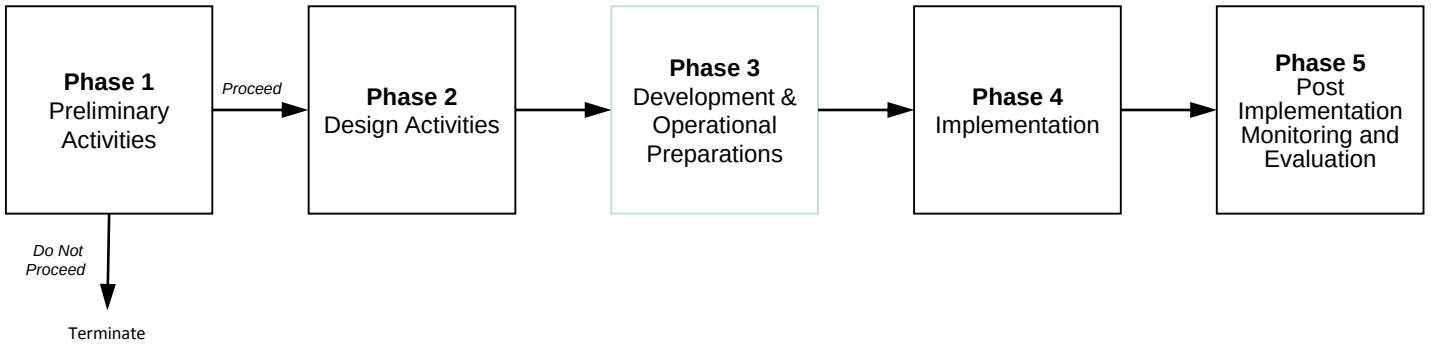
- **The IFP process includes numerous individual steps with varying timelines.**
  - Request Initiation Instrument Flight Procedure(IFP) Gateway
  - Initial Feasibility/Analysis
    - 7100.41 Performance Based Navigation (PBN) Processing (if required)
  - Regional Airspace and Procedure Team (RAPT) review
  - Coordination/Design
  - Development
  - Quality Control Review (QC)
  - Coding
  - Flight Inspection
  - Flight Standards (AFS) Review (if required)
  - Printing and Distribution

Request Initiation

- Proponent makes the request for IFP action via the IFP Request Form on the IFP Gateway.
  - The request must include the details of the request along with justification and rationale.
- Flight Procedures Team is immediately notified of the request.
  - Assigns appropriate specialist to perform the initial feasibility/analysis.
  - Request is also forwarded to the PBN group if the request requires action on a PBN procedure.
- Requestor receives automated email updates regarding the status of their procedure throughout the development process.
- Timeline for completion of this stage to preparation of the project for RAPT consideration can vary widely, depending on the complexity/scope of the project.
  - Normally, this can be accomplished within 45 days, however it may take much longer to vet more complex or controversial requests.

5 Phases of the PBN .41 Process

1. Preliminary Activities (15 to 30 days initial processing and a minimum of 45 days advance notification required to convene work group.)
2. Design Activities (30 – 90 days)
3. Development and Operational Preparation (see time lines for development, flight validation, and charting)
4. Implementation (time – NA)
5. Post Implementation Monitoring and Evaluation (minimum 60 days, up to 6 months)



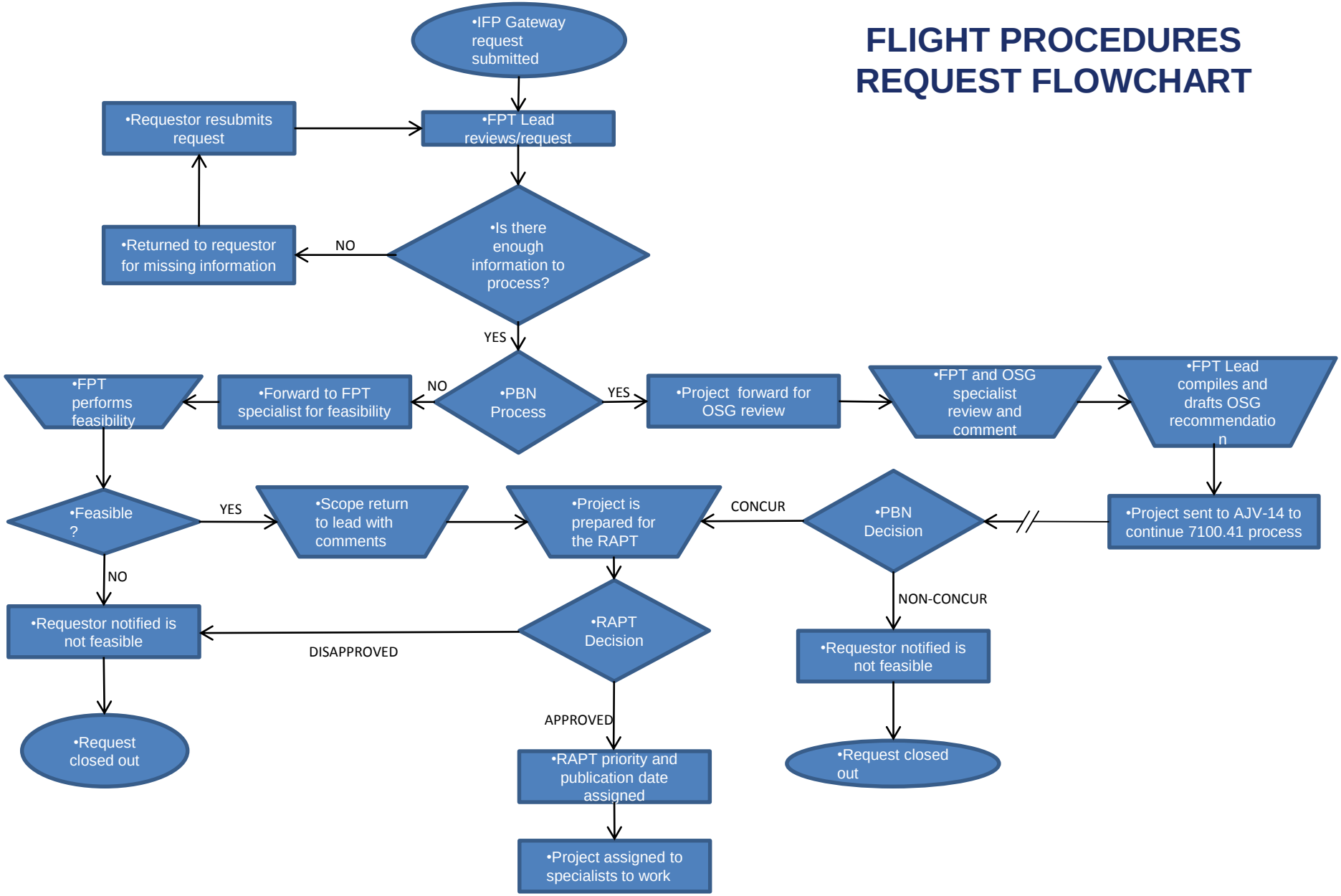
Regional Airspace and Procedures Team (RAPT)

- **The RAPT meets one per month and is comprised of five core members and chaired by the Flight Procedures Team:**
  - Flight Procedures Team
  - Flight Standards
  - Airports Division
  - Air Traffic Operations Support
  - Planning and Requirements Group
- **The RAPT considers requests for IFP action and approves or disapproves each request.**
- **If approved, the RAPT will assign a priority for the project and establish a proposed chart date.**
  - Western RAPT is assigning chart dates into 2019 due to current backlog.

Coordination and Design

- **The FPT specialist will coordinate with all parties that have an interest in the procedure request including:**
  - ATC
  - Airports Division
  - Airport Managers
  - Industry
  - User groups (e.g., NBAA, AOPA)
  - Various FAA offices (e.g., Technical Operations, Environmental, Airspace, etc.)
  - Others
- **Specialist s use various Instrument Flight Procedure Automation (IFPA) programs to design the procedure and work collaboratively with the above entities to develop a final design solution of the request.**
- **Once the design is finalized and coordinated, the specialist compiles all supporting data and requirements to prep the project for submission to Aeronautical Information Services (AIS) for development.**
- **Timeline for this stage varies per project scope and complexity. This time can range from 60 days to over a year.**

FLIGHT PROCEDURES REQUEST FLOWCHART



Development

- **Once Aeronautical Information Services (AIS) receives a project from the Flight Procedure Team (FPT), the project is assigned to a specialist to develop the procedures as detailed in the design package.**
- **The specialist:**
  - Checks for package completeness and verifies all data and documentation supporting the project.
  - Develops the procedure using Instrument Flight Procedures Automation (IFPA) and ensures the meets current criteria.
  - Documents the procedure on the appropriate 8260 series forms.
  - Drafts and submits any additional actions required (e.g., MagVar change request, Terminal Airspace requirements, etc.)
  - Compiles the data/information into a complete package to submit for Quality Control (QC) review.
- **Timeline for this stage is about 45 days**

Quality Control (QC) Review

- **The QC specialist reviews the developed project for technical, procedural and editorial issues.**
- **When discrepancies are identified, the specialist will write up their review and return it to the development specialist for corrections.**
- **After the project passes QC review, the specialist will stamp the procedure approved and the project is forwarded to Flight Inspection and Coding.**

Flight Inspection and Coding

- **Flight Inspection will place the procedures on the itinerary to be flown. During inspection, the proposed procedure design is checked for flyability, signal reception, FMS issues, etc.**
  - Timeline for Flight Inspection is 50 days
- **Coding**
  - The AIS coding team translates the 8260 series forms into ARINC 424 coding for inclusion in the Coded Instrument Flight Procedures (CIFP) file. This file is then provided to 3rd party service providers (e.g., Jeppesen, LIDO, Honeywell) for use in their coding they distribute to their customers. This is how flight procedures get into the "box" in the aircraft.
  - Timeline for the coding team is 10 days.

Flight Standards (AFS) Review

- **If a waiver to criteria or specific approval is required for the proposed flight procedure action, the request and design must be reviewed and approved by the Procedures Review Board (PRB).**
  - The PRB meets once a week and considers the request and equivalent levels of safety provided, along with all other relevant data provided to make a determination to approve or disapprove the request.
  - There is not a specific timeline associated with the PRB review process, however, the PRB chair (AFS-460) requests that all submissions are made at least 2 weeks prior to the agenda being submitted. A 3 week timeline would be a good estimation for this stage.

Printing and Distribution

- **After all preceding stages are complete. AIS will issue National Flight Data Digest (NFDD) updates and a Transmittal Letter (TL) initiating official action on the procedure request. The completed project will also be forwarded to the AIS Charting Team in Silver Spring, MD.**
- **The AIS Charting Team will assign the project to a Cartographic specialist as appropriate to develop the chart for the procedure action.**
- **Once all of the charts for a specific charting cycle have been completed and indexed, the full complement of IFP publication chart products are submitted for printing and distribution.**
- **Timeline for this stage is 38 – 60 days.**

Website Demonstration and ATC Video

IFP Gateway

Aeronautical Information Services

- Alerts/Notices
- Catalog of Products
- Order FAA Products
- Digital Products
- Aeronautical Data/NFDC
- Obstacle Data
- Critical DME List
- **Instrument Flight Procedures Information Gateway**

FAA Home ▸ Air Traffic ▸ Flight Information ▸ Aeronautical Information Services ▸ Instrument Flight Procedures Information Gateway

Instrument Flight Procedures Information Gateway

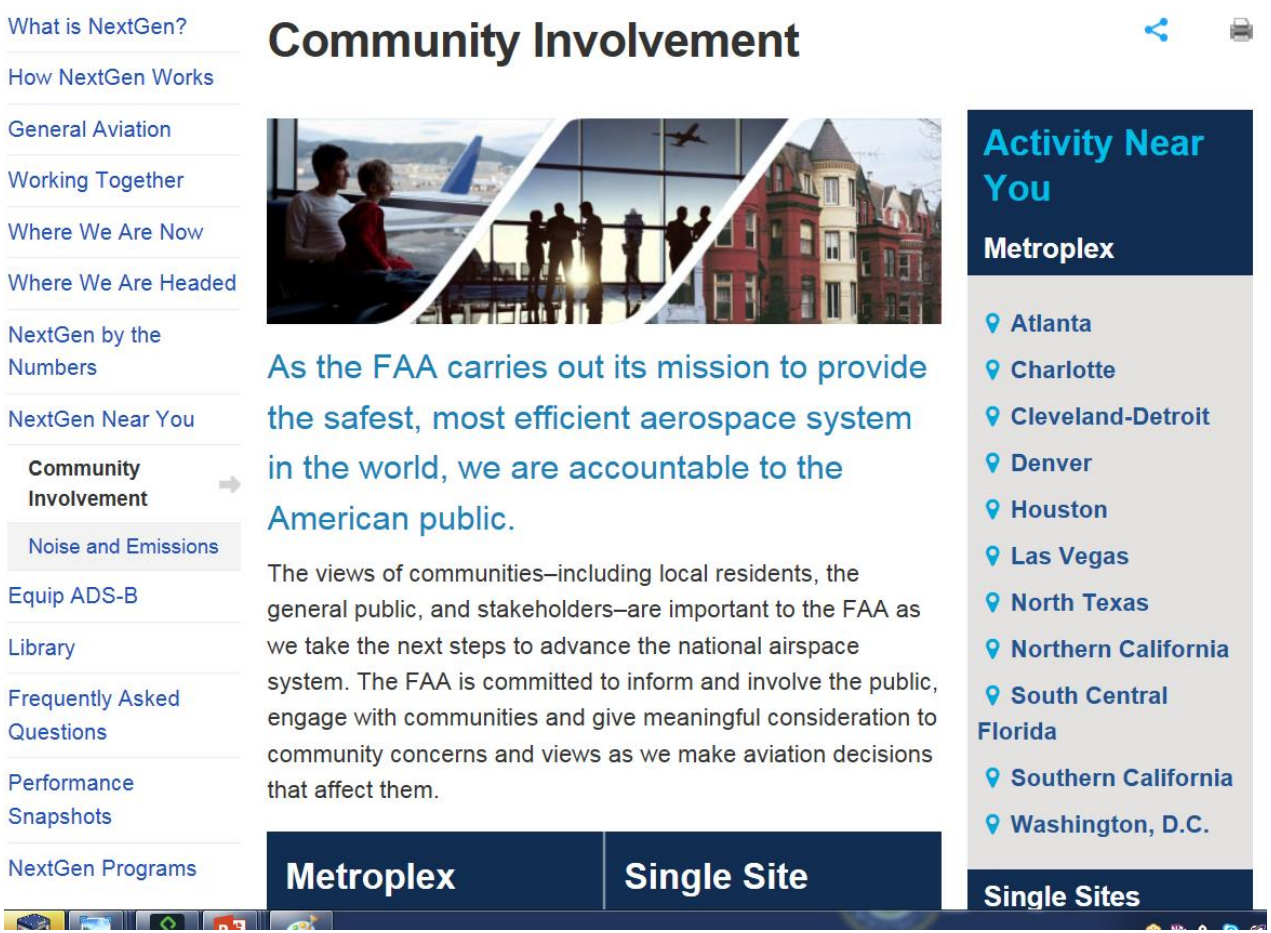
The **IFP Information Gateway** is your centralized instrument flight procedures data portal, providing a single-source for:

- **Charts** — All Published Charts, Volume, and Type.
- **IFP Production Plan** — Current IFPs under Development or Amendments with Tentative Publication Date and Status.
- **IFP Coordination** — All coordinated developed/amended procedure forms forwarded to Flight Check or Charting for publication.
- **IFP Documents - Navigation Database Review**

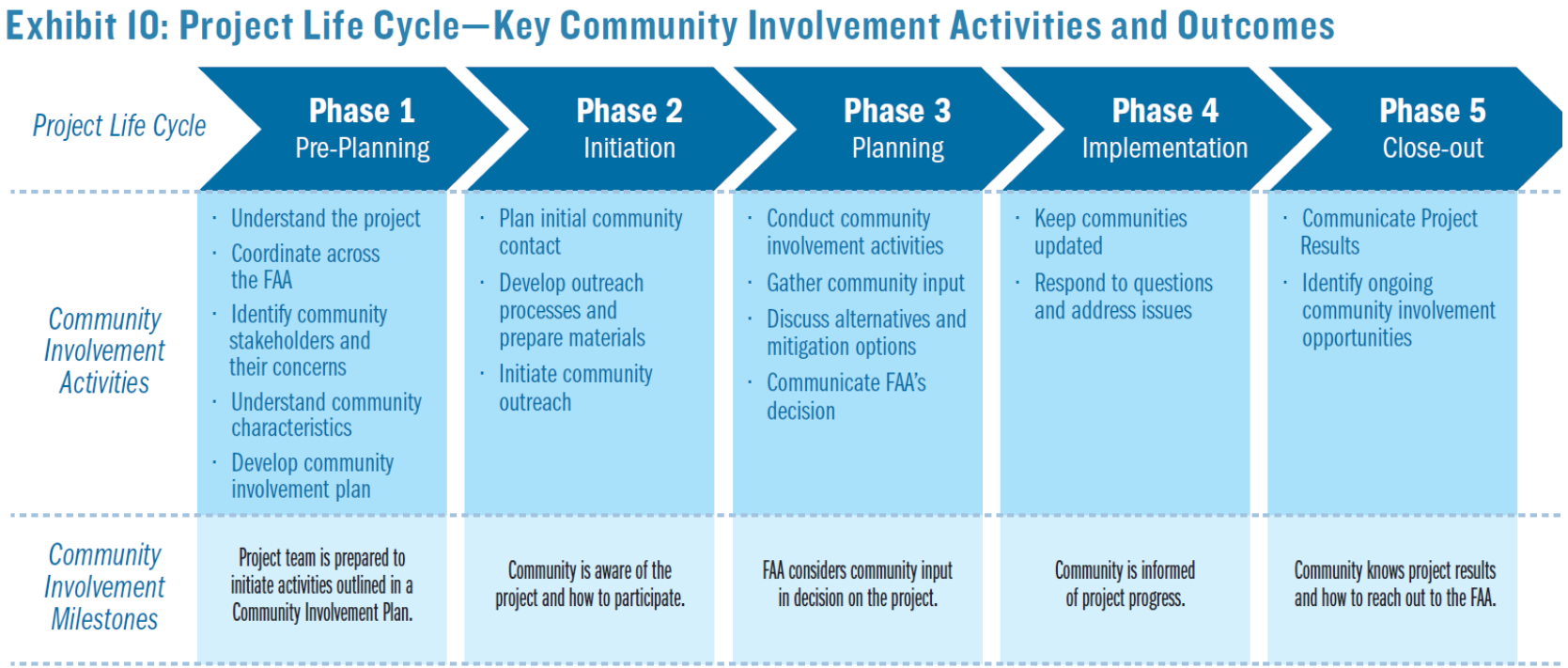
Sign in to Information Gateway

IFP Information Gateway Instructional Video

Community Involvement



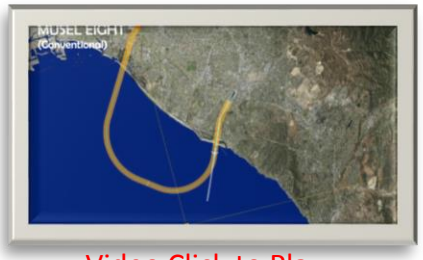
Key CI Activities



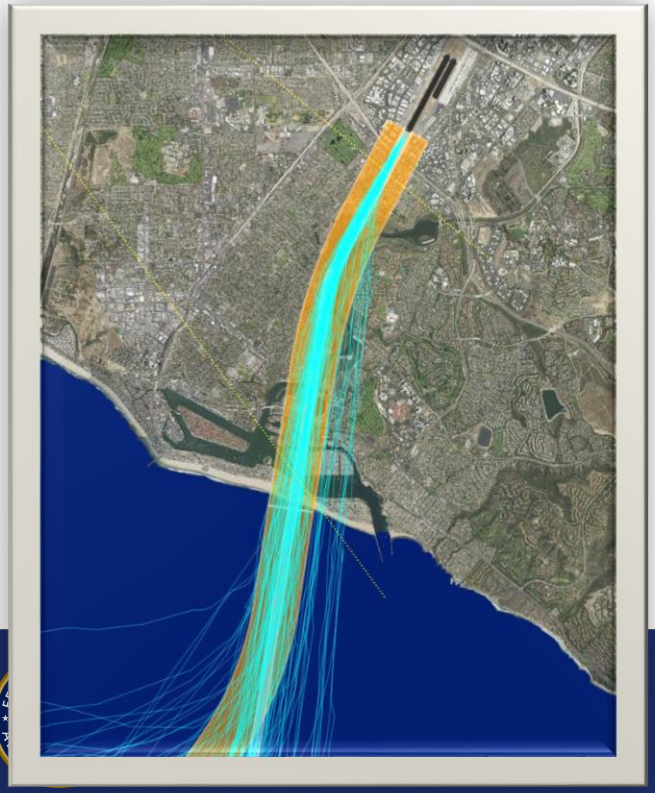
Departure Procedures (Conventional vs RNAV)

Conventional Procedure (MUSEL EIGHT)

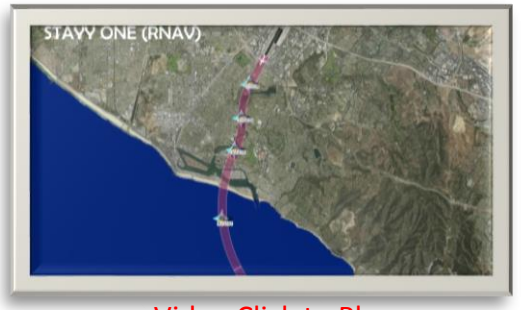
“Radar Vector”



Video Click to Play



RNAV Procedure (STAYY ONE)



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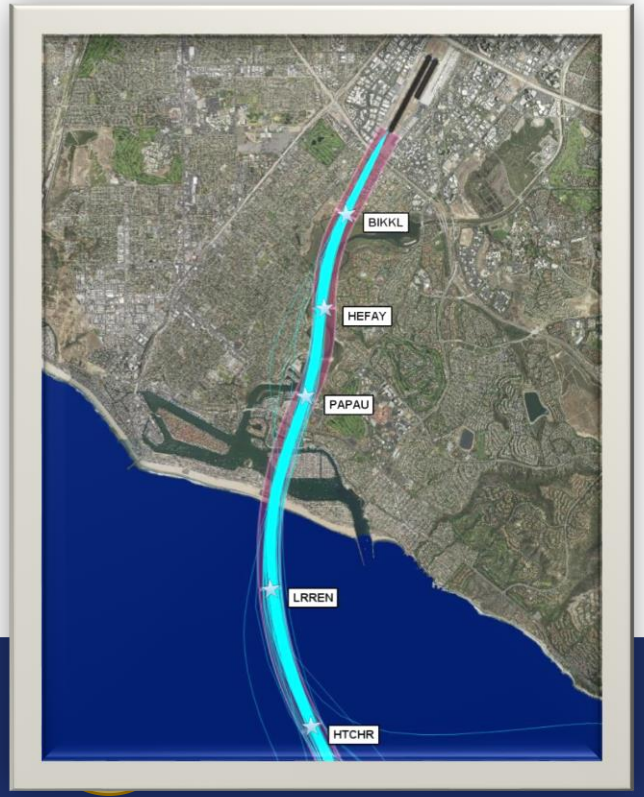
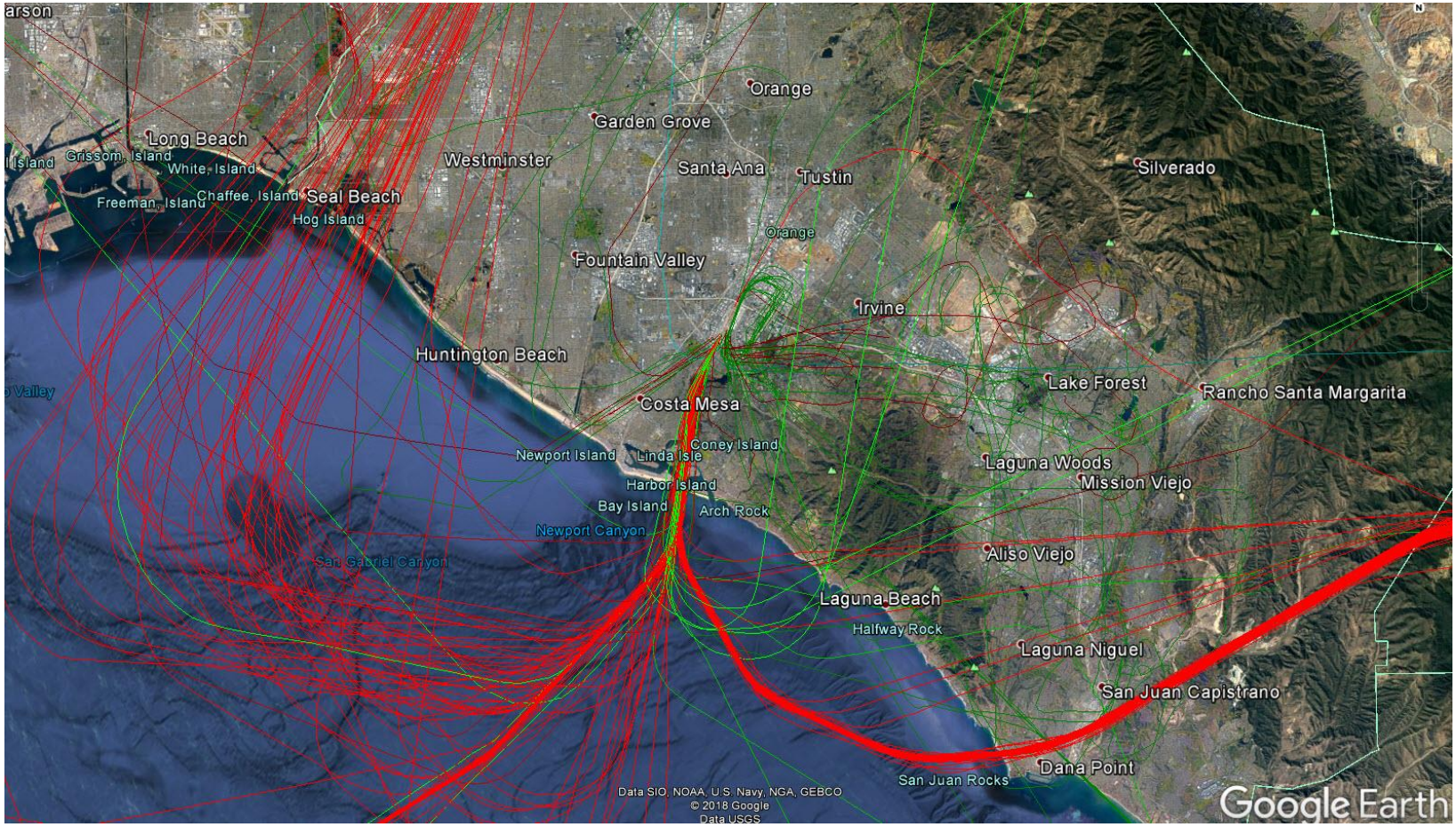


Los Angeles Basin

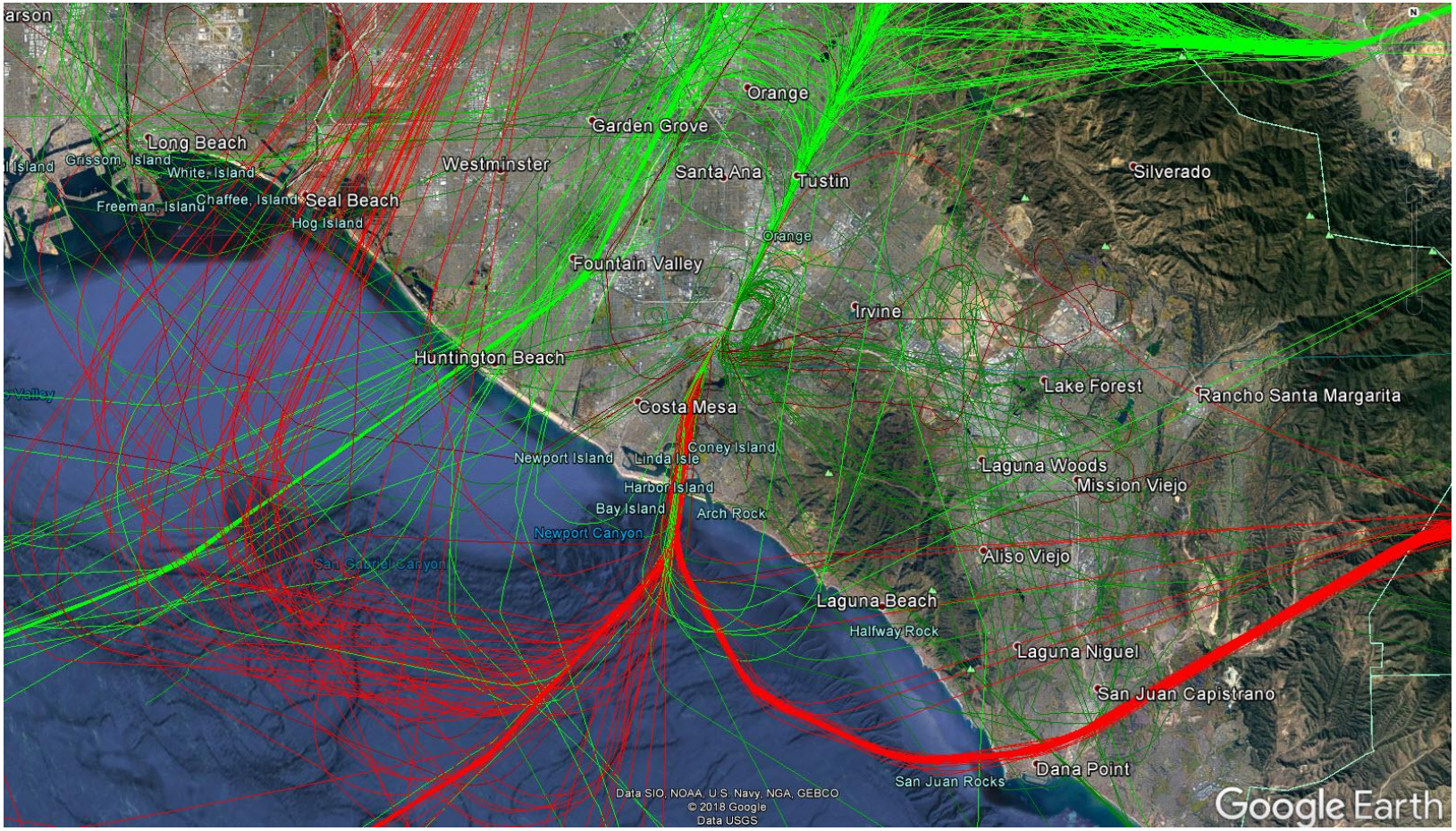
A day of air traffic control-

June 21, 2018

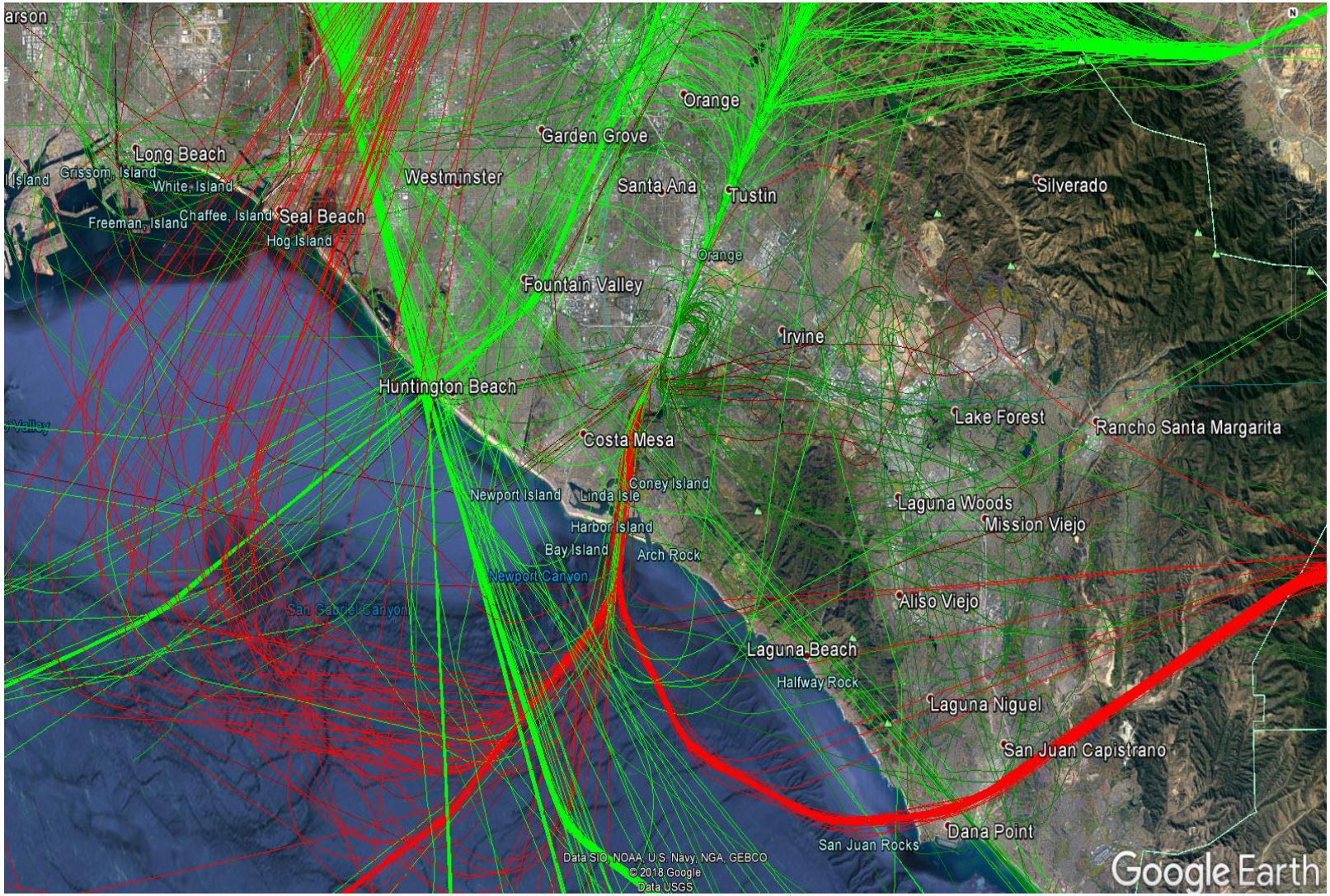
SNA Departures



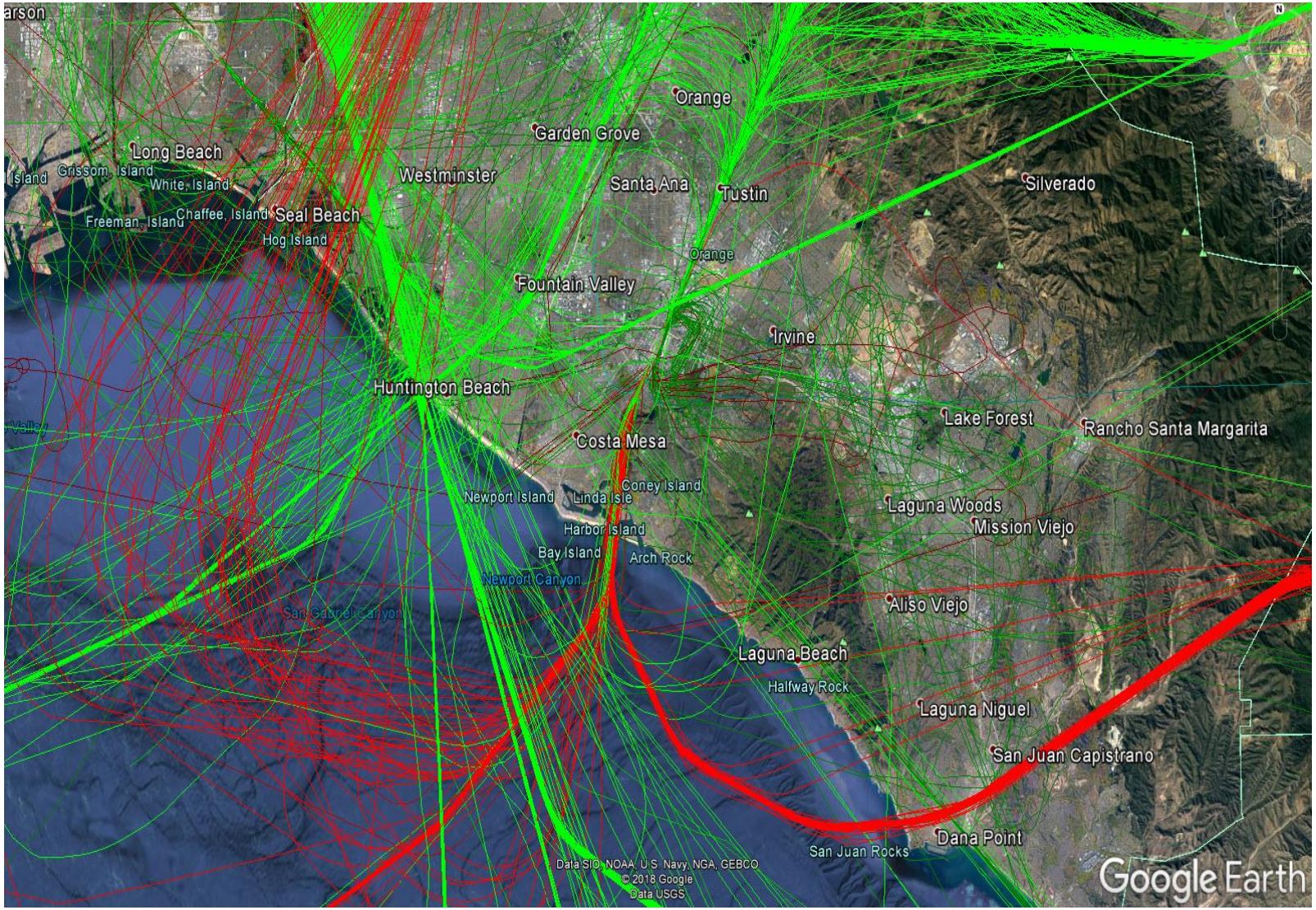
SNA Arrivals



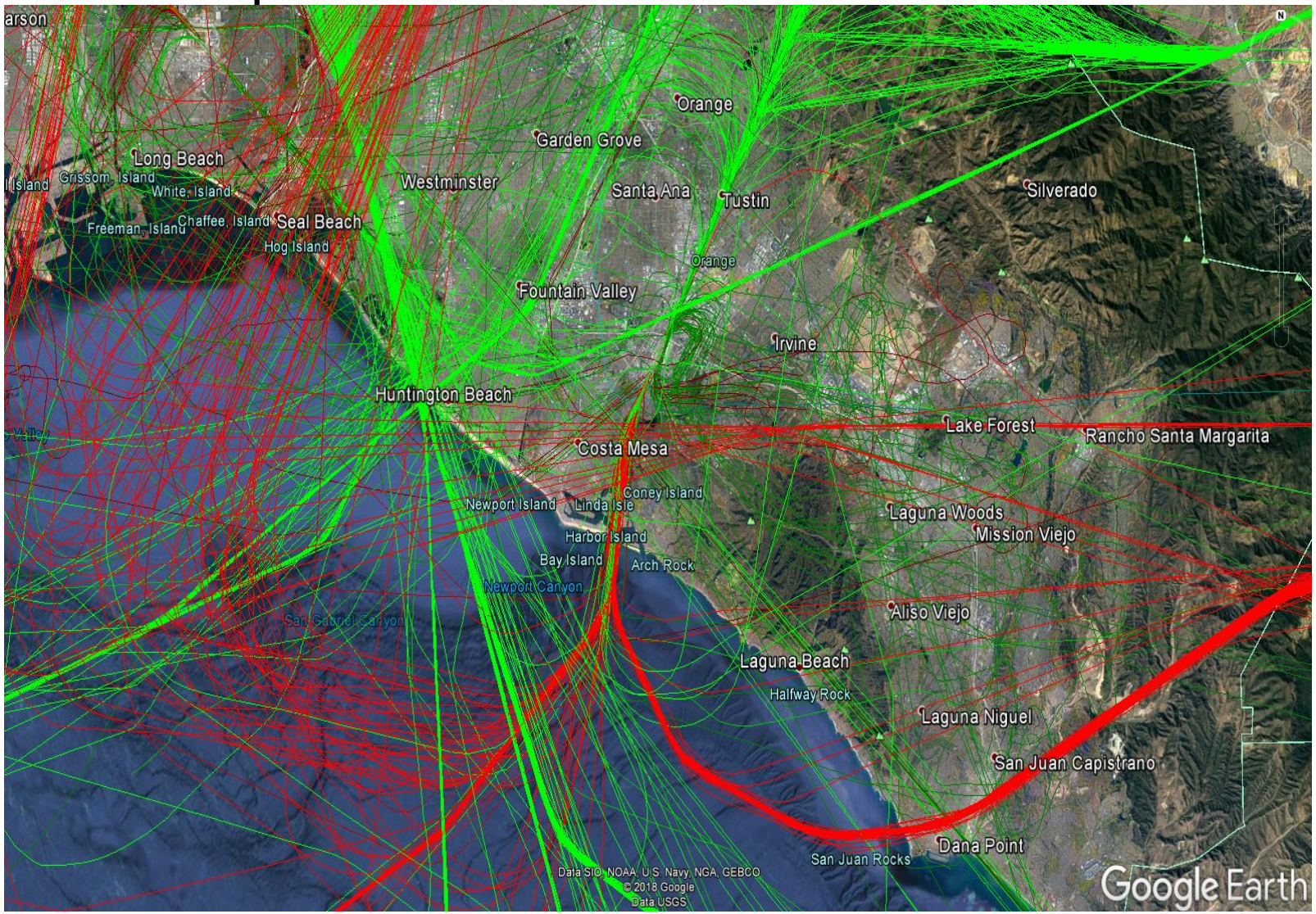
LAX Arrivals



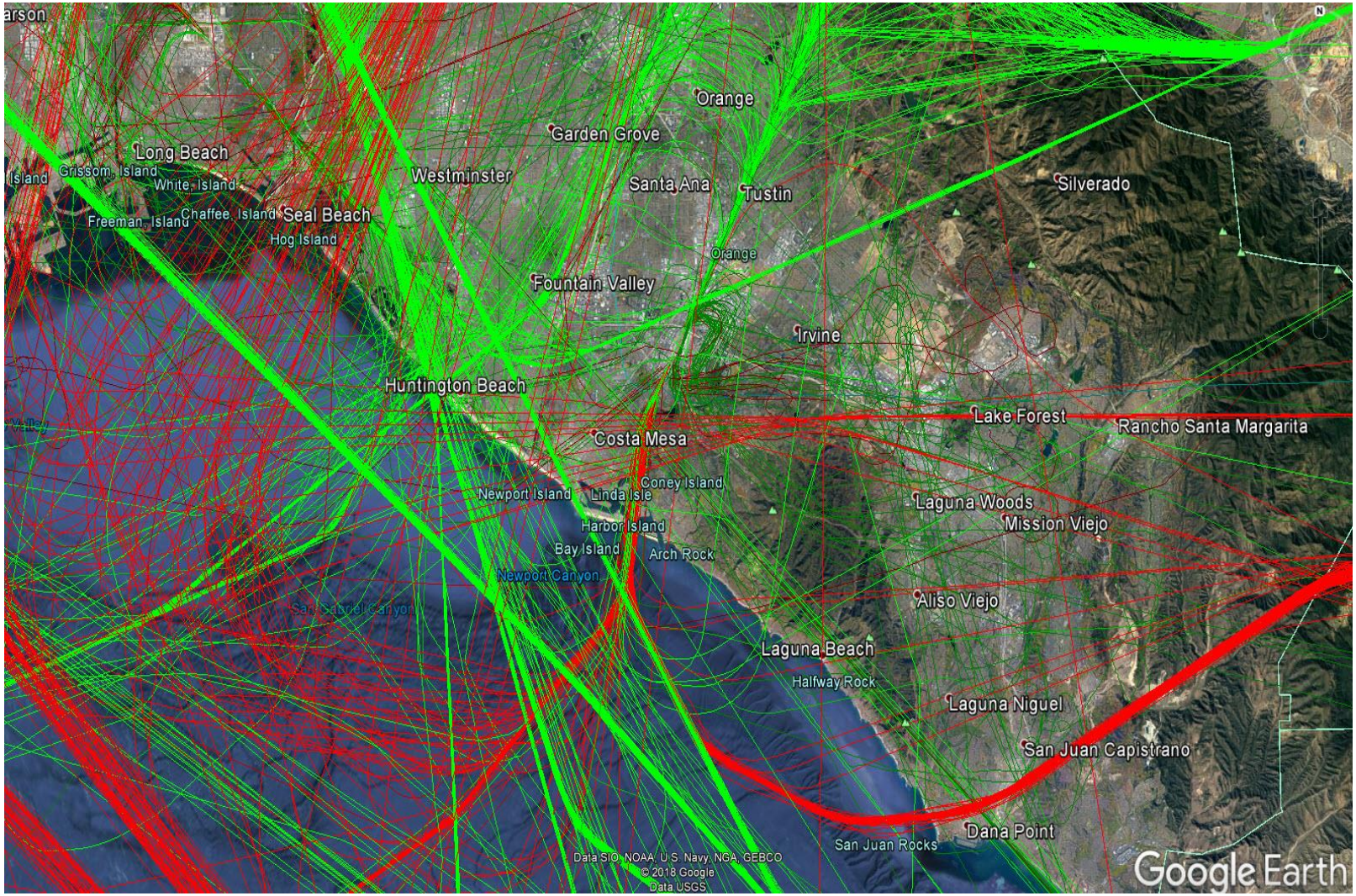
LGB Arrivals



LGB Departures



SAN Arr/Dep


Orange
Garden Grove
Long Beach
Grissom Island
White Island
Westminster
Santa Ana
Tustin
Silverado
Freeman Island
Chaffee Island
Seal Beach
Hog Island
Orange
Fountain Valley
Irvine
Huntington Beach
Lake Forest
Rancho Santa Margarita
Costa Mesa
Coney Island
Newport Island
Linda Isle
Laguna Woods
Harbor Island
Mission Viejo
Bay Island
Arch Rock
Newport Canyon
Aliso Viejo
Laguna Beach
Halfway Rock
Laguna Niguel
San Juan Capistrano
Dana Point
San Juan Rocks
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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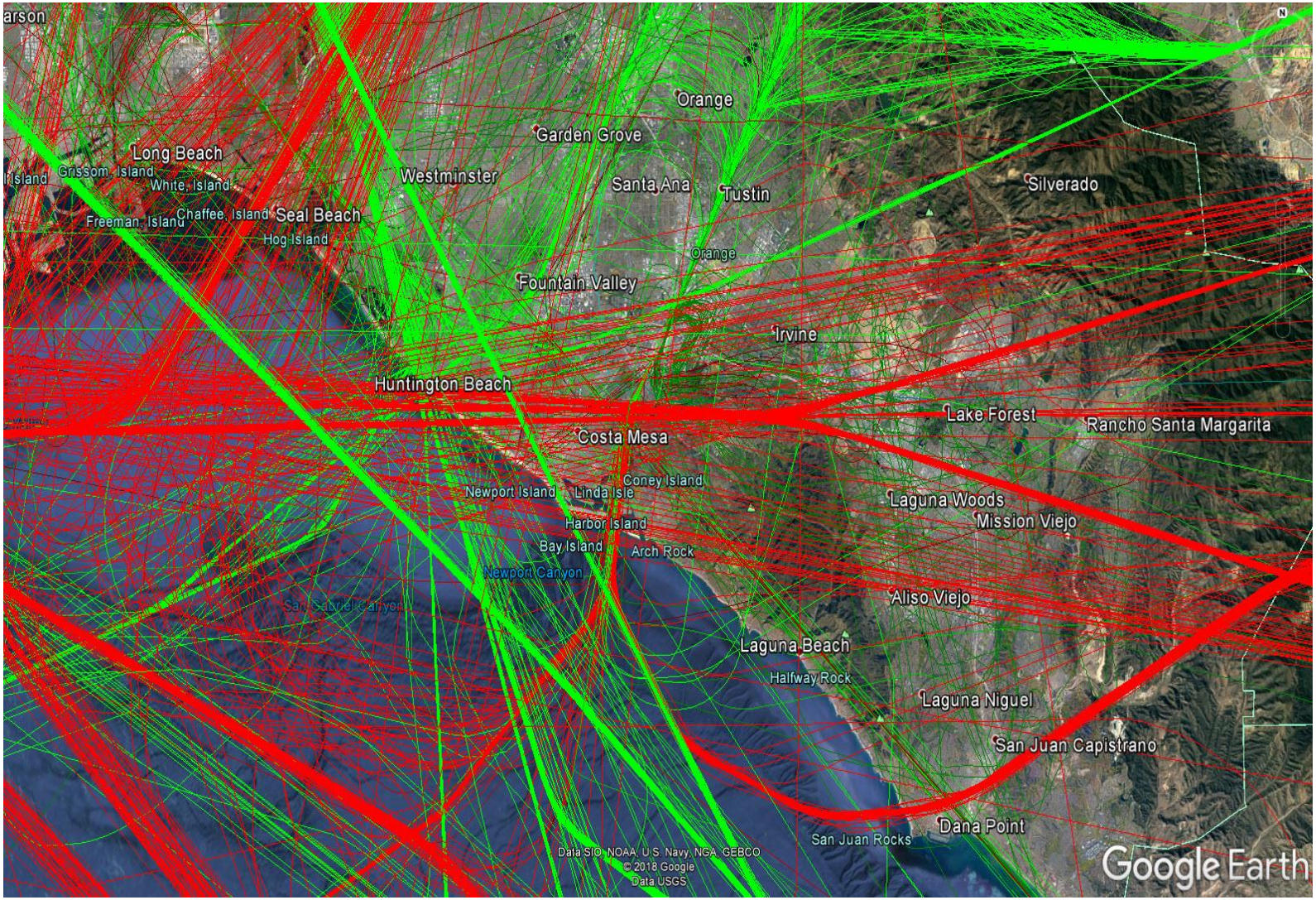
LAX Dep


Orange
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Westminster
Santa Ana
Tustin
Silverado
Chaffee Island
Seal Beach
Freeman Island
Hog Island
Orange
Fountain Valley
Irvine
Huntington Beach
Lake Forest
Rancho Santa Margarita
Costa Mesa
Coney Island
Newport Island
Linda Isle
Laguna Woods
Harbor Island
Mission Viejo
Bay Island
Arch Rock
Newport Canyon
Aliso Viejo
Laguna Beach
Halfway Rock
Laguna Niguel
San Juan Capistrano
Dana Point
San Juan Rocks
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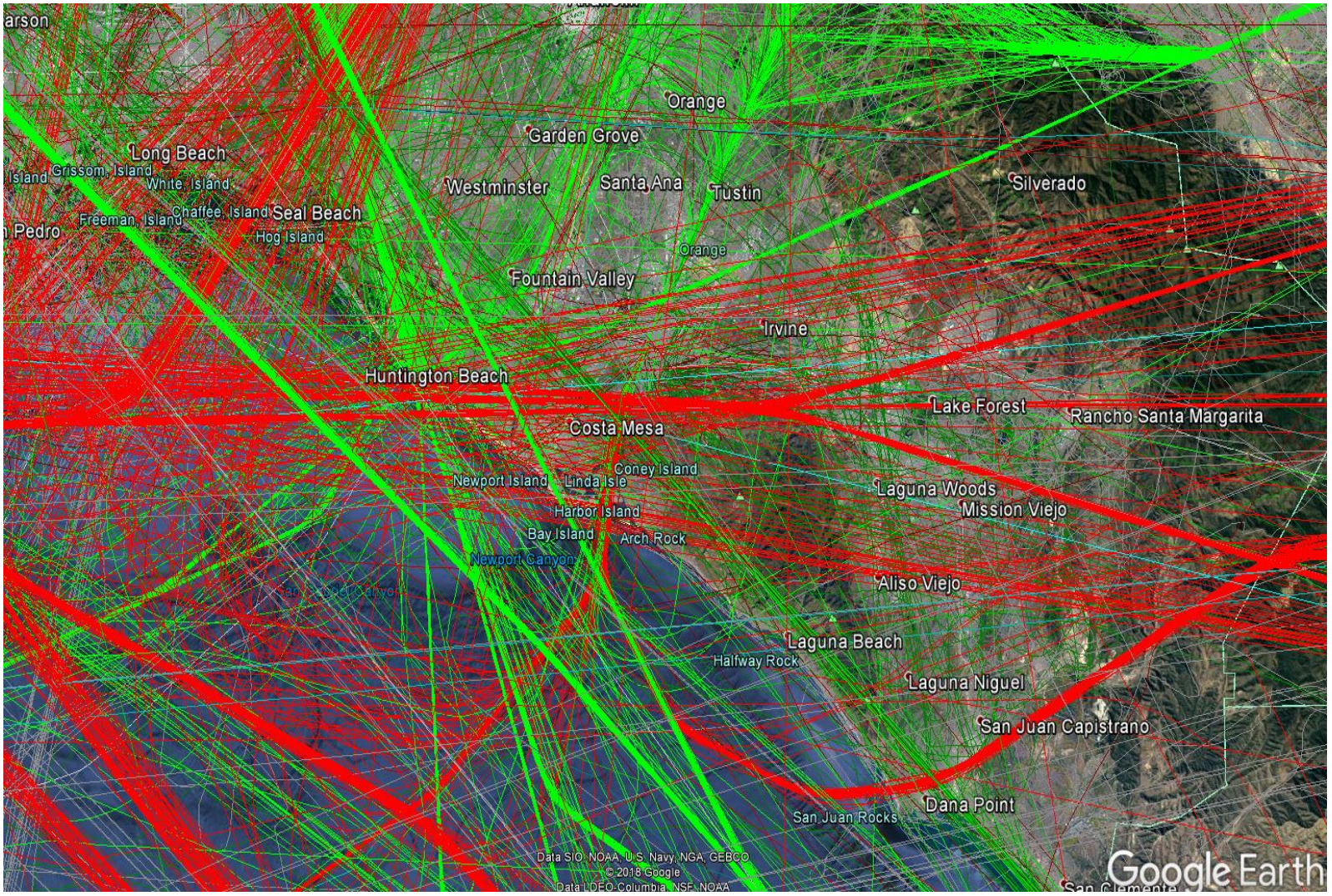
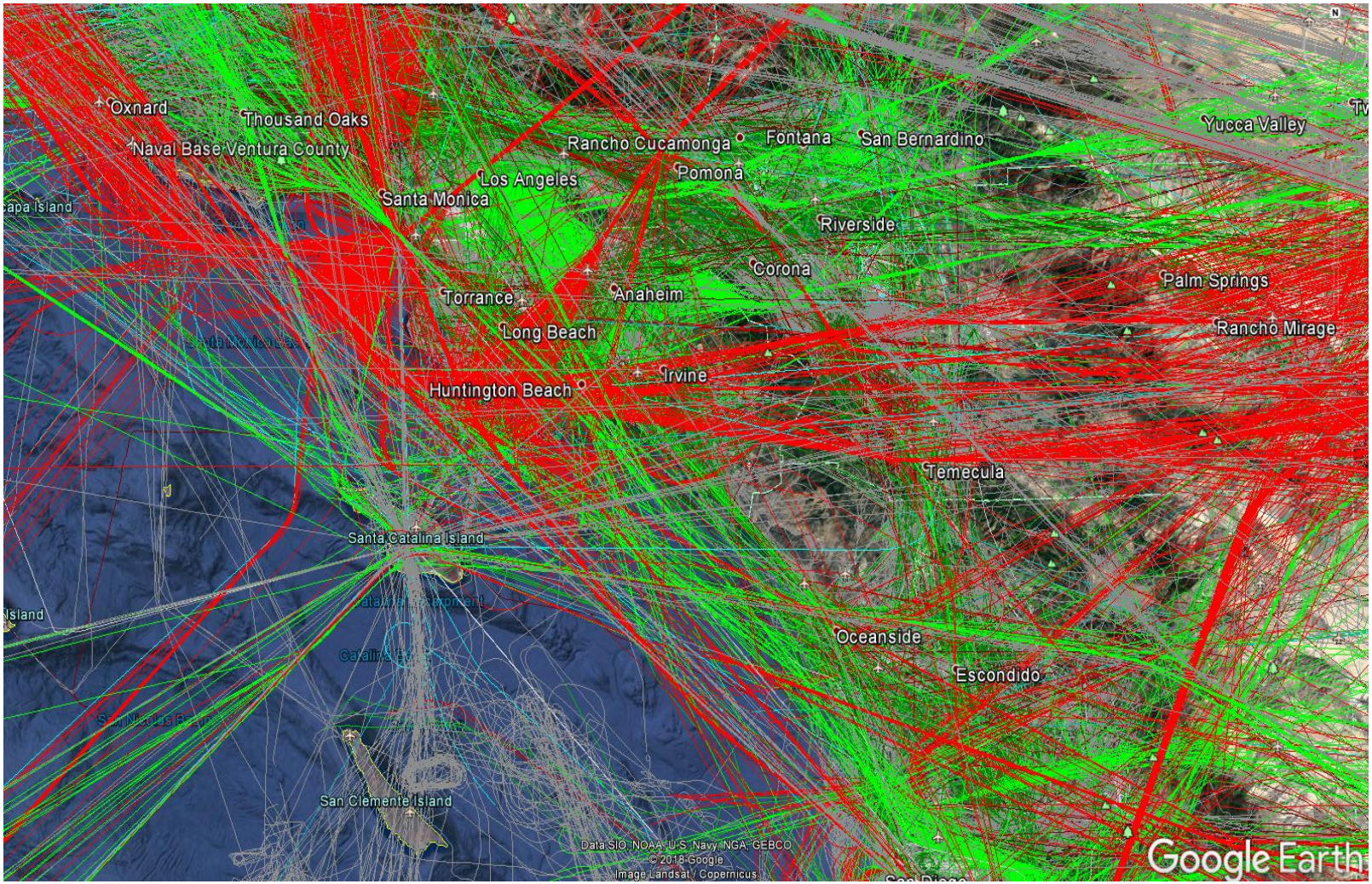
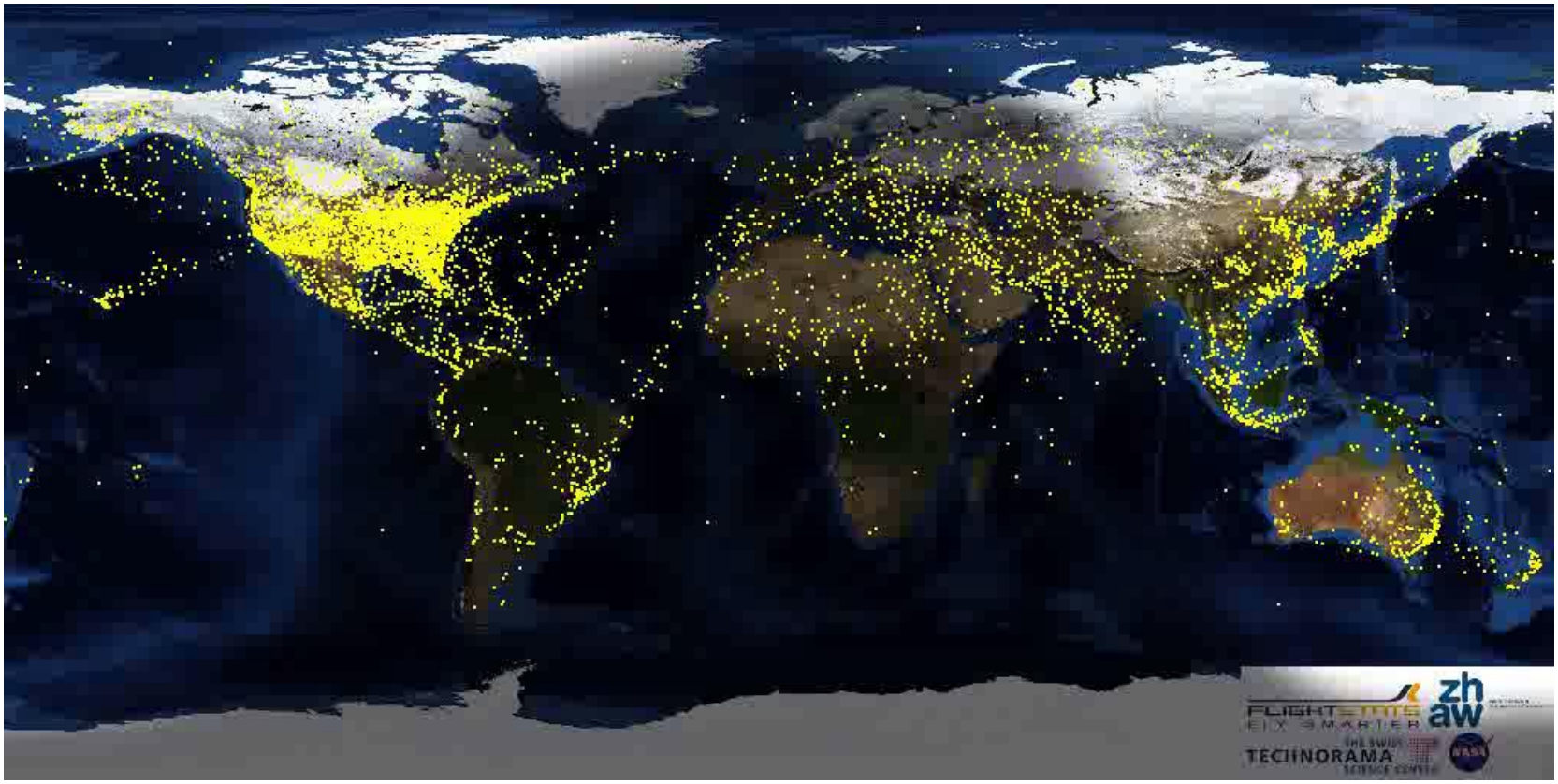
All Airports



Southern California- June 21st



World View



Safety

- **Airlines** recorded zero accident deaths in commercial passenger jets last year, according to a Dutch consulting firm and an aviation **safety** group that tracks crashes, making 2017 the safest year on record for commercial **air travel**. ...
- Nearly **1.3 million people** die in road crashes each year, on average 3,287 deaths a day. An additional 20-50 million are injured or disabled.

Other common causes of death each year that vastly exceed aviation include:

- 30,000 accidental falls.
- 38,000 unintentional poisoning.
- 16,000 homicides.

Even some pretty unusual and remote dangers pose a greater risk than domestic air travel, including:

- 27 deaths from lightning each year.
- 80 deaths per year from tornadoes.
- 17 bear attacks in North America since 2010.
- An average of 19 fatal dog attacks each year in the United States.

Loyal, loving, and statistically more likely to kill you than your next commercial flight.


Federal Aviation
Administration

Questions?