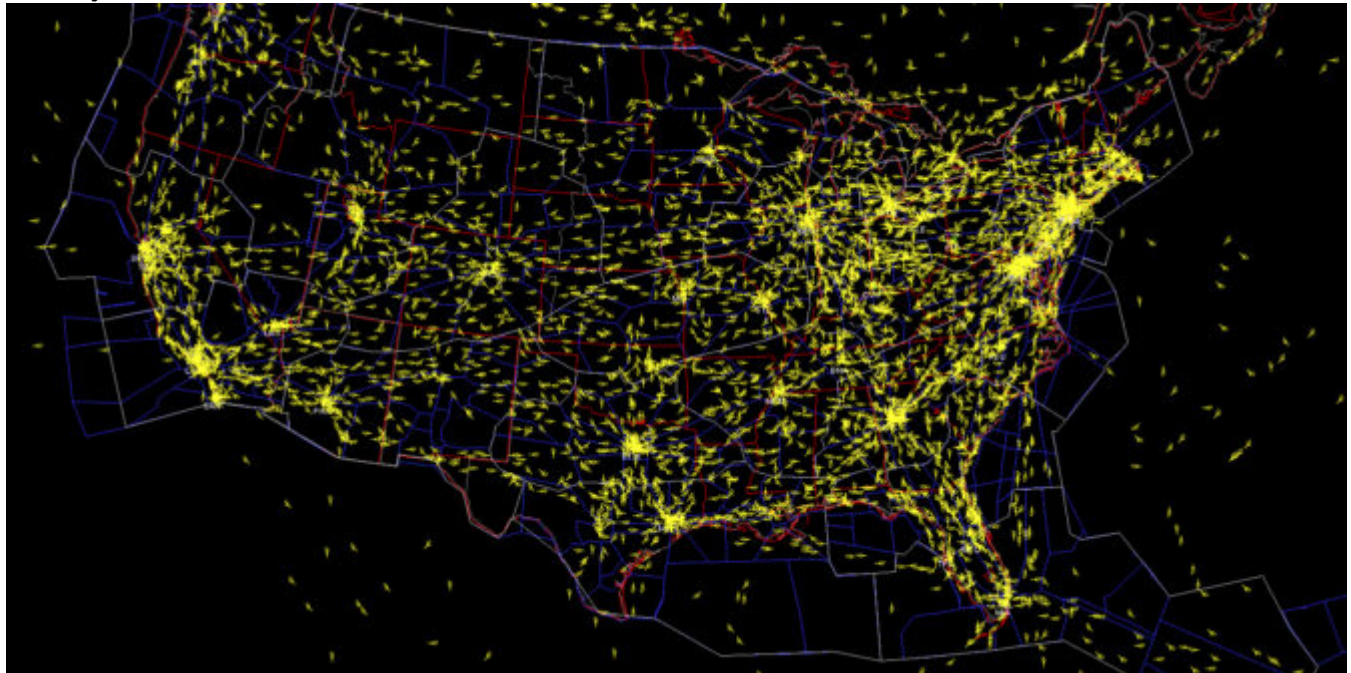


The Gateway to the Skies

OPSGROUP Team

24 May, 2021



If you have not heard of the IFP Information Gateway then here is a little summary for you. It is the Instrument Flight Procedures Information Gateway which is, according to the FAA who run it, ***your centralized instrument flight procedure data portal.***

It's a handy site because it provides you with a single-source, one-stop-shop, first place to visit if you need info on any of the following:

- Charts
- The IFP Procedures plan
- IFP Coordination (forms and things)
- IFP Documents
- IFP Request form – this is where you can submit a request or query on an IFP. SO if you fly somewhere and think an IFP needs creating, amending or cancelling, you can do it here!

And this **isn't just for US pilots** – it is pretty handy for anyone flying into the US who flies IFR procedures.

The Optimisation Project

This is a major project that the FAA are undertaking. They are **reviewing their entire inventory** of equipment and procedures as part of a plan to modernize the National Airspace infrastructure – to improve airspace and airport efficiency and safety.

The NAS covers an area of something like **30 million square miles**, so it is a big project.

What is the plan?

The **introduction of PBN (performance based navigation)** is a big part of the modernization. If you fly into the US then you need to know about this, because it is going to mean **changes to routes and procedures, airspace and equipment** required.

Charts are being updated to remove unnecessary clutter. In 2020 they cancelled 1,000 procedures and took out things like circling minima on charts that no longer needed it. You need to know about this because it will **impact chart validity, and things like minimus** are airports you might use.

As for the inventory check – they are reviewing all the procedures at airports and deciding which to keep, which to cease, and which just plain old need updating. This will start with the **decommissioning of any ancient VORs and NDBs** which no longer support the operations network. You need to know about this because there will be ongoing changes to the approaches available at airport.



Who knows how to follow that yellow arrow?

Give us some more details on the inventory checks

The FAA are going to review all procedures.

Why?

Well, because having looked over some data they reckon at least **20% of current IFPs have pretty limited benefits** to the NAS. If procedures are not being used then retiring them means lower admin, maintenance and training costs. It also means more efficient and effective airspace management, which means improved safety and access.

Take **KSEA/Seattle** for example. They have an RNAV RNP approach and a GPS approach for runway 16L. The RNAV RNP was **only flown 17 out of a whopping 191,448 IFR arrivals**.

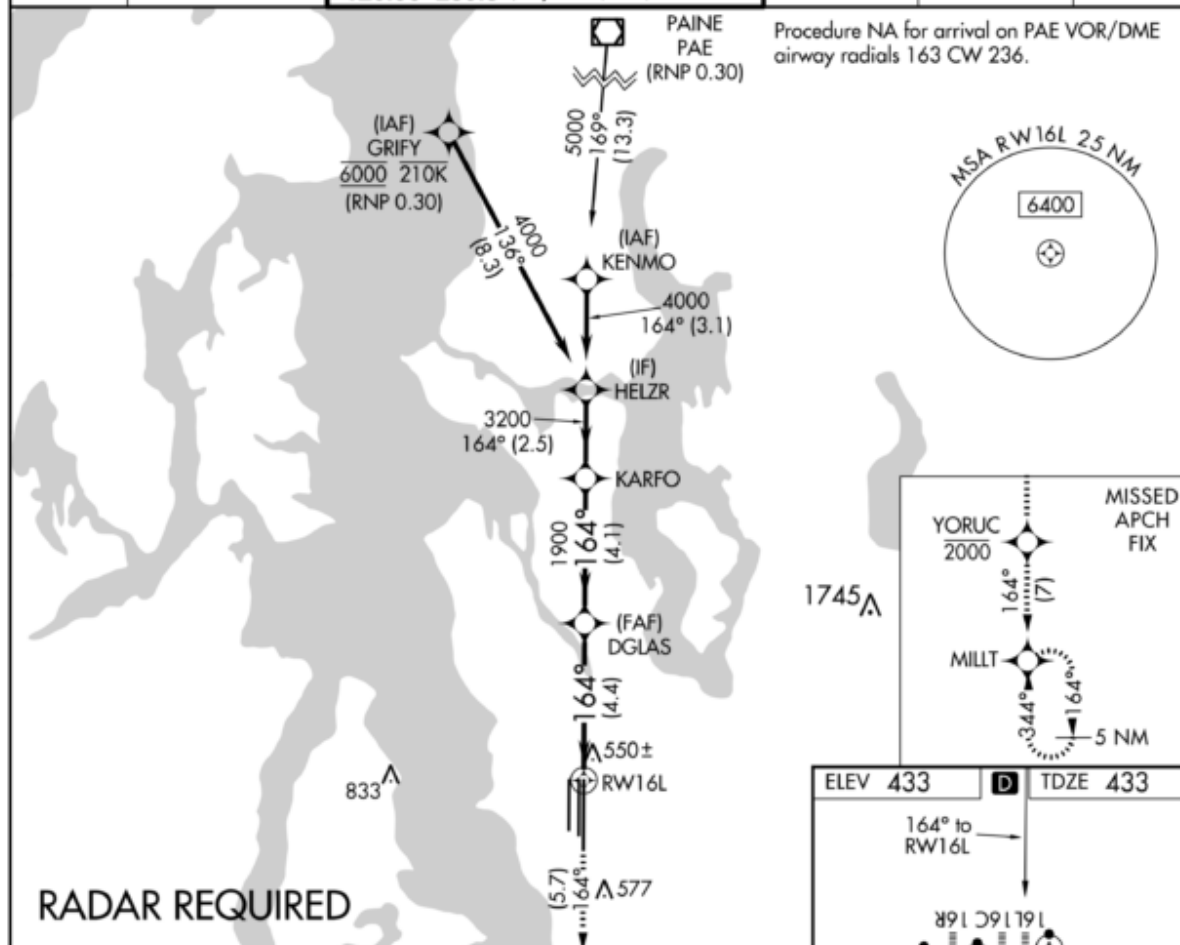
It has higher minimum and an identical flight path to the GPS approach so there is really no reason for this approach to exist.

20366

RNAV (RNP) Z RWY 16L
SEATTLE-TACOMA INTL (SEA)

MISSED APPROACH: Climb on track 164° to cross YORUC at or below 2000, then climb to 5000 on track 164° to MILLT and hold, continue climb-in-hold to 5000.

CPDLC



RADAR REQUIRED

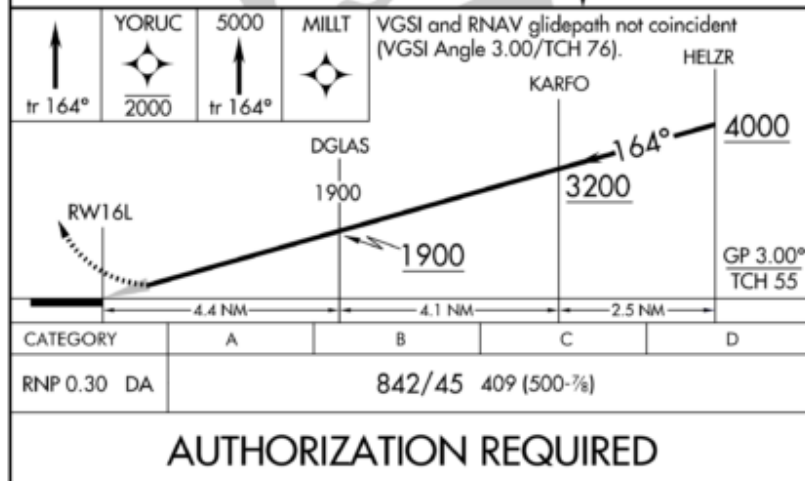


Diagram illustrating the layout of Runway 16L, 16C, and 16R, showing distances and directions.

Runway 16L: 8500 X 150

Runway 16C: 9726 X 150

Runway 16R: 11901 X 150

Distances and directions between runways:

- 0.6% DOWN (between 16L and 16C)
- 0.6% DOWN (between 16C and 16R)
- 0.8% UP (between 16L and 16C)
- 0.8% UP (between 16C and 16R)

Other markings include:

- 164' to RW16L
- TDZE 433
- TWR 696
- TWR 517
- HIRL all Rwy's
- TDZ/CL Rwy's 16L, 16C, 16R and 34R

SEATTLE-TACOMA INTL (SEA)
47°27'N-122°19'W RNAV (RNP) Z RWY 16L

KPAE/Paine Field is another one worth looking at. It has a **VOR-A approach which was only flown 95 times out of 10,348 IFR arrivals**. It is under-utilized, costs a bunch to maintain and there are plenty other options. So it is a good one to chop.

What about **KSBA/Santa Barbara** airport and their VOR or GPS approach runway 25? This was also significantly under-utilized, being **flown just 1,732 out of 17,174 arrivals**. However, it is the most commonly used approach for GA traffic, and is the only one available when the wind is favoring that runway. Not such a good one to delete.

The IFP plan won't just review data and statistics, it also engages with the folk using the IFPs to make sure changes are benefiting those it needs to benefit. Santa Barbara won't lose the procedure just yet, although they might get itself a nice new space-based one out of this at some point.

Comments and feedback

If you fly into airports and have comments or feedback on IFPs then get in touch, either by filing in the form, or emailing at 9-AMC-Aerochart@faa.gov. This project is a long, ongoing one, but one that will benefit any operator who flies in or out of the US, and there are **opportunities there to provide input**.

Check out the info

- You can watch the full Stakeholder Presentation [here](#) if you want some more info on it.
- You can visit the official FAA IFP site [here](#).

The Central Florida Metroplex

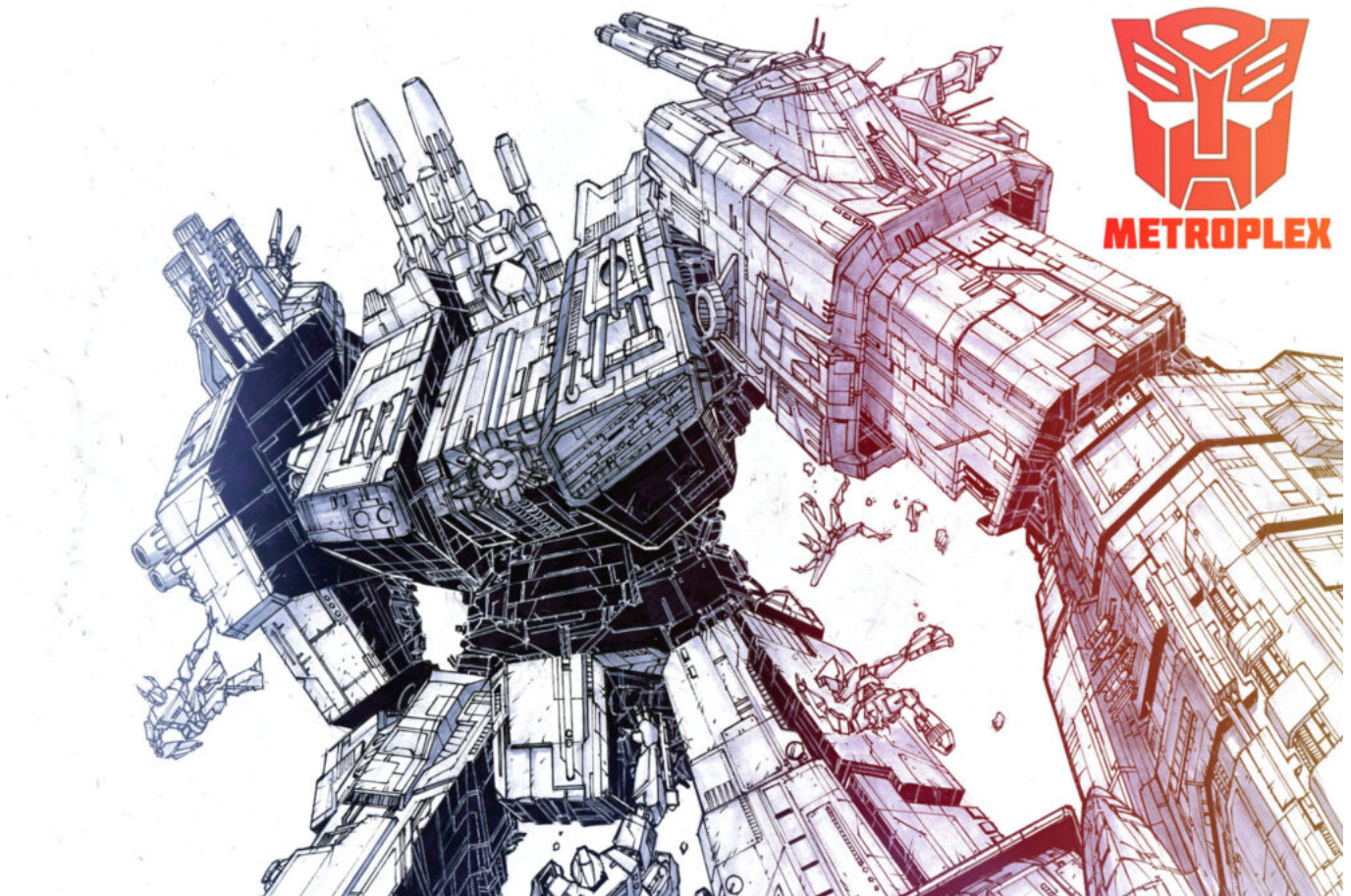
OPSGROUP Team

24 May, 2021



Behold, Metroplex! The gigantic, towering Autobot warrior! The Walking City, capable of channeling

awesome energies!



Wait, what? The Central Florida Metroplex, you say? Oh. Yeah, that's different. Ok, let's take a look...

The Central Florida Metroplex an area encompassing various airports including (but not limited to) these big ones –

- KMIA/Miami
- KMCO/Orlando
- KFLL/ Fort Lauderdale
- KTPA/Tampa

It also includes other slightly less big ones, executive ones and basically any airport in the area. Here is a map of said area:

Phase One

The reason we are hearing about it a lot is because there is a **major project underway** to improve the **safety and efficiency of the airspace** here, and Phase One is just about to be implemented.

The start of the project is all about improving climb and descent profiles, so **on April 22 a whopping 54 new procedures are going to come into force**, many of which will enable more direct routings of flights.

All this means arrivals and departures will be optimized. Fear not though, the new procedures have been developed to follow current flight tracks where possible, so you hopefully won't see major, confusing

changes – just changes to make it all more efficient.

And then...

ATC are going to get their own new procedures as well. **17 of them coming in around August time.** The ATC facilities have been enhanced over the last few years and automation advancements will tie in with these procedures.

What are the new procedures?

Well, we will have to wait until April 22 to actually see them in action, but it is mainly going to be **changes to routings of SIDs and STARs**, as well as some changes to altitudes. There are also a bunch of amendments to SIAPs and associated takeoff minimums as well as obstacle departure procedures based on the commissioning of new navigational facilities, adding of new obstacles, and general air traffic requirement changes.

The FAA published this list so you can take a look and see which are changing and when to check those charts for the correct and up to date version.

There will also be changes to routes – in particular the **T routes**. V routes will still be available but the plan is to phase these out over time so you are encouraged to file on Tangos.

And theeeennnn...

The FAA have proposals in for an overhaul of the airspace across most of Florida, including changes to airspace boundaries around major Florida airports in order to more safely operate VFR and IFR traffic in close proximity.

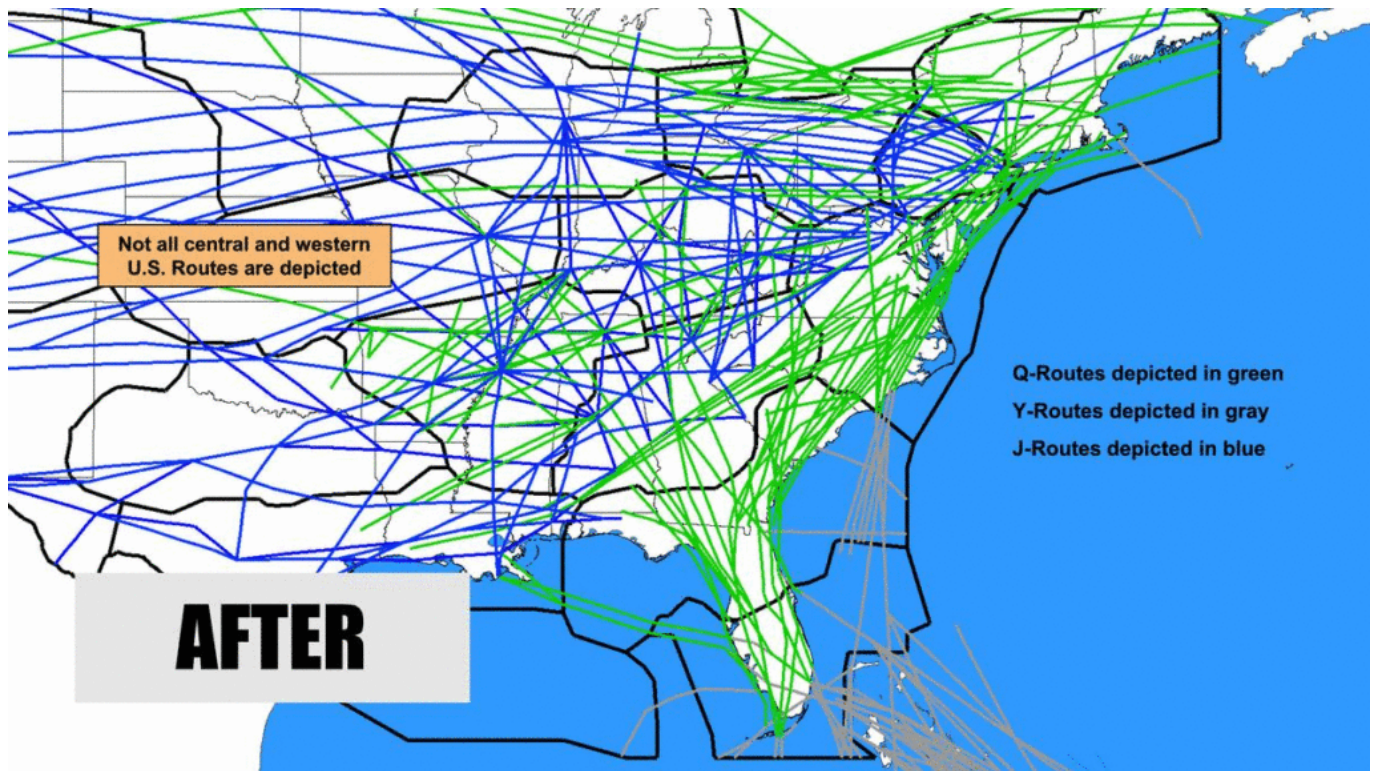
Currently, the airspace surrounding **KMIA/Miami is Class B**, which is the most restrictive airspace around the busiest airports in the country. Miami's Class B airspace extends to **20 nautical miles** around the airport up to **7,000 feet** in altitude. The FAA want to expand this out to 25 nautical miles east and west of the airport. The top will remain the same, while the bottom of the airspace **gradually increases from the surface to 4000 feet** as it extends out from the airport.

Then there is the airspace around **KFLL/Fort Lauderdale**. Another major, busy airport, they are surrounded by **Class C** airspace, which is less restrictive, but still highly controlled. Fort Lauderdale's Class C airspace extends to **10 nautical miles** up to **4,000 feet** in altitude, and the proposal looks to extend this also out to **25 nautical miles to the east, and 20 nautical miles to the west**, with its top and bottom following the same design as Miami's class B.

There are also changes planned for the **Northeast Corridor Atlantic Coast Routes (NEC ACR)**.

7 new Q routes are being added and something called ZDC ultra-high sector 30 will go live in September. By the end of the upgrading there will be something like 40 new Q and Y routes which will replace the north-south high-altitude route structure over the East Coast.

The big plan here is the decrease in reliance in ground based nav aids, and some fuel and time efficiency improvement for operators.



What can the pilots expect?

You can expect to see changes to charts and procedures – so keep an eye on them and make sure you are operating with the most up to date. You can also expect to see more efficient and safer airspace as the phases of this are implemented over the next year or two.