



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

ORDER
8260.26E

Effective Date:
04/14/2011

SUBJ: Establishing and Scheduling Civil Public-Use Standard Instrument Procedure
Effective Dates

1. This order provides policy and guidance for establishing public use standard instrument approach procedure (SIAP) and obstacle departure procedure (ODP) effective dates. It ensures that aeronautical 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 flight inspection. This order was also developed to provide procedure specialists, flight inspection personnel, charting agents, and aircrews a shorter response time 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 instrument flight procedure (IFP) could be published but required a Notice to Airmen (NOTAM) on the effective date specifying that the procedure not be 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.
3. This directive was originally developed in response to National Transportation Safety Board recommendation A-71-19 to ensure that instrument approach procedure charts, associated with new navigational aid [NAVAID(s)] commissioning, will 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 flight inspection.

A handwritten signature in black ink, appearing to read "John M. Allen".

John M. Allen
Director
Flight Standards Service

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Chapter 1. General Information

1-1. Purpose of This Order. This order provides policy for establishing public-use standard instrument approach procedure (SIAP) and obstacle departure procedure (ODP) effective dates. It ensures that aeronautical 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 flight inspection or flight validation. It provides guidance regarding designation of associated controlled airspace for instrument procedures, including those based on area navigation (RNAV). It further ensures that the Federal Aviation Administration (FAA) will not assign an effective date for a procedure until the underlying infrastructure is in place to support the procedure and all necessary action, including flight inspection or flight validation, have been completed.

Note: Flight Validation is defined as the flight assessment of a new or revised Performance Based Navigation (PBN) instrument flight procedure (IFP) to confirm that the procedure is operationally acceptable for safety, flyability, and design accuracy (including obstacle and database verification) with all supporting documentation completed.

1-2. Audience. This order is distributed to selected FAA addressees and Special Military and Public addressees.

1-3. Where You Can Find This Order. You can find this order on the Directives Management System (DMS) Website: https://employees.faa.gov/tools_resources/orders_notices.

1-4. What This Order Cancels. Order 8260.26D, Establishing and Scheduling Civil Public-Use Standard Instrument Procedure Effective Dates, dated August 9, 2004.

1-5. Explanation of Changes.

a. Chapter 1.

(1) **General.** Formatting is revised to meet current FAA standards. Paragraphs are realigned for better editorial flow. Office identifications and routing codes are updated to reflect the current FAA organizational structure. All references to other FAA Orders reflect the current edition.

(2) **Paragraph 1-1.** Deleted reference to flight inspection validation of aeronautical charts. Added note to introduce define the term “flight validation.”

(3) **Paragraph 1-7b.** Updated the coordination process to establish procedure effective dates. Introduced the Service Area Operational Support Group Flight Procedures Team (OSG FPT) as replacement for the Flight procedures Office (FPO).

(4) **Paragraph 1-7c(3).** Expanded Terminal Procedures Publication (TPP) contents.

(5) **Paragraph 1-7c(3).** Deleted all reference to the VOLPE format (all currently published government approach procedures are in the VOLPE format).

(6) **Paragraph 1-7c(4).** Changed the submission time for terminal procedures affecting en route charting from nine weeks to 59 days.

(7) **Paragraph 1-7d.** Changed the submission time for procedures not affecting en route charting from 10 weeks to 45 days.

(8) **Paragraph 1-8.** Changed Regional Airway Facilities (AF) Division to Technical Operations Service Area.

(9) **Paragraph 1-9.** Changed office responsible for requesting deviations from the charting submission suspense dates. Also clarified deviation types.

b. Chapter 2.

(1) **Paragraph 2-1.** Changed Regional Airway Facilities and/or National Airspace (NAS) Implementation Divisions to Technical Operations Service Area or Service Center.

(2) **Paragraph 2-1e.** Changed site survey data lead time to 160 days prior to the requested procedure effective date.

(3) **Paragraph 2-3.** Changed Regional Air Traffic Divisions to ATO Service Area Directors of Operations to include the Operational Support Group (OSG), Flight Procedures Team (FPT).

(4) **Paragraph 2-4.** Changed Regional Flight Standards Division to Regional NextGen Program Branch.

(5) **Paragraph 2-5.** Changed Technical Operations, Aviation Systems Standards to Mission Support Services, Aeronautical Navigation Products Office.

(6) **Paragraph 2-5d.** Changed the submission time for procedures not affecting en route charting from 10 weeks to 45 days.

(7) **Paragraph 2-5e.** Changed Air Traffic and Airways Facilities Divisions to Air Traffic Terminal, En Route, Technical Operations Service Areas.

(8) **Paragraph 2-6.** New paragraph added to separate Technical Operations, AVN, flight inspection responsibilities

(9) **Paragraph 2-6a.** Changed the submission time for procedures affecting en route charting from nine weeks to 59 days.

(10) **Paragraph 2-7d.** Changed regional Operations Control Center (OCC) to Service Area OCC.

1-6. Scope. This order affects the FAA's regional operating divisions; the Air Traffic Organization (ATO) Mission Support Service Eastern, Central, and Western ATO Service Areas; the Aeronautical Information Management Office, the National Flight Data Center (NFDC) and the Aeronautical Navigation Products Office (AeroNav Products); and, the ATO Technical Operations, Aviation System Standards, Flight Inspection Operations Group (Flight Inspection). It provides guidance relating to flight inspection of new/relocated NAVAIDs and new/amended instrument flight procedures, components of the NAS, and policy for processing and publishing instrument flight procedures.

1-7. Procedures.

a. Development/Modification of Instrument Procedures. The development and/or modification of instrument procedures must be a closely coordinated process both within and outside of the affected FAA Regional Offices and ATO Service Areas. Order 8260.43, Flight Procedures Management Program, as well as this order, provide guidance to ensure the coordinated, timely publication of proposed procedures. The Regional Airspace and Procedures Team (RAPT) and the National Airspace and Procedures Team (NAPT) 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 A. Establishment of a procedure effective date must be coordinated with AeroNav products through the Service Area Operational Support Group Flight Procedures Team (OSG FPT), NFDC, Flight Inspection. Commissioning notices and all information related to proposed commissioning dates of NAVAIDs must also be coordinated between NFDC, AeroNav Products, and Flight Inspection. For advance notification requirements to NFDC, refer to Order 7900.2, Reporting of Electronic Navigation Aids and Communication Facilities Data to the NFDC.

c. Procedure Charts. Government produced procedure charts are published on pre-established international AIRAC charting dates as follows. Refer to appendix A for publication dates and submission cutoff dates.

(1) Terminal Procedures Publications. A set of terminal procedures publication (TPP) volumes is published every 56 days. The TPPs contain civil and military Standard Instrument Approach Procedures (SIAPs), Take-off Minimums and Obstacle Departure Procedures (ODPs), Alternate Minimums, Standard Instrument Departures, (SIDs), Standard Terminal Arrivals (STARs), and other charted visual flight procedures (CVFPs) that are effective on the date of the publication.

(2) **Change Notice.** A change notice (CN) is published on the intermediate 28th day (except for Alaska). The CN contains only textual ODPs, SIAPs, 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 Aeronautical Chart Supplement (DACS)**; e.g., adding a new fix that requires depiction on an en route chart, changing the location of a currently charted 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 and is acceptable under this order.

On those occasions where a message (.26 message) must be used to assign an effective date for an approach that requires en route charting changes (new or re-located feeder fixes, airspace changes, new NAVAID, etc.), the flight inspection of the en route items must be completed and the applicable forms submitted to NFDC at least 59 days prior to the desired effective date. A .26 message may then be used to assign an instrument approach procedure effective date only after the en route charting items are in place and have been promulgated for charting. These procedures must be effective on TPP dates only.

d. SIAPs. Any SIAP may be submitted to NFDC as “proposed,” under Order 8260.19, Flight Procedures and Airspace, and assigned an effective date via message (.26 message) provided the SIAP requires no en route charting changes [see paragraph 1-7c(4)]. These procedures must be submitted to the NFDC at least 45 days prior to the desired effective date. The .26 message must be received by the NFDC and the AeroNav Products, Terminal Procedures Publications Group, AJV-35, not later than 38 days prior to the desired effective date. The message must indicate that flight inspection has been completed and whether any changes are required.

e. Textual ODP. A textual ODP (FAA Form 8260-15A, Takeoff Minimums and ODPs) may also be assigned an effective date via a .26 message provided it has been submitted to be effective “concurrent” with a proposed SIAP (see Order 8260.19, chapter 8).

f. Other Terminal Procedures. Graphic ODPs, SIDs, STARs, and CVFPs are controlled by en route charting submission and effective dates and may not be assigned an effective date by a .26 message.

1-8. Non-Federal Facilities. The procedure for commissioning facilities and establishing SIAPs should be identical for non-federal facilities approved in accordance with Title 14, Code of Federal Regulations (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 RAPT, must ensure that all Technical Operations Service Area requirements are satisfied prior to commissioning and establishing a SIAP on a non-Federal facility.

1-9. Deviations. Every attempt should be made to successfully coordinate the development of a complete and accurate instrument approach procedure prior to the selection of a publication date. Requests for deviation from the charting submission suspense dates must be minimal and made to the Manager, Aeronautical Information Management Office, AJV-2. The request must be made by the Manager, Aeronautical Navigation Products Office, AJV-3 with convincing justification for the deviation. Other deviations; e.g., infrastructure not fully in place, flight inspection schedule delays, etc., to this order require approval of the Flight Technologies and Procedures Division, AFS-400, through the Flight Procedure Implementation and Oversight Branch, AFS-460.

1-10. Schedule. Appendix A 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 NFDC not later than the last workday preceding the holiday. The National Flight Data Center Airspace and Procedures Team is responsible for ensuring that temporary changes to the scheduled submission dates are promulgated to all concerned agencies. The Flight Procedure Standards Branch, AFS-420, must coordinate all permanent changes to the schedules with NFDC and AeroNav Products.

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Chapter 2. Responsibilities

2-1. Technical Operations Service Area or Subordinate Service Center must:

a. Establish a schedule of proposed commissioning dates through the RAPT 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 NFDC and 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 Inspection and all interested offices within the affected region. 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 Inspection to coordinate a flight inspection no later than 10 days prior to the requested date. Flight Inspection must ensure that a satisfactory flight inspection of the facility and the SIAP/textual departure is completed at least 39 days prior to the estimated date of commissioning/procedure effective date (see paragraph 6).

d. After notification of a successful flight inspection, notify the Service Area OSG-FPT, the Regional NextGen Branch (RNGB) 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 NFDC, AJV-21A and NFDC-OKC, AJV-21C and the applicable Service Area OSG-FPT not later than 160 days prior to the desired procedure effective date. Additionally, provide AC 150/5300-18 compliant files to Airports GIS (<https://airports-gis.faa.gov/public>) for sharing of this data with the airports. See Order 7900.2, Reporting of Electronic Navigation Aids and Communications Facilities Data to the NFDC.

2-2. Regional Airports Divisions must: As requested, and on a case-by-case basis, provide the Air Traffic Terminal, En Route, Technical Operations, and Mission Support Service Areas/Centers, and the applicable Service Area OSG-FPT a copy of the airport drawing accompanying an AIP request, 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. These 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 Airports GIS.

2-3. Service Area Operational Support Group, Flight Procedures Team (OSG-FPT) must:

a. Take the necessary action to establish airways, routes, SIDs and STARs to be effective on the proposed facility commissioning date.

b. Complete the necessary rulemaking process to ensure that controlled airspace is available for the protection of planned procedures and airways, and will be effective on the planned facility commissioning date or proposed IFP effective date see (FAA Orders JO 7400.2, Procedures for Handling Airspace Matters, chapter 18, section 2, and 8260.19, chapter 4, section 1 and chapter 5, section 2).

c. A requirement for minor adjustment to existing controlled airspace to fully encompass an instrument procedure does not necessarily form the basis for withholding procedure publication provided no less than the basic required 700-ft/1200-ft Class E airspace has been established. An approach procedure may be published prior to obtaining the optimum configuration of controlled airspace when all of the following conditions exist:

(1) The centerline of all terminal routes is located within existing controlled airspace.

(2) The procedure turn area, out to and including the specified completion distance, is contained within existing controlled airspace.

(3) The final approach fix is contained within existing controlled airspace.

d. Coordinate with the Service Area OSG-FPT through the RAPT process on all matters affecting proposed flight procedures and airspace action requests.

2-4. Regional NextGen Program Branch must:

When there is an expressed interest regarding a proposed procedure, coordinate with the appropriate Service Area OSG-FPT through the RAPT process to ensure the actions of the concerned divisions will culminate in meeting the publication date agreed upon.

2-5. Mission Support Services, Aeronautical Navigation Products Office must:

a. Coordinate the development of a proposed procedure through the RAPT process based on the planned facility location. Obtain sufficient airport data and details to enable complete procedure development and determination of controlled airspace requirements (see Order 8260.19).

b. Review the status of proposed procedures 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.

c. Forward requests for airspace action to the applicable Air Traffic Service Area OSG FPT 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 proposed original, amended, or canceled SIAPs and ODPs, based on the new, relocated, or decommissioned facility, to NFDC for final administrative review and publication in the transmittal letter (TL). Submit proposed procedures to arrive in NFDC a minimum of 45 days before the SIAP proposed effective date.

e. Notify NFDC via the Transfer Protocol (FTP) site, or other appropriate means, of the effective date of the procedure. If a "canceled" procedure is concurrent with an "original" procedure, include the effective date for the canceled procedure in the message. Include in the notification any final changes to the procedure that are required as a result of a flight inspection. If changes are substantial, e.g., requiring re-submission of the 8260-series forms coordinate with NFDC and the Service Area Directors of Operations to establish a later effective date for the procedure. Effective date messages must be received in NFDC **not later than 38 days** prior to the desired procedure effective date. Format the message as follows:

To: AJV-21

From: AJV-35X

IN ACCORDANCE WITH FAA ORDER 8260.26, THE FOLLOWING IS SUBMITTED:

BLUE RIDGE, MARTINSVILLE, VA

LOC RWY 30 ORIG. FLIGHT INSPECTION COMPLETE. PROCEDURE EFFECTIVE 13 JAN 11 WITH THE FOLLOWING CHANGES:

AIRPORT ELEVATION 942. DISTANCE FAF TO MAP: 5.03 THLD 5.03. CIRCLING HAA 618 ALL CATS. DME MINIMUMS CIRCLING HAA 618 ALL CATS.

SDF RWY 30 AMDT 2A CANCELED EFFECTIVE 13 JAN 11.

NAME

MANAGER, AJV-XXX

f. When changes are required, include only the one affected procedure in the .26 message including any procedure cancellations. If no changes are required, multiple procedures may be included in a single .26 message.

g. Publish the procedure(s) in the U.S. Government TPP or CN on the designated effective date as specified in the TL.

2-6. Technical Operations, Aviation System Standards, Flight Inspection, AJW-3

a. Complete a satisfactory flight inspection of the facility(s) and/or proposed SIAPs(s) at least 39 days before the proposed effective date. Complete the flight inspection of items that require en route changes to allow all procedural information to be submitted to NFDC at least 59 days before the proposed commissioning/desired effective date.

b. Notify the AeroNav Products, Terminal Procedures Publications Group of the results of the flight inspection including any final changes to the procedure that are required. Confirm whether the proposed effective date is valid and identify any procedures that are to be canceled.

2-7. Mission Support Services, National Flight Data Center (NFDC), must:

a. Publish the proposed procedure in the TL at least 34 days prior to the proposed effective date.

b. Publish the original/revised facility and fix data in the National Flight Data Digest (NFDD) as soon as possible, but not later than the Thursday following receipt of the .26 message.

c. When notified by AeroNav Products via the .26 message, publish the procedure, along with any revisions indicated in the message, in the TL on the Friday following receipt of the .26 message.

d. Publish commissioning and/or restoral NOTAMs initiated by the Service Area Operational Control Center (OCC).

Appendix A. Instrument Flight Procedure Submission Dates

2011 Submission Dates

2012 (LY) Submission Dates

2013 Submission Dates

2014 Submission Dates

2015 Submission Dates

2016 (LY) Submission Dates

2017 Submission Dates

2018 Submission Dates

2019 Submission Dates

2020 (LY) Submission Dates

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2011 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
13-Jan-11	16-Nov-10	30-Nov-10	7-Dec-10	TPP	TL 11-02	10-Dec-10
10-Feb-11		28-Dec-10	4-Jan-11	CN	TL 11-04	7-Jan-11
10-Mar-11	11-Jan-11	25-Jan-11	1-Feb-11	TPP	TL 11-06	4-Feb-11
7-Apr-11		22-Feb-11	1-Mar-11	CN	TL 11-08	4-Mar-11
5-May-11	8-Mar-11	22-Mar-11	29-Mar-11	TPP	TL 11-10	1-Apr-11
2-Jun-11		19-Apr-11	26-Apr-11	CN	TL 11-12	29-Apr-11
30-Jun-11	3-May-11	17-May-11	24-May-11	TPP	TL 11-14	27-May-11
28-Jul-11		14-Jun-11	21-Jun-11	CN	TL 11-16	24-Jun-11
25-Aug-11	28-Jun-11	12-Jul-11	19-Jul-11	TPP	TL 11-18	22-Jul-11
22-Sep-11		9-Aug-11	16-Aug-11	CN	TL 11-20	19-Aug-11
20-Oct-11	23-Aug-11	6-Sep-11	13-Sep-11	TPP	TL 11-22	16-Sep-11
17-Nov-11		4-Oct-11	11-Oct-11	CN	TL 11-24	14-Oct-11
15-Dec-11	18-Oct-11	1-Nov-11	8-Nov-11	TPP	TL 11-26	11-Nov-11

Notes:

- (1) Data must be received by NFDC not later than the specified date to ensure publication on the desired publication date.
- (2) En route charting products are those that require any modification of an IFR en route chart, graphic ODP, SID, STAR, or the digital aeronautical chart supplement (DACs).
- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2012 (LY) SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
12-Jan-12		29-Nov-11	6-Dec-11	CN	TL 12-02	9-Dec-11
9-Feb-12	13-Dec-11	27-Dec-11	3-Jan-12	TPP	TL 12-04	6-Jan-12
8-Mar-12		24-Jan-12	31-Jan-12	CN	TL 12-06	3-Feb-12
5-Apr-12	7-Feb-12	21-Feb-12	28-Feb-12	TPP	TL 12-08	2-Mar-12
3-May-12		20-Mar-12	27-Mar-12	CN	TL 12-10	30-Mar-12
31-May-12	3-Apr-12	17-Apr-12	24-Apr-12	TPP	TL 12-12	27-Apr-12
28-Jun-12		15-May-12	22-May-12	CN	TL 12-14	25-May-12
26-Jul-12	29-May-12	12-Jun-12	19-Jun-12	TPP	TL 12-16	22-Jun-12
23-Aug-12		10-Jul-12	17-Jul-12	CN	TL 12-18	20-Jul-12
20-Sep-12	24-Jul-12	7-Aug-12	14-Aug-12	TPP	TL 12-20	17-Aug-12
18-Oct-12		4-Sep-12	11-Sep-12	CN	TL 12-22	14-Sep-12
15-Nov-12	18-Sep-12	2-Oct-12	9-Oct-12	TPP	TL 12-24	12-Oct-12
13-Dec-12		30-Oct-12	6-Nov-12	CN	TL 12-26	9-Nov-12

Notes:

- (1) Data must be **received** by NFDC **not later than** the specified date to ensure publication on the desired publication date.
- (2) En route charting products are those that require **any modification** of an IFR en route chart, graphic ODP, SID, STAR, or the digital aeronautical chart supplement (DACS).
- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2013 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
10-Jan-13	13-Nov-12	27-Nov-12	4-Dec-12	TPP	TL 13-02	7-Dec-12
7-Feb-13		25-Dec-12	1-Jan-13	CN	TL 13-04	4-Jan-13
7-Mar-13	8-Jan-13	22-Jan-13	29-Jan-13	TPP	TL 13-06	1-Feb-13
4-Apr-13		19-Feb-13	26-Feb-13	CN	TL 13-08	1-Mar-13
2-May-13	5-Mar-13	19-Mar-13	26-Mar-13	TPP	TL 13-10	29-Mar-13
30-May-13		16-Apr-13	23-Apr-13	CN	TL 13-12	26-Apr-13
27-Jun-13	30-Apr-13	14-May-13	21-May-13	TPP	TL 13-14	24-May-13
25-Jul-13		11-Jun-13	18-Jun-13	CN	TL 13-16	21-Jun-13
22-Aug-13	25-Jun-13	9-Jul-13	16-Jul-13	TPP	TL 13-18	19-Jul-13
19-Sep-13		6-Aug-13	13-Aug-13	CN	TL 13-20	16-Aug-13
17-Oct-13	20-Aug-13	3-Sep-13	10-Sep-13	TPP	TL 13-22	13-Sep-13
14-Nov-13		1-Oct-13	8-Oct-13	CN	TL 13-24	11-Oct-13
12-Dec-13	15-Oct-13	29-Oct-13	5-Nov-13	TPP	TL 13-26	8-Nov-13

Notes:

- (1) Data must be **received** by NFDC **not later than** the specified date to ensure publication on the desired publication date.
- (2) En route charting products are those that require **any modification** of an IFR en route chart, graphic ODP, SID, STAR, or the digital aeronautical chart supplement (DACS).
- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2014 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
9-Jan-14		26-Nov-13	3-Dec-13	CN	TL 14-02	6-Dec-13
6-Feb-14	10-Dec-13	24-Dec-13	31-Dec-13	TPP	TL 14-04	3-Jan-14
6-Mar-14		21-Jan-14	28-Jan-14	CN	TL 14-06	31-Jan-14
3-Apr-14	4-Feb-14	18-Feb-14	25-Feb-14	TPP	TL 14-08	28-Feb-14
1-May-14		18-Mar-14	25-Mar-14	CN	TL 14-10	28-Mar-14
29-May-14	1-Apr-14	15-Apr-14	22-Apr-14	TPP	TL 14-12	25-Apr-14
26-Jun-14		13-May-14	20-May-14	CN	TL 14-14	23-May-14
24-Jul-14	27-May-14	10-Jun-14	17-Jun-14	TPP	TL 14-16	20-Jun-14
21-Aug-14		8-Jul-14	15-Jul-14	CN	TL 14-18	18-Jul-14
18-Sep-14	22-Jul-14	5-Aug-14	12-Aug-14	TPP	TL 14-20	15-Aug-14
16-Oct-14		2-Sep-14	9-Sep-14	CN	TL 14-22	12-Sep-14
13-Nov-14	16-Sep-14	30-Sep-14	7-Oct-14	TPP	TL 14-24	10-Oct-14
11-Dec-14		28-Oct-14	4-Nov-14	CN	TL 14-26	7-Nov-14

Notes:

- (1) Data must be **received** by NFDC **not later than** the specified date to ensure publication on the desired publication date.
- (2) En route charting products are those that require **any modification** of an IFR en route chart, graphic ODP, SID, STAR, or the digital aeronautical chart supplement (DACS).
- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2015 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
8-Jan-15	11-Nov-14	25-Nov-14	2-Dec-14	TPP	TL 15-02	5-Dec-14
5-Feb-15		23-Dec-14	30-Dec-14	CN	TL 15-04	2-Jan-15
5-Mar-15	6-Jan-15	20-Jan-15	27-Jan-15	TPP	TL 15-06	30-Jan-15
2-Apr-15		17-Feb-15	24-Feb-15	CN	TL 15-08	27-Feb-15
30-Apr-15	3-Mar-15	17-Mar-15	24-Mar-15	TPP	TL 15-10	27-Mar-15
28-May-15		14-Apr-15	21-Apr-15	CN	TL 15-12	24-Apr-15
25-Jun-15	28-Apr-15	12-May-15	19-May-15	TPP	TL 15-14	22-May-15
23-Jul-15		9-Jun-15	16-Jun-15	CN	TL 15-16	19-Jun-15
20-Aug-15	23-Jun-15	7-Jul-15	14-Jul-15	TPP	TL 15-18	17-Jul-15
17-Sep-15		4-Aug-15	11-Aug-15	CN	TL 15-20	14-Aug-15
15-Oct-15	18-Aug-15	1-Sep-15	8-Sep-15	TPP	TL 15-22	11-Sep-15
12-Nov-15		29-Sep-15	6-Oct-15	CN	TL 15-24	9-Oct-15
10-Dec-15	13-Oct-15	27-Oct-15	3-Nov-15	TPP	TL 15-26	6-Nov-15

Notes:

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- (2) En route charting products are those that require **any modification** of an IFR en route chart, graphic ODP, SID, STAR, or the digital aeronautical chart supplement (DACS).
- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2016 (LY) SUBMISSION DATES (1)

Publication Date	Deadline Date for En route	Deadline Date for TPP only (Non-En route)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type	Last Transmittal Letter for Cycle	
	(2)	(3)		(4)	Number	Date
7-Jan-16		24-Nov-15	1-Dec-15	CN	TL 16-02	4-Dec-15
4-Feb-16	8-Dec-15	22-Dec-15	29-Dec-15	TPP	TL 16-04	1-Jan-16
3-Mar-16		19-Jan-16	26-Jan-16	CN	TL 16-06	29-Jan-16
31-Mar-16	2-Feb-16	16-Feb-16	23-Feb-16	TPP	TL 16-08	26-Feb-16
28-Apr-16		15-Mar-16	22-Mar-16	CN	TL 16-10	25-Mar-16
26-May-16	29-Mar-16	12-Apr-16	19-Apr-16	TPP	TL 16-12	22-Apr-16
23-Jun-16		10-May-16	17-May-16	CN	TL 16-14	20-May-16
21-Jul-16	24-May-16	7-Jun-16	14-Jun-16	TPP	TL 16-16	17-Jun-16
18-Aug-16		5-Jul-16	12-Jul-16	CN	TL 16-18	15-Jul-16
15-Sep-16	19-Jul-16	2-Aug-16	9-Aug-16	TPP	TL 16-20	12-Aug-16
13-Oct-16		30-Aug-16	6-Sep-16	CN	TL 16-22	9-Sep-16
10-Nov-16	13-Sep-16	27-Sep-16	4-Oct-16	TPP	TL 16-24	7-Oct-16
8-Dec-16		25-Oct-16	1-Nov-16	CN	TL 16-26	4-Nov-16

Notes:

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- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2017 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
5-Jan-17	8-Nov-16	22-Nov-16	29-Nov-16	TPP	TL 17-02	2-Dec-16
2-Feb-17		20-Dec-16	27-Dec-16	CN	TL 17-04	30-Dec-16
2-Mar-17	3-Jan-17	17-Jan-17	24-Jan-17	TPP	TL 17-06	27-Jan-17
30-Mar-17		14-Feb-17	21-Feb-17	CN	TL 17-08	24-Feb-17
27-Apr-17	28-Feb-17	14-Mar-17	21-Mar-17	TPP	TL 17-10	24-Mar-17
25-May-17		11-Apr-17	18-Apr-17	CN	TL 17-12	21-Apr-17
22-Jun-17	25-Apr-17	9-May-17	16-May-17	TPP	TL 17-14	19-May-17
20-Jul-17		6-Jun-17	13-Jun-17	CN	TL 17-16	16-Jun-17
17-Aug-17	20-Jun-17	4-Jul-17	11-Jul-17	TPP	TL 17-18	14-Jul-17
14-Sep-17		1-Aug-17	8-Aug-17	CN	TL 17-20	11-Aug-17
12-Oct-17	15-Aug-17	29-Aug-17	5-Sep-17	TPP	TL 17-22	8-Sep-17
9-Nov-17		26-Sep-17	3-Oct-17	CN	TL 17-24	6-Oct-17
7-Dec-17	10-Oct-17	24-Oct-17	31-Oct-17	TPP	TL 17-26	3-Nov-17

Notes:

- (1) Data must be **received** by NFDC **not later than** the specified date to ensure publication on the desired publication date.
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- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2018 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
4-Jan-18		21-Nov-17	28-Nov-17	CN	TL 18-02	1-Dec-17
1-Feb-18	5-Dec-17	19-Dec-17	26-Dec-17	TPP	TL 18-04	29-Dec-17
1-Mar-18		16-Jan-18	23-Jan-18	CN	TL 18-06	26-Jan-18
29-Mar-18	30-Jan-18	13-Feb-18	20-Feb-18	TPP	TL 18-08	23-Feb-18
26-Apr-18		13-Mar-18	20-Mar-18	CN	TL 18-10	23-Mar-18
24-May-18	27-Mar-18	10-Apr-18	17-Apr-18	TPP	TL 18-12	20-Apr-18
21-Jun-18		8-May-18	15-May-18	CN	TL 18-14	8-May-18
19-Jul-18	22-May-18	5-Jun-18	12-Jun-18	TPP	TL 18-16	15-Jun-18
16-Aug-18		3-Jul-18	10-Jul-18	CN	TL 18-18	13-Jul-18
13-Sep-18	17-Jul-18	31-Jul-18	7-Aug-18	TPP	TL 18-20	10-Aug-18
11-Oct-18		28-Aug-18	4-Sep-18	CN	TL 18-22	7-Sep-18
8-Nov-18	11-Sep-18	25-Sep-18	2-Oct-18	TPP	TL 18-24	5-Oct-18
6-Dec-18		23-Oct-18	30-Oct-18	CN	TL 18-26	2-Nov-18

Notes:

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- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2019 SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
3-Jan-19	6-Nov-18	20-Nov-18	27-Nov-18	TPP	TL 19-02	30-Nov-18
31-Jan-19		18-Dec-18	25-Dec-18	CN	TL 19-04	28-Dec-18
28-Feb-19	1-Jan-19	15-Jan-19	22-Jan-19	TPP	TL 19-06	25-Jan-19
28-Mar-19		12-Feb-19	19-Feb-19	CN	TL 19-08	22-Feb-19
25-Apr-19	26-Feb-19	12-Mar-19	19-Mar-19	TPP	TL 19-10	22-Mar-19
23-May-19		9-Apr-19	16-Apr-19	CN	TL 19-12	19-Apr-19
20-Jun-19	23-Apr-19	7-May-19	14-May-19	TPP	TL 19-14	17-May-19
18-Jul-19		4-Jun-19	11-Jun-19	CN	TL 19-16	14-Jun-19
15-Aug-19	18-Jun-19	2-Jul-19	9-Jul-19	TPP	TL 19-18	12-Jul-19
12-Sep-19		30-Jul-19	6-Aug-19	CN	TL 19-20	9-Aug-19
10-Oct-19	13-Aug-19	27-Aug-19	3-Sep-19	TPP	TL 19-22	6-Sep-19
7-Nov-19		24-Sep-19	1-Oct-19	CN	TL 19-24	4-Oct-19
5-Dec-19	8-Oct-19	22-Oct-19	29-Oct-19	TPP	TL 19-26	1-Nov-19

Notes:

- (1) Data must be **received** by NFDC **not later than** the specified date to ensure publication on the desired publication date.
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- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

2020 (LY) SUBMISSION DATES (1)

Publication Date	Deadline Date for En route (2)	Deadline Date for TPP only (Non-En route) (3)	Deadline Date for .26 MSG (Proposed procedure)	Pub Type (4)	Last Transmittal Letter for Cycle	
					Number	Date
2-Jan-20		19-Nov-19	26-Nov-19	CN	TL 20-02	29-Nov-19
30-Jan-20	3-Dec-19	17-Dec-19	24-Dec-19	TPP	TL 20-04	27-Dec-19
27-Feb-20		14-Jan-20	21-Jan-20	CN	TL 20-06	24-Jan-20
26-Mar-20	28-Jan-20	11-Feb-20	18-Feb-20	TPP	TL 20-08	21-Feb-20
23-Apr-20		10-Mar-20	17-Mar-20	CN	TL 20-10	20-Mar-20
21-May-20	24-Mar-20	7-Apr-20	14-Apr-20	TPP	TL 20-12	17-Apr-20
18-Jun-20		5-May-20	12-May-20	CN	TL 20-14	15-May-20
16-Jul-20	19-May-20	2-Jun-20	9-Jun-20	TPP	TL 20-16	12-Jun-20
13-Aug-20		30-Jun-20	7-Jul-20	CN	TL 20-18	10-Jul-20
10-Sep-20	14-Jul-20	28-Jul-20	4-Aug-20	TPP	TL 20-20	7-Aug-20

Notes:

- (1) Data must be **received** by NFDC **not later than** the specified date to ensure publication on the desired publication date.
- (2) En route charting products are those that require **any modification** of an IFR en route chart, graphic ODP, SID, STAR, or the digital aeronautical chart supplement (DACS).
- (3) Non en route includes SIAPs and textual ODPs only.
- (4) There is no CN for Alaskan procedures.

Appendix B. Administrative Information

1. Distribution. This order is distributed in Washington headquarters to the Group and Team level in the Air Traffic Organization (Safety, En Route and Oceanic Services, Terminal Services, System Operations Services, Technical Operations Services, and Mission Support Services); to the Branch level in the Flight Standards Service; to the National Flight Data Center (NFDC), AJV-21, to the National Aeronautical Navigation Products Office (AeroNav Products), AJV3, and to the Regulatory Standards Division, AMA-200, at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards Divisions; to the Team level in the ATO Service Area Operational Support Groups; special mailing list ZVN-826; and Special Military and Public Addressees.

2. Background.

a. Prior to the original order, when a facility was not commissioned as scheduled, a standard instrument approach procedure (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 National Transportation Safety Board recommendation A-71-19 to ensure that instrument approach procedure charts, especially those associated with new navigational aid (NAVAID) commissioning, 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 was developed to provide 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 Digital Aeronautical Chart Supplement (DACS), which is used to update selected NAS data elements. Information in the DACS 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 will not accommodate 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 approach 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.

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, clarifications needed, or suggested improvements regarding the contents of this order. When forwarding your comments to the originating office for consideration, please use the “Other Comments” block to provide a complete explanation of why the suggested change is necessary.

CHANGE

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

**8260.26E
CHG 1**

National Policy

Effective Date:
01/06/2012

SUBJ: Establishing and Scheduling Civil Public-Use Standard Instrument Procedure
Effective Dates

1. Purpose. This order provides policy and guidance for establishing public use standard instrument approach procedure (SIAP) and obstacle departure procedure (ODP) effective dates. It ensures that aeronautical charts and supporting data will not be released to the public until confirmation by flight inspection that the supporting ground-based navigation facilities perform their intended function and perform satisfactorily and, that all procedural data are correct. This order was also developed to provide procedure specialists and charting agents a shorter response time to publish procedures after flight inspection has been completed.

2. Audience. This order is distributed to selected FAA addressees and Special Military and Public addressees.

3. Where You Can Find This Change. You can find this order on the Directives Management System (DMS) Website: http://www.faa.gov/regulations_policies/orders_notices.

4. Explanation of Changes. Significant areas of new direction, guidance, policy, and criteria as follows:

a. Chapter 2.

(1) **Paragraph 2-3.** Re-titled paragraph to Service Area Operational Support group, Flight Procedures Team (OSG-FPT)

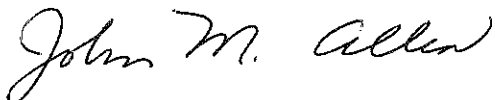
(2) **Paragraph 2-3b.** Added cross reference to FAA Order JO 7400.2, Procedures for Handling Airspace Matters.

(3) **Paragraph 2-3c.** Added emphasis that the basic Class E airspace must already be established before applying the minor adjustment rule. Also provides harmonization with FAA Order 8260.19, Flight Procedures and Airspace.

b. Appendix A. Corrected an administrative error.

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
2-1 thru 2-2	04/14/11	2-1 thru 2-2	01/06/12
A-3 thru A-12	04/14/11	A3 thru A-12	01/06/12



John M. Allen
Director, Flight Standards Service