

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Change 9 to 8200.1C

11/02/2014

SUBJ: United States Standard Flight Inspection Manual

1. Purpose of This Change. This change transmits revisions to the United States Standard Flight Inspection Manual (USSFIM), FAA Order 8200.1C; Department of the Army Technical Manual TM 95-225; Department of the Navy Manual NAVAIR 16-1-520; and Department of the Air Force Manual AFMAN 11-225, dated October 1, 2005.

2. Audience. Air Traffic Technical Operations Eastern, Central, and Western Service Areas; Flight Inspection Operations Offices and crewmembers in Aviation System Standards; Flight Standards Flight Technologies and Procedures Division; NAS Implementation Centers; and special military addressees.

3. Where Can I Find This Change? Go to

<u>http://www.faa.gov/regulations_policies/orders_notices/#browseTopics</u>. Distribution within the Department of Defense is handled by the National Geospatial Intelligence Agency. For the U.S. Air Force, this revision is included in the AF STDPUBs CD-ROM and is available on the Internet (<u>http://afpubs.hq.af.mil/</u>).

4. Explanation of Policy Changes. Changes periodic flight inspection interval for Instrument Landing System (ILS) and Localizer Directional Aid (LDA)/Simplified Directional Facility (SDF) with Glideslope (GS) facilities. This change was endorsed by a Safety Risk Management Panel on August 5, 2014. Panel members included Flight Standards, NAS Engineering, the National Resource Engineer for Navigation, Flight Inspection Services, Safety Services, Safety Engineering, and Safety Management Oversight.

a. Chapter 4, Paragraph 4.25. Requires monitor inspection every periodic for ILS and LDA/SDF with GS. Periodic inspection requirements for LDA/SDF/Localizer (LOC) only facilities do not change.

b. Table 4-1. Changes ILS and LDA/SDF with GS periodic interval from 270 to 540 days.

PAGE CONTROL CHART

REMOVE PAGES	DATED	INSERT PAGES	DATED
Page 4-9	05/30/2011	Page 4-9	11/02/2014
Page 4-10*	10/01/2005	Page 4-10*	10/01/2005

*Page did not change

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c. Reconfiguration of Precision Approach Services. Reconfigured precision approach services must initially be checked at 90 days. For ILS, a full periodic with monitor reference check on both localizer and glide slope facilities must be scheduled as part of this special, and the periodic with monitors must be updated on the Daily Flight Log (DFL). The next periodic due date will be at the 270-day interval. For PAR, each runway served and alternate angle or touchdown point used must be inspected on this check.

4.25 ILS MONITOR (OR REFERENCE) INTERVALS. ILS monitor inspection must be conducted every periodic for ILS and LDA/SDF with GS. Monitor inspections must be conducted every other periodic for LDA/SDF/LOC only facilities.

SIAP	540 (5)	
Facility	Interval	
ILS/ LDA/ SDF w/GS	540	
Localizer Clearances at LSA	1,080	
MLS	270	
MMLS	180 (3)	
GBAS	540 (6)	
PAR	270	
ASR or WAM system	540	
DF	540	
LDA/ SDF/ LOC only	540 (2)	
NDB (UHF, LF/ MF)	540	
VOR, VORTAC, TAC	540 (1)	
VOR, VORTAC, TAC	1,080 (4)	
VOT	540	

Table 4-1
Basic Schedule for Periodic Flight Inspection
(all intervals are in days)

540

DME, NDB facilities associated with an Instrument
Approach Procedure, Marker Beacons,
Communications, VGSI, and Approach Lighting
SystemsInspect these facilities at the same interval as
the system or procedure they support.

NOTES:

(2) Monitors required every other inspection. See Paragraph 4.25.

Approach Obstacle Assessment

- (3) SIAP check required every 360 days.
- (4) 1,080 days for facilities that do not support a SIAP or receiver checkpoint
- (5) For all periodic SIAP inspections, the periodic obstacle assessment may be conducted independent of the SIAP inspection. Periodic inspections of Public RNAV SIAP(s) do not require flying the actual procedure; however, an obstacle assessment must be conducted through the final and missed approach segments.
- (6) See Paragraph 4.24.

^{(1) 540} days for facilities (VOR or TACAN of a VORTAC) which support a SIAP or receiver checkpoint. An alignment orbit is required every 1,080 days for all facilities.

SECTION 3

GENERAL FLIGHT INSPECTION PROCEDURES

4.30 INTRODUCTION. Sequence of events encountered by the flight inspector in the performance of the flight inspection mission is generally as follows:

- a. Request for flight inspection
- b. Scheduling of flight inspection
- c. Preflight preparation
- d. Actual flight inspection
- e. Analysis and evaluation
- f. Post flight review and reporting

4.31 REQUEST FOR FLIGHT INSPECTION. Site, commissioning, and some special flight inspections must be requested by authorized personnel. Requests are not required for periodic flight inspections.

- **a. Status of Equipment**. Initiate the flight inspection request when the inspection requirement is known and finalize the schedule when the facility is ready for flight inspection.
- **b.** Notification. Flight Inspection Central Operations (FICO) will notify the appropriate facility maintenance personnel of the estimated time of arrival (ETA) of the flight inspection aircraft. As much advance notification as possible should be provided for a site evaluation, commissioning inspection, periodic with monitors, or inspections requiring maintenance support.

An ILS periodic inspection without monitors does not require pre-coordination with maintenance personnel. This inspection should be conducted on the transmitter in operation. If an out-of-tolerance condition is found, notify maintenance of the discrepancy(ies) found and inspect the standby equipment. NOTAM(s) must be issued if discrepancies are not corrected.