



U.S. Department
Of Transportation
**Federal Aviation
Administration**

SOC

Safety Oversight Circular

SOC **09-11**
DATE Sep 30, 2009

**Air Traffic Safety
Oversight Service (AOV)**

SUBJECT: Safety Oversight Standards

1. **PURPOSE.** This Safety Oversight Circular (SOC) provides information and guidance material that may be used by the Air Traffic Organization (ATO) to develop and implement internal procedures in order to comply with the requirements of FAA Order 1100.161, Chapters 2 (*Responsibilities*) and 4 (*Safety Standards*). It also identifies those systems that AOV will oversee to determine compliance with safety standards.
2. **DEFINITIONS.**
 - A) **Requirements.** National standards contained in FAA Orders or Manuals that are part of the Directives Management and Information system.
 - B) **System.** An integrated set of constituent pieces that are combined in an operational or support environment to accomplish a defined objective. These pieces include people, equipment, information, procedures, facilities, services and support services.
 - C) **Safety.** Safety is the state in which the risk of harm to persons or damage to property is reduced and maintained at or below an acceptable level through a continuing process of hazard identification and risk management. It is a level of risk that is acceptable.
3. **BACKGROUND.**
 - A) The primary responsibility for safety of the National Airspace System (NAS) rests with the ATO. To maintain operational safety, the ATO is required to comply with the provisions of FAA Order 1100.161. These provisions require the Chief Operating Officer to have primary responsibility for system safety and compliance with safety standards in order to ensure that all organizational and operational levels establish and maintain a high level of safety.
 - B) AOV Approval of ATO actions are governed by the "AOV Approval, Acceptance and Concurrence Process," published as part of Aviation Safety's Quality Management System.¹

¹ The "AOV Approval, Acceptance and Concurrence (AAC) Process," may be found at this URL:
https://intranet.faa.gov/faaemployees/org/linebusiness/avs/qms/qms_homepages/aov/processes_forms/
The AOV Secretary is the Correspondence Point of Contact for status information on AAC Process actions.

- C) This circular describes a system safety² approach to more clearly define the safety standards noted in FAA Order 1100.161. This approach facilitates the identification of those changes to the NAS that require AOV approval or acceptance. It also identifies those systems that apply the safety standards accepted by AOV under the provisions of FAA Order 1100.161, Chapter 2, paragraph 2-1.a.
- D) To achieve the highest possible acceptable level of safety, the FAA has begun to use the Safety Management System (SMS) and data-analysis techniques in order to anticipate and thus prevent accidents. Objective 6, which is listed under the “Increased Safety” goal in the FAA Flight Plan (2009-2013), indicates the need to implement the SMS. The ATO is required to have SMS fully implemented by March 14, 2010.
- E) In defining a system safety approach, this circular does not preclude the development of follow-on subsystem standards that will provide more detailed information for ensuring consistent interpretation and focused attention to system safety.

4. **SYSTEM-ORIENTED SAFETY STANDARDS.** FAA Order 1100.161, Chapter 4, identifies six areas of integrated and complex systems (i.e. a “system of systems”) within the ATO environment. Those areas are defined as:

- 1) Acquisition and Implementation of New Systems
- 2) Air Traffic Control Functions
- 3) Equipment and Facility Maintenance Functions
- 4) Flight Inspection Functions
- 5) Flight Procedure Development Functions and
- 6) Charting Functions

This circular identifies the systems contained in these six areas that are the **focus** of AOV oversight. Changes and/or waivers that require AOV approval or acceptance are outlined in FAA Order 1100.161, *Air Traffic Safety Oversight*. Changes and/or waivers to these systems require AOV approval or acceptance as ATO must follow their AOV approved SMS when making such changes. AOV recognizes that there are some joint oversight responsibilities that will be handled collaboratively between AOV and Flight Standards Service (AFS).

A) Acquisition and Implementation of New Systems. AOV oversight will concentrate on the following systems and procedures within the acquisition and implementation of new systems function:

- i) **Acquisition Management System:** New acquisitions within the FAA are required to address the FAA Acquisition Management System (FAA AMS) whose policy and guidance materials are maintained in the FAA Acquisition System Toolset (FAST) website at <http://fast.faa.gov>. Additionally, each program is required to address the Safety Risk Management policy and program requirements as defined in the ATO

² System Safety is defined in FAA Order 1100.161, Air Traffic Safety Oversight, as “The application of technical and managerial skills to the systematic, forward-looking identification and control of hazards throughout the life cycle of a project, program or activity.”

SMS Manual, the Safety Risk Management Guidance for System Acquisitions (SRGMSA), as well as the System Safety Handbook (SSH). The Joint Resources Council (JRC) Secretariat team has established checklists to a review program's readiness to be presented to the JRC for investment decision. One of the checklist items (for which ATO Safety has the Lead) is to ensure that each program, at the conclusion of each acquisition phase, complies with (among other things) the safety requirements as noted in the FAA AMS. There is currently no requirement via the JRC checklist for AOV to review safety risk management documentation prior to investment decision. However, the Safety Oversight Circulars issued by AOV do provide guidance to ATO for AOV's engagement early in the process. AOV, Aircraft Certification Service (AIR) and AFS cooperate to ensure the safety aspects of the FAA AMS are properly considered and comply with safety management system requirements. Changes or waivers to safety risk management requirements in the FAA AMS should receive AOV and in some cases AIR and AFS, approval prior to implementation. The following are examples of such requirements:

1. Safety risk management planning
 2. Safety risk management conduct
 3. Document analyses
 4. Coordinate analyses through the System Safety Working Group and
 5. Safety documentation review
- ii) To ensure timely and orderly consideration of safety risk management in the acquisition of new systems, specific documents should be completed during each of the acquisition management system (AMS) phases. Current and future AOV Safety Oversight Circulars provide guidance on their development. Current SOC's include:
- (1) SOC-07-01 *Acceptance of Air Traffic Organization (ATO) Baseline*
 - (2) SOC-07-02 *AOV Concurrence/Approval at Various Phases of Safety Risk Management*
 - (3) SOC-07-05 *AOV Guidance on Safety Risk Modeling of High-Risk Hazards*
 - (4) SOC-07-06 *ATO Safety Management (SMS) Definitions and*
 - (5) SOC 08-07 *AOV Guidance Regarding the Validation and Verification of the ATO Safety Management System*

ATO should coordinate required SRM documentation with AOV for concurrence in each of the AMS decision points using AOV Concurrence/Approval SOC 07-02, as indicated in Figure 1.

AMS Decision Point	Type of Analysis Required	Required SRM Documentation	AOV Concurrence/Approval (SOC 07-02)
Concept and Requirements Definition Decision Investment Analysis Readiness Decision	Operational Safety Assessment (OSA)	SRMD: OSA – Requirements input to preliminary Program Requirements (pPR) and incorporated into the Enterprise Architecture Safety Plan inputs to the Investment Analysis Plan (IAP)	Safety Definition: provide system description and Preliminary Hazard List of expected severity of each identified initial high-risk hazards. (see SOC 07-02 for details)
Initial Investment Decision	Comparative Safety Assessment (CSA)	SRMD: CSA (Update to the existing SRMD)	No concurrence required
Final Investment Decision	Preliminary Hazard Analysis (PHA)	SRMD: PHA (Update to the existing SRMD) Program Safety Plan (PSP) In-Service Readiness (ISR) Checklist	Mitigation/Solution Development/ Control Validation Phase: provide PHA identifying severity and likelihood of residual risk and corresponding mitigation. (see SOC 07-02 for details)
In-Service Decision	-Sub-System Hazard Analysis (SSHA) -System Hazard Analysis (SHA) -Operating & Support Hazard Analysis (O&SHA) -Others as defined in the Program Safety Plan (PSP)	Update existing SRMD to include: SSHA, SHA, O&SHA SSAR (includes Safety Action Records and SRVT) ISR Checklist Complete	Operational Introduction and Control Verification: Provide in SSAR evidence that the system can be introduced into the NAS and risk mitigations are validated and verified. Tracking and Monitoring Plan: provide in SSAR how system will be monitored and tracked. Request for High-Risk Hazard Approval: upon request AOV approve or reject mitigations to initial high-risk hazards. (see SOC 07-02 for details)

Figure 1: Coordination of SRM Documentation, AOV Concurrence and AMS Decision Points

- iv) **Change Control Board (CCB) Safety Policies and Procedures:** The NAS CCB controls changes to the NAS. It is a body composed of representatives from all FAA Lines of Business. FAA policy now requires each approved NAS Change Proposal (NCP) be accompanied by safety risk management documentation memo stating that no risk exists to the NAS. Changes or waivers to NAS CCB safety risk management requirements should receive AOV approval prior to implementation.

B) Air Traffic Control. AOV oversight will focus on the following ATC systems and subsystems within the air traffic control function:

- i) **ATC System Classifications.** FAA Order 1100.161, Chapter 4, notes four main areas on which AOV oversight activities are concentrated. These include:

- Organization
- Operations
- Personnel & Training and
- Operations & Procedural Handbooks, Orders & Documents

The sections below further define these areas as they pertain to approvals and acceptances and audit areas of concentration. In an effort to convey the focus of AOV oversight activities, we have identified five major system categories for the Air Traffic Control Function as listed in FAA Order 1100.161. These major system categories are drawn from FAA requirements and International Civil Aviation Organization (ICAO) Procedures for Air Navigation Systems, Air Traffic Management Document 4444 (ICAO Document 4444). These include:

- Control
- Safety Assurance
- Special Operation
- Airspace and Procedures and
- Administrative Requirements

- ii) **Category Classifications.** The categories shown in figure 2 below contain activities associated with major system areas addressed within FAA orders and ICAO Document 4444. Each category contains relevant references to FAA Orders, ICAO Document 4444, and other guidance (when applicable) pertaining to that category.

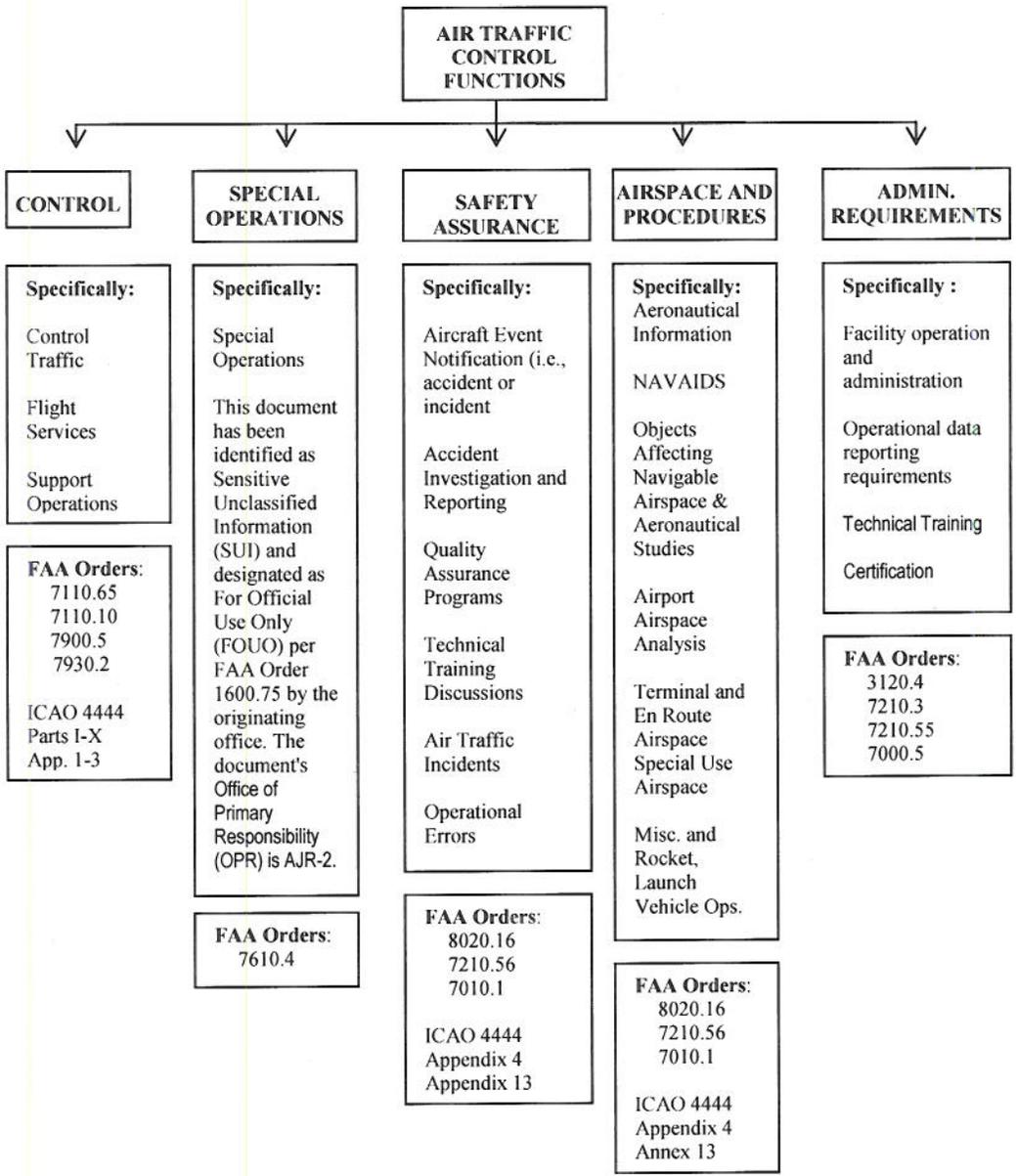


Figure 2: Systems and Sub-Systems Categories of Air Traffic Control Functions

* The Admin. Requirements exist in each function area but have been broken out for emphasis.

* A complete listing of all listed FAA Orders is located in Appendix 1

iii) **ATC Process and Procedures.** FAA orders relating to the *Control* area are further divided into *Traffic Control*, *Flight Services* and *Support Operations* categories. These categories are not intended to be all inclusive, but rather serve as guidelines through which procedures and processes can be more easily identified. These are shown in Figure 3.

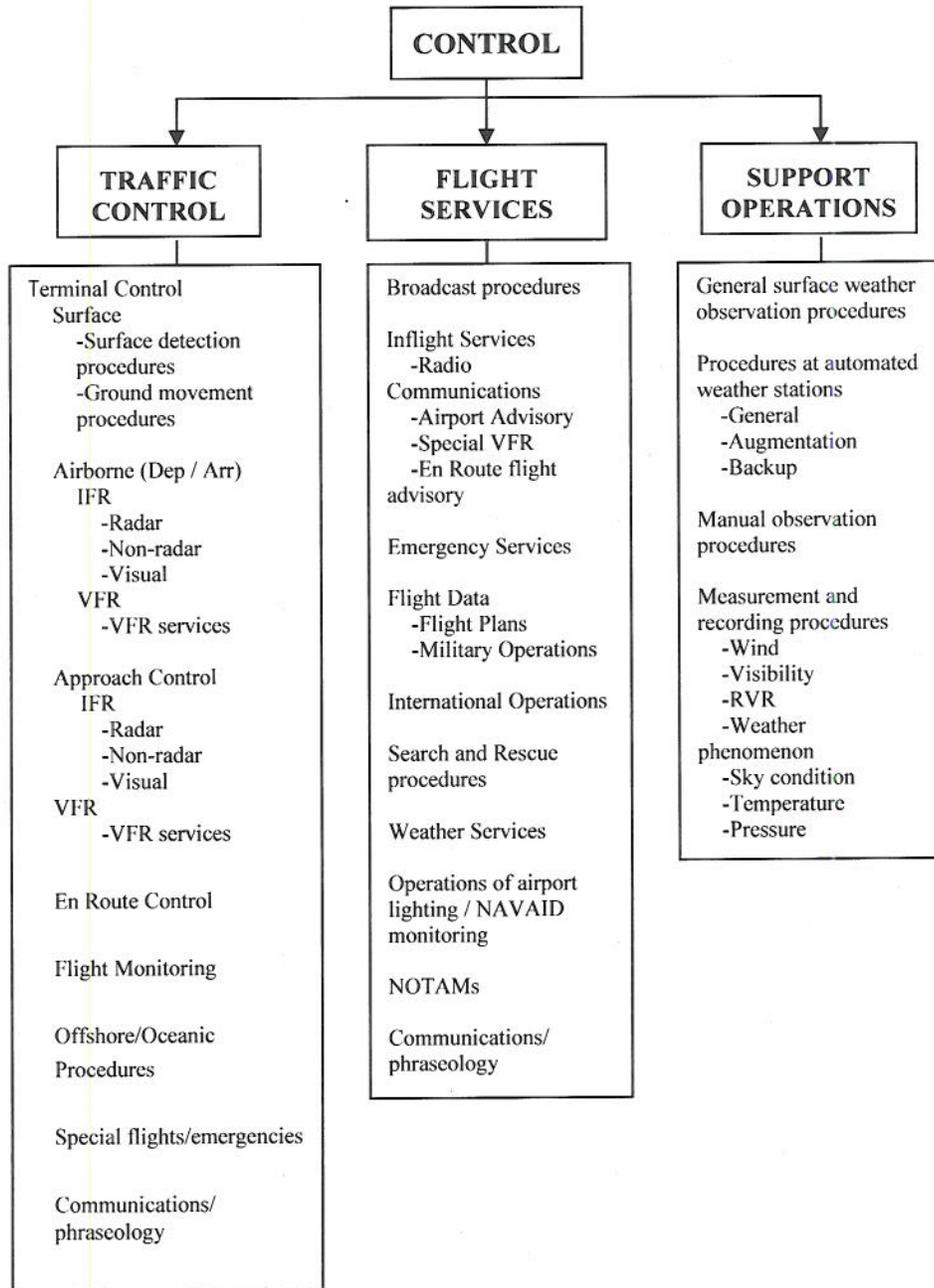


Figure 3: Air Traffic Control System, Subsystems and Processes and Procedures (Traffic Control, Flight Services and Support Operations)

iv) AOV Oversight Focus.

- (1) Audits of the ATO.** AOV has determined that the majority of processes and procedures relating to separation minima fall under the Traffic Control area. A change in the Flight Services area has the potential to affect separation minima. Therefore, AOV audits will focus on the *Control and Flight Services* categories.
- (2) Approvals and Acceptance.** FAA Order 1100.161, *Air Traffic Oversight*, paragraph 2-1 g (2) states that changes or waivers to provisions of handbooks, orders and documents, including FAA Order 7110.65, Air Traffic Control, current edition, that pertain to separation minima requires AOV approval. We have determined that, as a general rule, any changes of process or procedure that fall into the Traffic Control Area (see Figure 3) affect separation minima and therefore require AOV approval. It should be recognized that any changes to a process or procedure that falls into the *Flight Services* area has a high potential to affect separation minima and should be thoroughly reviewed by each Safety Risk Management Panel (SRMP). If the SRMP determines that the change does not change separation minima, the determination should be documented in the system description of the SRMD. Any change in the areas of *Safety Assurance, Special Operation, Airspace and Procedures, or Administrative Requirements* (see Figure 2) that do not affect safety standards or do not have identified high risk hazards require AOV acceptance.

C) Equipment and Facility Maintenance Functions. Within the equipment and facility maintenance function, AOV oversight will focus on the following systems and programs:

i) Equipment and Facility Maintenance Classifications

FAA Order 1100.161, Chapter 4, notes four main areas on which AOV Oversight activities are focused. These include:

- Organization
- Equipment Maintenance Availability Program
- Maintenance Operation and Technical Manuals and
- Personnel and Training

We have established five major system areas under Equipment and Facility Maintenance Functions in an effort to better organize AOV activities in overseeing the ATO. These include:

- Certification
- Maintenance
- Safety Assurance
- NAS Availability and
- Administrative Requirements

ii) Function Classifications

Equipment and Facility Maintenance Functions can be further organized into areas that fall under specific equipment and facility functions. Functions, Areas and Categories are shown in Figure 4.

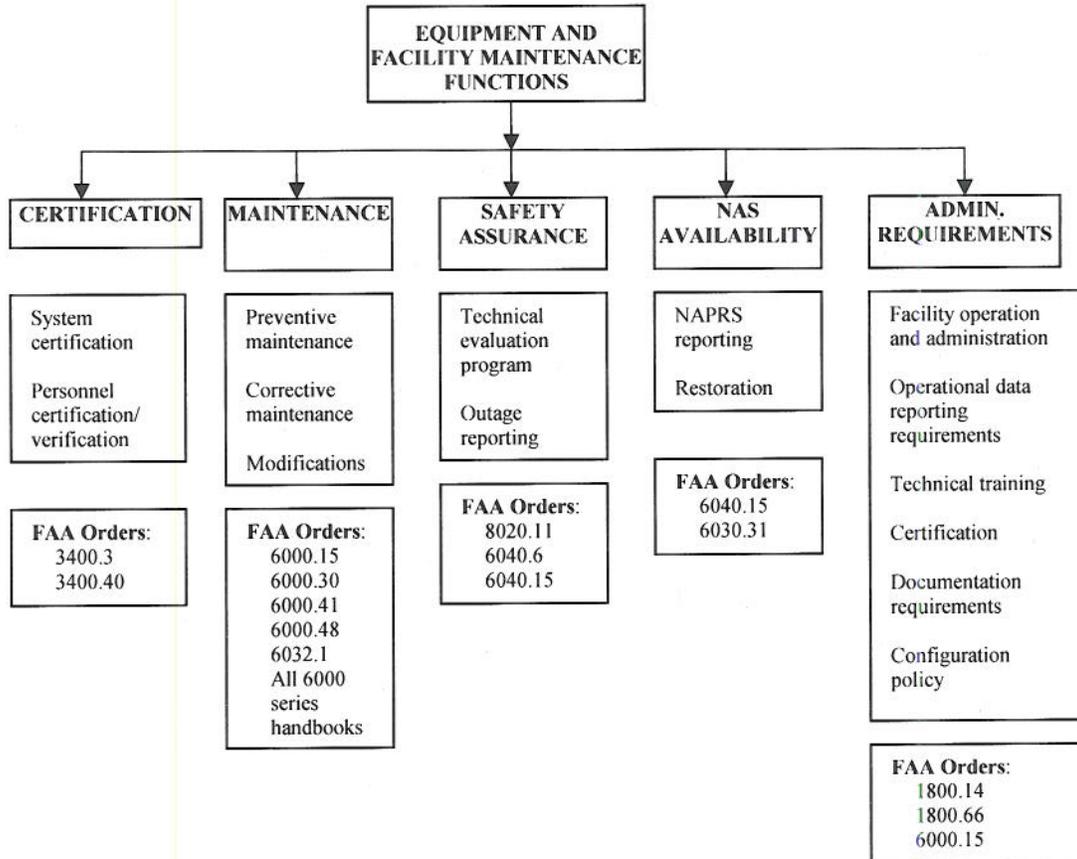


Figure 4: Functions, Areas and Categories for Equipment and Facility Maintenance Functions³

- iii) System, Subsystem and Service Certification Program.** Changes to the requirements in any of the following areas should obtain AOV approval:
 Certification/verification standards that define the responsibilities, criteria, types, basis, interval and techniques required to obtain system, subsystem and service level certification, decertification and verification.
- iv) Personnel Certification/Verification Program.** Changes to the requirements in any of the following areas require AOV acceptance:

³ National Airspace Performance Reporting System (NAPRS)

Personnel certification/verification standards that define the types of and the requirements to, obtain certification/verification authority, as well as the requirements to newly establish, retain, review and revoke the certification/verification authority.

- v) **Maintenance Requirements Program.** Changes to the requirements in any of the following areas require AOV acceptance:

Maintenance standards that define periodic and corrective maintenance activities for NAS facilities and their technical performance parameter requirements as well as the types of evaluations and inspections that provide a quality assurance function.

- vi) **Maintenance Procedures Program.** Changes to the requirements in any of the following areas require AOV acceptance:

Procedures that define the requirements for handling unscheduled interruptions and the scheduling and coordinating of scheduled interruptions of facilities and services as well as their reporting and restoration requirements.

- vii) **Configuration Management.** Changes to the requirements in any of the following areas require AOV acceptance:

Configuration management standards that define the technical and administrative direction and surveillance activities in order to identify and document the functional and physical characteristics of an item, control changes to those characteristics and record and report change processing and implementation status.

- viii) **Technical Training.** Changes to the requirements in any of the following areas require AOV acceptance:

Technical training standards that define the procedures and policies necessary to implement and sustain a uniform technical training program in order to develop the specialized skills, knowledge and abilities that allow specialists to maintain the National Airspace System.

- ix) **NAS Availability Program.** Changes to the requirements in any of the following areas need AOV approval:

Standards that define the requirements to provide an efficient and effective training, certification, maintenance and logistics program to ensure optimum facility availability.

- x) **Administrative Management Program.** Changes to the requirements in any of the following areas require AOV acceptance:

Administrative management processes that define the requirements for technical documentation, reporting and recording forms and maintenance logs used in the documentation of maintenance activities.

D) Flight Inspection, Flight Procedures Development, and Charting Functions.

Within the nine ATO service units, System Operations Services and Technical Operations Services share responsibilities for flight procedure development and charting. The National Aeronautical Navigation Services (AeroNav Services) serves as the umbrella for these responsibilities. AFS develops flight procedure standards and together with AOV, participates in the oversight of these standards. Oversight of the Flight Inspection, Flight Procedures Development, and Charting Functions are largely based on AFS flight procedures and orders. Figure 5 shows which organizations are involved in flight procedure development.

Due to the unique interrelationship of these functions and offices, and the wide variety of processes and requirements that are applied to procedure development and maintenance, the Flight Inspection, Flight Procedures Development, and Charting Functions outlined in FAA Order 1100.161 are combined for discussion below. In addition to the guidance below, AOV and AFS will rely upon their Memorandum of Agreement (MOA) dated June 26, 2008,⁴ and any subsequent updates to that MOA to articulate their respective areas of oversight of the ATO with regards to the Flight Inspection, Flight Procedures Development, and Charting functions.

⁴ Memorandum of Agreement between the Flight Standards Service, Flight Technologies and Procedures Division, AFS-400 and the Air Traffic Safety Oversight Service, Air Traffic Operations Oversight Division, AOV-100, on coordination of oversight functions, dated June 26, 2008.

Service Provider

Regulatory Oversight

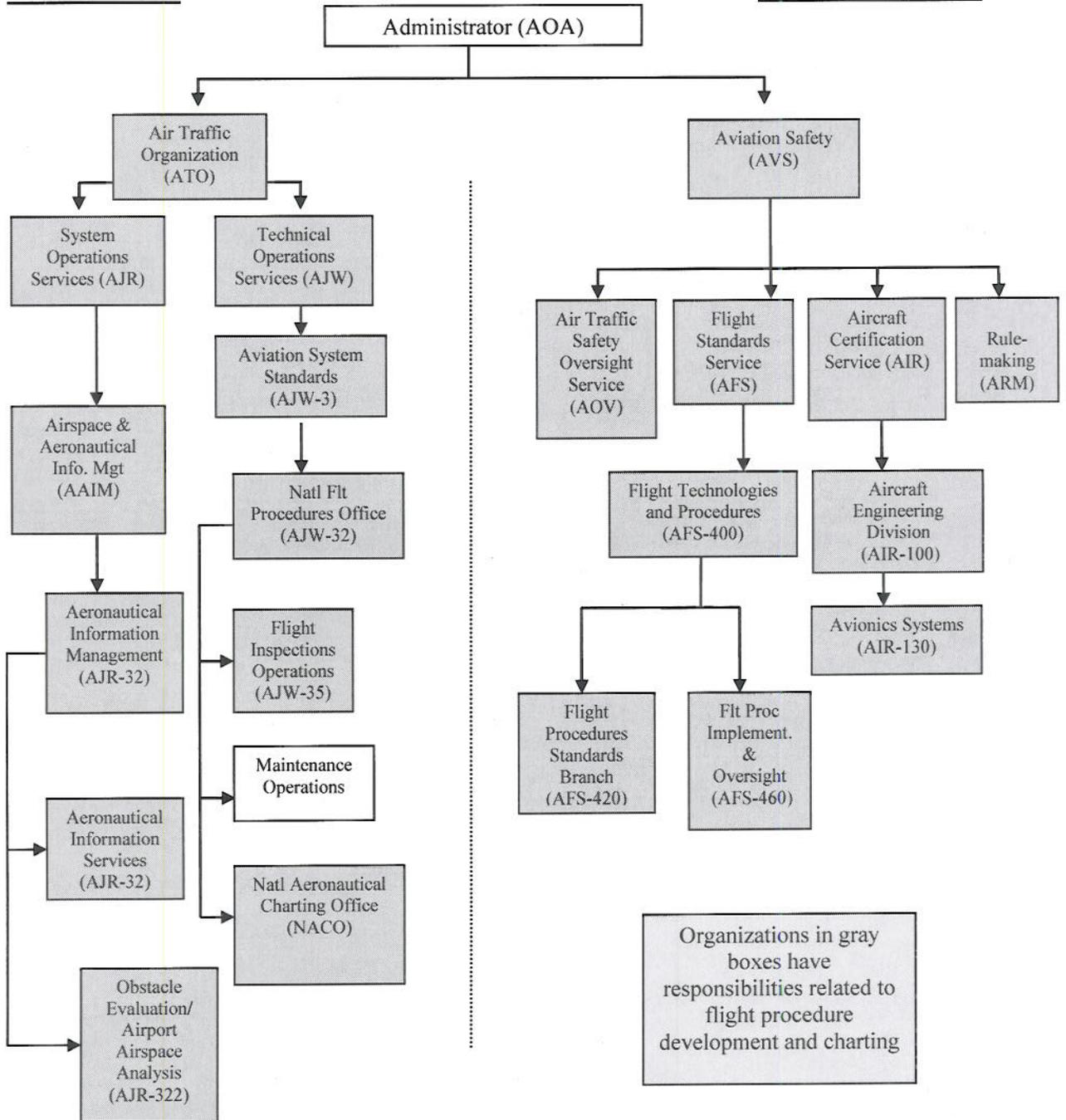
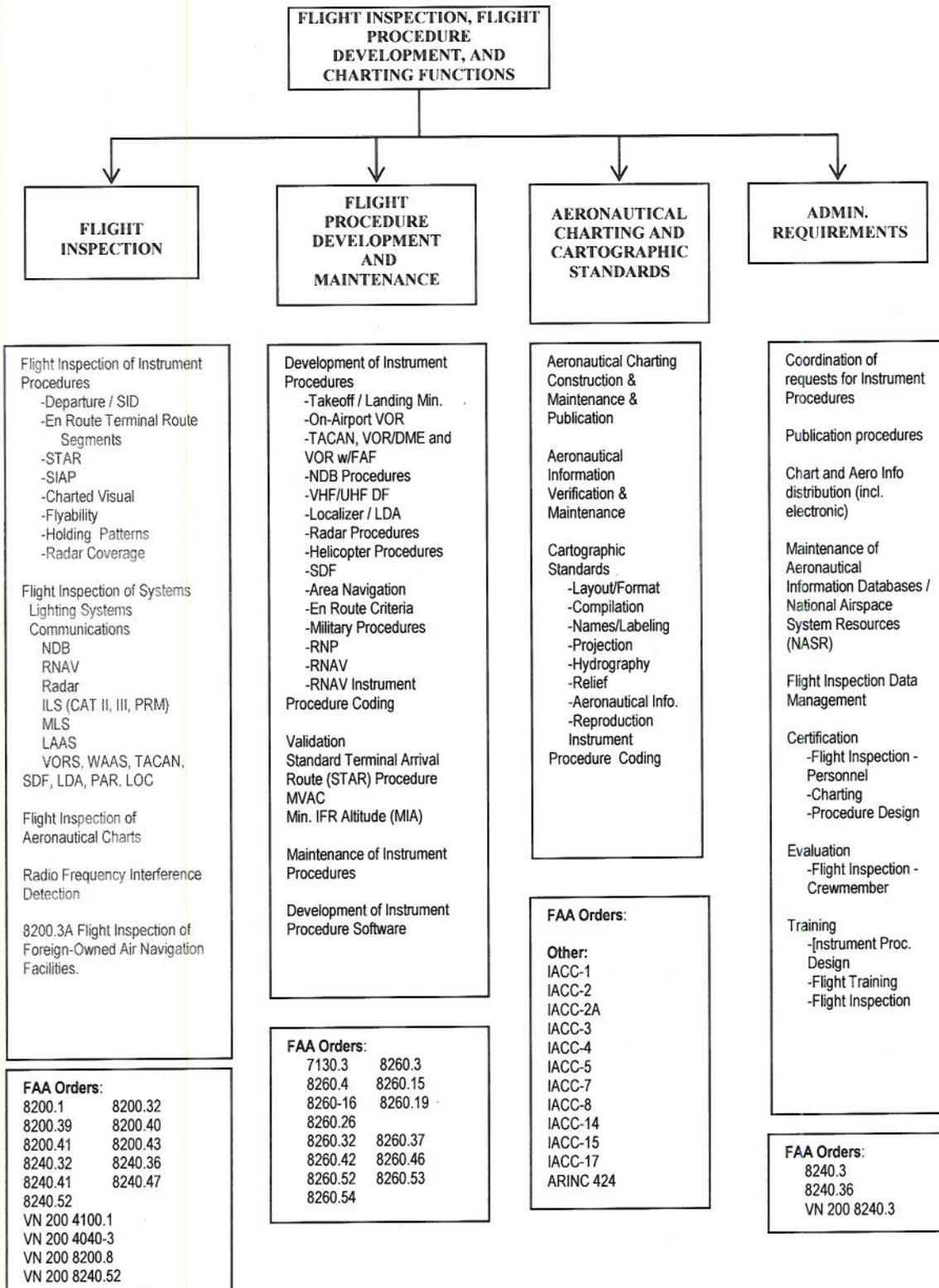


Figure 5: Organizations Involved In Flight Inspections, Flight Procedure Development, and Charting functions



* The Admin. Requirements exist in each function area but have been broken out for emphasis.

Figure 6: Flight Procedure Development, Flight Inspection, and Charting functions.

- i) Flight Inspection Functions.** Changes to the following areas in FAA Order 8200.1, United States Flight Inspections Manual, require AFS approval and AOV acceptance:
- Flight Inspector's authority and responsibilities
 - Facility status classifications and issuance of NOTAM
 - Records and Reports
 - Extensions in the periodicity or interval of inspections
 - Established tolerances or proposed new equipment or functionality
 - Required checklist items for specific areas of systems to be inspected
 - Procedures for evaluating safety and fly ability of instrument flight procedures
 - Personnel Certification Requirements
 - Certification and Calibration Standards
 - Waivers from FAA Order 8200.1 requirements
- ii) Flight Procedure Development and Maintenance Functions.** AOV oversight will focus on the following flight procedure development and maintenance functions:
- Changes to the requirements in any of the following need AOV approval:
 - ATO generated waivers or deviations from FAA orders or policy promulgated by the Director, Flight Standards Service⁵
 - Waivers or deviations from Safety Management System requirements
 - Changes to the requirements in any of the following need AOV acceptance:
 - Data Validation
 - Production Management
 - Quality Assurance Requirements
 - Certification Standards
- iii) Charting Functions.** Changes to any of the following require AOV acceptance:
- Training Requirements for Aeronautical Charting Personnel
 - Compliance with Interagency Air Cartographic Committee (IACC)
 - Quality Assurance Requirements
- iv) Administrative Requirements.** Administrative requirements articulated in figure 6 are resident within the each of the flight inspection, flight procedure development, and charting functions and will be treated for oversight purposes the same as activities within each of those functions.

⁵ It does not include special procedures/waivers approved by AFS-400. Coordination between AFS and AOV is outside the scope of this circular.

5. OVERSIGHT OF COMPLIANCE/PROCESS MEASUREMENT.

A) Functions Oversight. AOV will conduct oversight of the implementation of systems covered in this document through ATO-wide audits of representative facilities where specific systems are located. AOV's goal is to evaluate all systems and subsystems referred to in this SOC every four years while auditing the top 120 ATO facilities that AOV has identified as having control over nearly 100% of US air traffic. Facilities include the 70 air carrier airports with the highest volume and a combination of 50 Terminal Radar Approach Control, Air Route Traffic Control Center and Center/Radar Approach Control facilities. Facility safety considerations will be used to make any final selection. Figure 7 below is a matrix showing an example of potentially sampled facilities and systems. The matrix illustrates the approach AOV uses to conduct system-wide audits, using standard sampling techniques,⁶ to randomly selected facilities. AOV will develop standardized checklists for each system utilizing the system safety attributes described in Section 4 of this SOC.

Facilities⁷									
	ZDC	C90	ZLA	N90	SCT	PCT	ZMA	etc...	HQ
Systems↓									
New Systems									
• JRC Safety Requirements									√
• CCB Safety Policies									√
ATC Functions									
• Traffic Control	√		√		√	√			
• Flight Services		√		√			√		√
• Support Operations	√		√			√			√
Equipment & Facility Maintenance									
• Personnel Certification/Verification	√	√	√	√					√
• Logistics Management								√	√
Flight Procedure Development									
• Flight Inspection						√	√	√	√
• Aeronautical Charting								√	√

Figure 7: Matrix Table of Sampled Facilities

⁶ For more information on standard sampling techniques, see "Practical Statistical Sampling for Auditors," Graduate School USDA, 2004.

⁷ Three letter nomenclature refers to a specific facility. See FAA Order 7350.7 S, Location Identifiers, for a complete listing of identifiers.

B) SMS Oversight. Once ATO has fully implemented the AOV approved Safety Management System, AOV will conduct oversight of the operation of SMS through ATO-wide audits of representative facilities. This will be done to evaluate compliance with SMS requirements. Figure 8 below is a matrix showing an example of facilities using SMS that may be sampled:

Facilities									
	ZDC	C90	ZLA	N90	SCT	PCT	ZMA	Etc...	HQ
Systems↓									
Policy									
• Management Accountability									√
• SMS Metrics	√	√		√					√
Safety Risk Management									
• SRM Documentation	√	√	√	√					
• Safety Assessments								√	√
Safety Assurance									
• Internal Audit Program					√	√	√		√
• Continuous monitoring and improvement								√	√
Safety Promotion									
• Training						√	√	√	√
• Communication								√	√

Figure 8: Matrix Table of Sampled Facilities with SMS



Anthony Ferrante
 Director, Air Traffic Safety Oversight Service

Appendix 1: FAA Orders Identified in this SOC

1) Identified Orders for Air Traffic Control Functions (Section 4. B)

Control:

FAA Order JO 7110.65 *Air Traffic Control*
FAA Order JO 7110.10 *Flight Services*
FAA Order 7900.5 *Surface Weather Observing*
FAA Order 7930.2 *Notices to Airmen (NOTAMs)*

Airspace and Procedures:

FAA Order 1110.76 *Air Traffic Procedures Advisory Committee*
FAA Order JO 7400.2 *Procedures for Handling Airspace and Procedures*
FAA Order JO 7400.8 *Special Use Airspace*
FAA Order 7450.1 *Special Use Airspace Management System*

Safety Assurance:

FAA Order 8020.16 *Air Traffic Organization Aircraft Accident and Incident Notification, Investigation and Reporting*
FAA Order 7210.56 *Air Traffic Quality Assurance*
FAA Order, 7010.1 *Air Traffic Organization Safety Evaluations and Audits*

Special Operations:

FAA Order JO 7610.4 *Special Operations*
This document has been identified as Sensitive Unclassified Information (SUI) and designated as For Official Use Only (FOUO) per FAA Order 1600.75 by the originating office.

Administration Requirements:

FAA Order 3120.4 *Air Traffic Technical Training*
FAA Order 7210.3 *Facility Operation and Administration*
FAA Order 7210.55 *Operational Data Reporting Requirements*
FAA Order 7000.5 *Submissions for Air Traffic Publications*
FAA Order 8260.26 *Establishing & Scheduling Civil Public-Use Standard Effective dates*

2) Identified Orders for Equipment and Facility Maintenance Functions (Section 4. C)

System, Subsystem and Service Certification/Verification Program

Air Traffic Organization, *Technical Operations Concept of Operation*

Personnel Certification/Verification Program

FAA Order 3400.3H *Airway Facilities Maintenance Personnel Certification Program*
FAA Order 6700.20A, *Non-Federal Navigational Aids and Air Traffic Control Facilities*

Maintenance Requirements Program

FAA Order 6000.15E *General Maintenance Handbook for National Airspace System (NAS) Facilities*
FAA Order 6000.30D *National Airspace System Maintenance Policy*
FAA Order 6000.41B *Contractor-Assisted Maintenance for the National Airspace System*

FAA Order JO 6040.6H *National Airspace System Technical Evaluation Program*
Maintenance Procedures Program

- FAA Order JO 6030.41H *Notification of Facility and Service Interruptions and Other Significant Events*
FAA Order JO 6030.31F *National Airspace System Failure Response*
FAA Order JO 6040.15E *National Airspace Performance Reporting System*

Configuration Management

- FAA Order 1800.66 *Configuration Management Policy*

Technical Training Program

- FAA Order 3000.10B *AF Technical Training Program*

NAS Availability Program

- FAA Order JO 1000.37 *Air Traffic Organization Safety Management System*

Administrative Management Program

- FAA Order 6000.15E *General Maintenance Handbook for National Airspace System (NAS) Facilities*

3) Identified Orders for Flight Inspection, Flight Procedure Development, and Charting Functions (Section 4.D)

Flight Inspection

- FAA Order 8200.1 *United States Standard Flight Inspection Manual*
FAA Order 8200.32 *Flight Inspection Criteria for Aspen Colorado Localizer-Type Directional AI (LDA)*
FAA Order 8200.39 *Flight Inspection of Precision Runway Monitors/Final Monitor Aid*
FAA Order 8200.40 *Flight Inspection of the Transponder Landing System (TLS)*
FAA Order 8200.41 *Flight Inspection Evaluation of Differential Global navigation Satellite Positioning System Special*
FAA Order 8200.43 *Flight Inspection of the Microwave Scanning Beam Landing System (MSBLS)*
FAA Order 8240.36 *Instructions for Flight Inspection Reporting*
FAA Order 8240.41 *Obstacle Assessment Surface Evaluation for Independent Simultaneous Parallel Precision Operations*
FAA Order 8240.47 *Determination of Instrument landing System (ILS) Glidepath Angle Reference Datum Heights (RDH)*
FAA Order 8240.52 *Aeronautical Data Management*
VN 200 4100.1 *Aviation System Standards Flight Inspection Aircraft Configuration Control (FIACC) and Software Change Process*
VN 200 4040.3 *Flight Inspection Standardization Evaluation Program*
VN 200 8200.8 *Flight Inspection Program Standards*
VN 200 8240.52 *Aeronautical Data Management*
VN 200 8200.3 *Policy with Respect to Military Program Procedures for Flight Inspection of Foreign-Owned Air Navigation*

Flight Procedure Development

FAA Order 7130.3	<i>Holding Pattern Criteria</i>
FAA Order 8260.3	<i>United States Standard for Terminal Instrument Procedures (TERPS)</i>
FAA Order 8260.4	<i>ILS Obstacle Risk Analysis</i>
FAA Order 8260.15	<i>United States Army Terminal Instrument Procedures Service</i>
FAA Order 8260.16	<i>Airport Obstruction Surveys</i>
FAA Order 8260.19	<i>Flight Procedures and Airspace</i>
FAA Order 8260.32	<i>U.S. Air Force Terminal Instrument Procedures Service</i>
FAA Order 8260.37	<i>Helicopter Civil Utilization of Collocated Microwave landing Systems (MLS)</i>
FAA Order 8260.42	<i>Helicopter Global Positioning System (GPS) Nonprecision Approach Criteria</i>
FAA Order 8260.46	<i>Departure Procedure (DP) Program</i>
FAA Order 8260.52	<i>U.S. Standard for RNP Approach Procedures With special Aircraft & Aircrew Authorization Required</i>
FAA Order 8260.53	<i>Standard Instrument Departures That Use Radar Vectors to Join RNAV Routes</i>
FAA Order 8260.54	<i>United States Standard for Area Navigation (RNAV)</i>

Charting

IACC-1	<i>Enroute Low Altitude Charts and Alaska</i>
IACC-2	<i>VFR Sectional, Tactical Pilotage and Terminal Area Charts</i>
IACC-2A	<i>VFR Flyway Planning Chart</i>
IACC-3	<i>World Aeronautical Chart (WAC), Operational navigation Chart (ONC)</i>
IACC-4	<i>Low Altitude IAPs and Airport Diagrams</i>
IACC-5	<i>IFR Enroute High Altitude Charts, US and Alaska</i>
IACC-7	<i>Standard Instrument Departure (SID) Charts</i>
IACC-8	<i>Supplement Alaska</i>
IACC-14	<i>Standard Terminal Arrival (STAR) Charts</i>
IACC-15	<i>Helicopter Route Charts</i>
IACC-17	<i>Low Altitude US Terminal Procedures Publication (TPP)</i>
ARINC 424	<i>Coding specifications for National Flight Data Base (NFD)</i>

Administrative Requirements

FAA Order 8240.36	<i>Instructions for flight Inspection Reporting</i>
VN 200 8240.3	<i>Certification of Flight Inspection Personnel</i>
AOV/AFS MOA	<i>Memorandum of Agreement dated June 26, 2008</i>