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FEDERAL AVIATION ADMINISTRATION
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SUBJ: Flight Inspection Services Instrument Flight Procedure Coordination

This order provides guidance to all FAA personnel for coordination and accomplishment of Instrument Flight Procedure (IFP) FAA flight validation.

The FAA flight validation process requires active participation by Aeronautical Information Services, Airspace Services Performance Based Navigation (PBN) Program Management Office and Service Center Operations Support Group (OSG) personnel in the planning and scheduling of IFPs to ensure publication time lines for National Airspace System priorities are met. This revision clarifies requirements for preparing and processing flight inspection procedure packages and adds requirements for flight inspection data support.

General procedures and requirements for Aeronautical Information Services, Service Center OSG, PBN Program Management Office, and Flight Inspection Services are contained in Chapters 2, 3, 4, and 5 respectfully. Chapter 6 contains information and Flight Inspection Services requirements for government and non-government developed Special Instrument Procedures.

A handwritten signature in cursive script that reads "Edward W. Lucke, Jr.".

Edward W. Lucke, Jr.
Director
Flight Inspection Services

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Chapter 1. General Information.

- 1. Purpose of This Order.** This order establishes policy and identifies requirements for coordinating IFP packages between Aeronautical Information Services (AIS), Airspace Services Performance Based Navigation (PBN) Program Management Office, Service Center Operations Support Group (OSG), and Flight Inspection Services (FIS). Once the IFP package is designated for flight validation, it is referred to as a Flight Inspection Procedure Package (FIPP).
- 2. Audience.** All Aeronautical Information Services, Airspace Services PBN Program Management Office, Service Center Operations Support Group, and FIS personnel.
- 3. Where Can I Find This Order?** This order can be found on the FAA Orders and Notices webpage: https://employees.faa.gov/tools_resources/orders_notices/
- 4. What This Order Cancels.** This order cancels Order JO 8200.44 dated December 15, 2013.
- 5. Explanation of Policy Changes.** This revision clarifies the responsibilities for preparing, processing and coordinating flight inspection procedure packages in Chapters 2, 3, 4 and 5, and adds NAVAIDs Authoritative Source and Airports Authoritative Source Data Support requirements in Chapter 2. Additionally, references to Aeronautical Navigation (AeroNav) Products have been changed to Aeronautical Information Services and PBN Policy and Support Office references have been changed to PBN Program Management Office.

Chapter 2. General Procedures for Aeronautical Information Services.

1. Instrument Flight Procedures. Flight Inspection Procedure Packages (FIPP) consist of all associated electronic IFP documents and the ARINC coding contained in the tailored custom database, to include instrument approach procedures (IAP), enroute procedures, SIDs and STARs.

a. Excluding T-NOTAMs and abbreviated STAR amendments, all instrument flight procedure amendments, regardless of the amendment process used must be submitted to FIS in a FIPP. Prior to publication, forward an electronic copy of abbreviated STAR amendments to FIS for review and include the ARINC coding in the tailored custom database. Aeronautical Information Services may request FIS to flight validate a T-NOTAM if required.

b. FIPPs, including Resubmitted and Updated packages, must be delivered to FIS with a minimum of 50 calendar days to complete. Requests to deviate from the 50-day standard may be approved by FIS based upon workload. Large, core airport/metro-plex projects may require coordination well in advance to ensure due/delivery date requirements can be met. Procedures that do not have the airport infrastructure or facility in place to support flight inspection/validation will be returned to AIS unless otherwise coordinated.

c. Aeronautical Information Services will provide Flight Inspection Services an electronic copy of the FIPP, ARINC coding, which represents the IFP, and upload the required items from Chapter 2 Paragraph 2 to the Instrument Flight Procedures Information Gateway (IFPIG). Identify new IFPP's by airport/facility ident, airport name and city and state. Include special interest items (not limited to) computer codes, requests for possible table-top reviews, offset LP/LPV procedures, procedures that cannot be ARINC coded, Hard Date requests, latitude/longitude for the beginning or ending fixes/waypoints of airways, DME/DME recording not required (for RNAV SID/STARs that are GPS required) and RNAV Pro-Runs not required (for RNAV SID/STAR amendments that do not require DME/DME recording). It is understood the Priority shown is the RAPT priority as assigned by the National Strategic Production Planning (NSPP) and is not an FIS priority.

d. AIS may request a table-top evaluation of an instrument flight procedure. Items listed below may NOT require an actual flight inspection/validation.

- (1) ARINC segment record coding is not changed/affected.
- (2) Procedural data notes change that does not affect course, bearing, track, or altitude.
- (3) Additional flight data note change that does not affect course, bearing, track or altitude.
- (4) Runway identification, or elevation.
- (5) Airport name, airport elevation, and/or ID change.
- (6) Minimum visibility value change that is not a result from change(s) to course, bearing, altitude, or track.
- (7) Navigational aid (NAVAID) identification change.
- (8) Minimum Safe Altitude (MSA) changes.

(9) Airway unusable note/symbol change.

e. Any procedure which requires a change after it has been submitted to FIS must be coordinated with FIS immediately to prevent it from being flown. Changes to the electronic FIPP files uploaded onto the IFPIG must not be made without first coordinating with the FIS Mission Control Team.

f. AIS will deliver a tailored custom database to flight management system (FMS) database contractors via ftp site (aeroftp1.ftp.gov) every Monday by 12:00 pm eastern time. If Monday is a federal holiday, the delivery will be the previous Friday by 12:00 pm eastern time. In addition, AIS will deliver a daily supplemental custom database to FIS Tuesday through Thursday except on federal holidays. The tailored custom database will include procedures sent by 3rd parties and the DoD delivered by 7:00 am the day of the custom database delivery. The database will also include Special IFPs coded, TACANs coded and tailored as Waypoint records (EA records), and ILS arc maneuver procedures.

Note. IFPs must not be removed from the tailored custom database until they are published.

g. Once an instrument flight procedure is satisfactorily flight inspected/validated by FIS, changes to the instrument procedure, to include changes to procedural ARINC coding in the Coded Instrument Flight Procedure (CIFP) database due to National Flight Data Digest (NFDD) action, must not be made without FIS approval.

h. Aeronautical Information Services, AJV-5, Instrument Flight Procedures Team Managers may sign 8260 series forms for the airspace system inspection pilot (ASIP). This authority may only be exercised once Aeronautical Information Services has received an approved Flight Inspection Procedure Control (FIPC) Form or Flight Inspection Report with satisfactory flight inspection result.

2. Flight Inspection Procedure Package Content (FIPP). A FIPP must be prepared for all original or amended IFP(s). The following documents comprise each individual FIPP:

Note. All fixes used on an instrument flight procedure must be included in the FIPP (fixes used in multiple procedures must be included in each FIPP). FIS will not conduct an inspection of ground-based NAVAIDs when performing flight validation of an RNAV instrument procedure. Approval of an RNAV procedure by FIS does not include establishment or modification of the ground-based make up of fixes included in a RNAV procedure. Any ground-based NAVAID inspection work accomplished on a fix while performing flight validation of an RNAV procedure will be specifically documented on the FIPC in the Procedure Results section. An exception to this is a DME/DME RNAV procedure that requires the necessary DME signals to be checked as a matter of the normal flight validation process. Submit a stand-alone FIPP for a fix if ground-based make up is required and there is no associated ground-based instrument procedure (e.g. air traffic control requirement).

a. NOTAM FIPP. FIPP requests to flight inspect/validate a T/P-NOTAM do not require all documents in this section. Clarifying guidance is below along with FIPP items required in addition to the NOTAM itself.

(1) ARINC coding .ARI files are required for P-NOTAMs where Segment Record changes are made (8260-10 forms are not required).

(2) Address only one procedure in the “Project Reason” section of a T/P-NOTAM, except in the case of ILS CAT I/II/III and SA CAT I/II procedures to the same runway. The “Project Reason” section of a T/P-NOTAM may address multiple procedures when the information is common to all procedures.

(3) The “Project Reason” section of a T/P-NOTAM must include the unrounded latitude/longitude, description, elevation, height and accuracy code for obstruction changes/additions.

(4) When a new controlling obstruction is identified, the obstacle description, AGL height, MSL elevation, the applicable ROC and all adjustments to achieve the desired MDA or DA must be listed in the “Project Reason” section.

(5) Maps are required for changes/additions to obstructions and they must have a legend tying it to the T/P-NOTAM.

(6) All changes or revisions must be accurately annotated in a “FROM TO” format (e.g. DISTANCE FAF TO MAP/THLD CHANGED FROM 4.88 TO 4.93) as well as a detailed “REASON.”

b. Flight Procedure Tracking. A Flight Procedures Cover Page (FPCP) is required for each Procedure, T/P-NOTAM, Airway, stand-alone Fix, stand-alone Expanded Service Volume (ESV) request, and Night Evaluation request submitted to FIS. Each FPCP document must contain:

(1) Reimbursable number if applicable

(2) A prominently located, stamped or printed remark indicating the status of the procedure: "Resubmitted," "Returned – No Change," or "Updated".

(3) Procedure Comments block: Document in the following order as applicable:

(a) Pertinent information, such as: New equipment, airport or runway construction, or establishing procedures at airports with no prior IFR service.

(b) Changes to assignment of Mag Var will be noted as follows:

Example: Assigned MAG VAR, ABC VORTAC: OLD 15E-NEW 20E

KABC: OLD 15E-NEW 20E

I-ABC: OLD 15E-NEW 20E

(c) Special verifications/requests MUST be prefixed with “FLT CHK”.

Example: FLT CHK: REQUEST VGSI COMMISSION.

Example: FLT CHK: REQUEST COMMISSION ODALS.

Example: FLT CHK: 4D ACCURACY CODE EVAL REQUESTED SEE 8260-9.

Note. Do not request flight check verification on obstacles in populated/congested areas.

(d) ESV Requests. Document the total number of ESV(s), facility name, identification, and type followed by the number of ESV(s) per facility (e.g., “ESV(S): (6): BISMARCK (BIS) VDME (3); JAMESTOWN (JMS) VDME (2); DICKINSON (DIK) VTAC (1)”). VDME, VTAC may be used as abbreviations.

(e) FAA Form 8260-1 and/or Approval Letter with reason (e.g. “Climb Gradient”).

(f) Other pertinent information or comments.

(g) Contact information to include names and phone numbers.

c. Flight Inspection Graphic (FIG). FIG(s) are computer-generated graphics that must contain no more than five written (pen and ink) corrections with no corrections in the profile view. The FIPP must contain a FIG for each procedure, except Airport Surveillance Radar (ASR), Precision Approach Radar (PAR), textual Departure Procedures (DP(s)), T/P-NOTAMs with no change to track and stand-alone fixes. Procedure packages without FIG(s) will be coordinated between Aeronautical Information Services and Flight Inspection Central Operations (FICO) Mission Control Team (MCT) personnel. Aeronautical Information Services personnel will ensure each FIG meets the following requirements:

(1) It is prominently marked, “PROTOTYPE, NOT FOR NAVIGATION”.

(2) Background and supporting features do not interfere with chart legibility.

(3) For procedure amendments, including STAR(s) and SID(s), a legible, unedited copy of the existing procedure is included for comparison purposes. This is annotated with “Old” or “Existing” to differentiate it from the proposed procedure. Nothing should be highlighted on either copy.

(4) Radials, bearings, headings, magnetic (MAG) and true courses are depicted to the nearest whole degree.

(5) DME and waypoint mileage values are depicted to the nearest tenth of a nautical mile (NM), except for departures and STARS which are depicted to the nearest mile.

(6) For RNAV FIG(s), including standard terminal arrival routes (STAR(s)), standard instrument departures (SID(s)) and departure procedures (DP(s)):

(a) TRUE courses are depicted to the nearest whole degree, in parentheses, for each segment or leg.

(b) Special requirements (e.g., grid information, when applicable).

d. Extended Service Volume (ESV) Requests. ESV(s) must have Super Frequency Management Office (SFMO) approval before flight inspection. Each ESV request will accompany the Form 8260-2 for each named fix. Requested altitudes, distances, facility names and components, and all other supporting data listed on the ESV form must accurately reflect the data from the appropriate 8260 series forms and datasheets, as well as any other supporting documents in the package.

e. Maps. Color copies of maps will clearly depict the obstruction areas and controlling obstacles. Procedural segments must be easily distinguished from the background and other features. Each controlling obstacle will be clearly marked and numbered to match the obstacles listed on the corresponding FAA form. All maps will be electronic with geo-referencing, if possible. The following items will be included:

(1) A 1:500,000 scale map depicting all procedure segments. More than one map of this scale may be included if all segments cannot be clearly depicted on a single map.

Note: Circling areas may be excluded from the 1:500,000 map.

(2) All procedures must contain a 1:100,000 scale map (or next smallest scale available) depicting the final segment, circling areas, and as much of the missed approach as possible, or the first portion of the departure procedure (DP).

(3) For more than one type of final approach segment or multiple RNP lines of minima combined on one chart, provide a separate 1:100,000 scale map (or next smallest scale available) depicting each of the following:

(a) final type/ RNP level,

(b) the initial portion of missed approach, and

(c) the final/ missed controlling obstacle(s) if applicable.

Examples include the following: for RNAV (GPS) provide separate maps for LP, LPV, LNAV/VNAV, LNAV as appropriate; for RNAV (RNP) provide separate maps for RNP 0.30, RNP 0.22, RNP 0.17, RNP 0.11, as appropriate.

(4) For airways, applicable portions of the en route high/low altitude airway on a sectional aeronautical chart (1:500,000). When more than one page is required, label the pages 1 through end number, either starting west to east or north to south, in order, e.g. 1 of 10 through 10 of 10.

(5) For STAR(s), each segment at or below flight level 180 must have a map depicting primary and secondary obstruction areas and include identification of the controlling obstacle. When more than one map is required, label them pages 1 through end page number, e.g. 1 of 10 through 10 of 10.

(6) Charted Visual Flight Procedures (CVFP(s)), only those items provided by Air Traffic (AT) are included.

(7) Diverse Area Circles in mountainous areas may not fit on one 1:500,000 scale map. If this is the case, include Diverse Area Circles on multiple maps ensuring the areas overlap.

Note. FIS does not require maps for each runway end of airports served by a RNAV departure procedure that uses RADAR vectors to join the Initial Departure Fix (IDF), provided there are no changes to existing FAA Form 8260-15A information.

f. FAA Forms. For every change or revision, the appropriate blocks of the submitted forms will include detailed, accurate information. Flight inspectors use this information to determine what portions of a procedure require airborne inspection/validation. Changes or revisions must be annotated in a "FROM TO" format (e.g. DISTANCE FAF TO MAP/THLD CHANGED FROM 4.88 TO 4.93) as well as a detailed "REASON" (e.g. NEW PFAF LOCATION).

Note. Additional documentation requirements: Provide true course information in the "remarks" section of the FAA Form 8260-16 for all new routes or existing routes that are being relocated. This may be omitted if true course information for the entire route can be derived from the FAA Form(s) 8260-2 included in the package.

g. RNAV-Pro Runs/.CSV Files. For RNAV procedures that require DME/DME infrastructure include the RNAV Pro-Run produced by the PBN Program Management Office (color copies are not required). Do not include any ESV associated with RNAV SID and STARs. Procedures that do not have supporting (.CSV) files included as outlined in Chapter 4 may be returned to AIS as UNSAT.

Note 1. The IFP design, to include altitudes, documented on the 8260 series forms and the RNAV-Pro distribution package design/altitudes must match. However, on RNAV SIDs where the forms and RNAV-Pro distribution package design/altitudes do not match, flight inspectors will consider the climb profile of the procedure, evaluating waypoints prior and after. If the RNAV-Pro altitudes clearly do not match the intended design climb profile, the procedure status will be UNSAT. The procedure package is the official source document. FIS will review the entire procedure package and annotate any discrepancies on the FIPC.

Note 2. Final determination of the RNAV SID/STAR procedure status is made by the PBN Program Management Office and requires post flight analysis of the flight validation data.

h. Custom Database (Not uploaded to IFPIG). All coded instrument flight procedures designated for flight inspection/validation must include the ARINC code which represents the IFP and be included in the FMS custom database. The custom database (.ARI) file containing coded instrument flight procedures designated for flight validation must be provided to the FMS database contractors each week (see Chapter 2 paragraph 1).

i. Other Documents. All other miscellaneous forms and documents included in the FIPP must be listed in the FPCP's "Procedure Comments" block.

3. Flight Inspection Procedure Package Order. Electronic flight inspection packages will have up to four files on the IFPIG.

- a. FAA Form(s) 8260-3/5/7/9/10/11/15/16/21
- b. FAA Forms(s) 8260-2
- c. FPCP, waivers, ESV, FIG, maps, airspace sheets, T/P-NOTAM, etc.
- d. RNAV Pro-run(s)

4. Resubmitted and Updated Flight Inspection Procedure Packages.

a. Resubmitted. Resubmitted packages are procedures that have been changed by Aeronautical Information Services after flight inspection/validation, or returned to Aeronautical Information Services with an "UNSAT" status. Regardless of the reason, a flight inspector must review and give a satisfactory ("SAT") status on all "Resubmitted" packages before they can be published. Aeronautical Information Services will provide the "UNSAT" FIPC immediately following the resubmitted PC information. This will provide a history for the reviewing flight inspector.

b. Updated. An updated package is one needing changes/corrections that Aeronautical Information Services requests to pull back from FIS prior to flight inspection/validation. Once updated, Aeronautical Information Services will re-process the FIPP to FIS and must provide an explanation of why the package is being updated in the FPCP "Procedure Comments" block or appropriate forms.

Note. Aeronautical Information Services must ensure all Resubmitted procedures with coding changes are provided to the FMS database contractors.

5. Procedures That Have SAT W/CHANGES Status. Prior to publishing procedures with a SAT W/CHANGES status, Aeronautical Information Services must coordinate with the originating flight inspector and the Mission Control Team in order to make necessary changes to satisfy flight inspection requirements. An email response from the flight inspector is not required prior to sending the procedure to publication provided required change(s) have been made or reason(s) are provided explaining why change(s) were not made. All coordination that takes place must be with the pilot that signed the FIPC and the 9-AMC-FI-PROCEDURES@FAA.GOV group email address and must include FIPC comments from the pilot to ensure corrective action is appropriate. AIS will document the final coordination results in the Everest database.

6. Suspended Procedures. Aeronautical Information Services will notify FIS prior to suspending published procedures and will coordinate the date of intended reinstatement. Notification will be via email to the 9-AMC-FI-PROCEDURES@FAA.GOV group address and must include ICAO, State, Airport Name, and Procedure(s) and dates of the suspension or reinstatement.

7. NAVAIDs Authoritative Source and Airports Authoritative Source Data Support.

Aeronautical Information Services will provide accurate NAVAIDs Authoritative Source and Airport Authoritative Source data to populate the Next Generation Automated Flight Inspection System (NAFIS) and Automated Flight Inspection System (AFIS) for FIS.

a. Aeronautical Information Services must:

(1) Coordinate changes to NAVAIDs/Airport Authoritative Source database capabilities before implementation.

(2) Coordinate any modification to the NAVAIDs/Airport Authoritative Source data structure to ensure availability of the automated NAVAIDs/Airport Authoritative Source database downloads.

(3) Provide off-duty hours support for critical flight inspection missions, subject to approval by AIS/FIS management on a case-by-case basis.

(4) Process NAVAIDs/Airport Authoritative Source databases change requests and data changes submitted by FIS within 5 business days.

(5) Address non-time-critical technical questions to the FIS Technical Services Team point of contact identified by the FICO MCT.

(6) Courtesy copy the FICO MCT at 9-AMC-FIS-DATACHANGE@FAA.GOV on all emails to flight inspection personnel regarding NAVAIDs/Airport Authoritative Source data.

(7) Maintain data in the NAVAIDs/Airport Authoritative Source to support FIS datasheet fields as outlined in Appendix C.

(8) Maintain accurate procedure name/amendment and IFP final approach segment controlling obstruction information on NAVAIDs/Airport Authoritative Source FIS datasheets, to include published, private and military IFPs that require flight inspection.

(9) Maintain accurate ESV records displayed on NAVAIDs Authoritative Source FIS datasheets.

(10) Update flight inspection NDB facility restrictions (bearings) based upon AIS generated facility magnetic variation changes.

b. The FICO MCT acts as the liaison with AIS on processing data changes required by FIS. When flight inspection results require a change in the NAVAIDs/Airport Authoritative Source database (i.e. change in facility status, restrictions, receiver checkpoints, etc.), FIS personnel may complete an FAA Form 8240-20 IAW FAA Order 8240.36, Flight Inspection Reporting Process System, Appendix O, or submit the change via the Flight Inspection Data Exchange (FIDEX). The FICO MCT is responsible for coordinating the FAA Form 8240-20/ FIDEX submissions with the appropriate office depending on the type of data or chart change required. Some data changes require approval by FIS Technical Services before AIS action. The following applies to FAA Form 8240-20, FIDEX and Flight Inspection Report (FIR) processing:

(1) Items updated in the NAVAIDs/Airport Authoritative Source database directly from an FAA Form 8240-20, FIDEX or FIR include (but are not limited to):

- (a) ARR/Orbit.
- (b) Commission/Reconfiguration date.
- (c) Best Fit Straight Line (BSFL).
- (d) Surveillance RADAR plot/orbit data (OPRNL-REQ: AZ, DIST, ATL).
- (e) Owner – Lights and Facilities.
- (f) Restrictions.
- (g) Comments/Remarks.
- (h) Safety Alerts.
- (i) Receiver checkpoints.

(2) The FIR items below must have an FAA Form 8240-20 or FIDEX processed through the MCT prior to updating NAVAIDS/Airport Authoritative Source database (these require FIS Technical Services approval):

- (a) ILS classification code.
- (b) Clearance Below Path (CBP).
- (c) Rollout.

c. When data changes, additions or deletions are required as a result of a survey or FAA Memo, or the like, AIS will create a working record with the accurate data until a request is made for the record to be moved to pending status with a proposed chart date. If airport construction is complete or if facility or lighting installation/reconfiguration is complete, AIS will create or move the NAVAIDS/Airport Authoritative Source record into pending status with a proposed chart date, add a flight inspection note with “99” as the priority and identify which data elements changed (ex. DME relocated).

Chapter 3. General Procedures for Service Centers.

1. Service Center Requirements for Flight Inspection Procedure Package Processing.

Operations Support Group (OSG) personnel may compile FIPPs for stand-alone fixes documented on FAA Form 8260-2. Once compiled, OSG personnel will forward the electronic files to FIS (9-AMC-FI-PROCEDURES@FAA.GOV) to be scheduled, and to Aeronautical Information Services to be uploaded to the Instrument Flight Procedures Information Gateway. FIPP file(s) content:

- a. Flight Procedures Cover Page (FPCP) information as outlined in Chapter 2 Paragraph 2 a.
- b. UNSAT FIPC (if applicable).
- c. Procedure Forms (to include 8260-2 and Magnetic Variation information, if applicable).
- d. Resubmit/Updated (if applicable).
- e. ESV (if applicable).
- f. Requested completion date.

2. Resubmitted and Updated Flight Inspection Procedure Packages

a. Resubmitted. Resubmitted packages are procedures that have been changed after flight inspection/validation, or returned to the OSG with an "UNSAT" status. Regardless of the reason, a flight inspector must review and give a satisfactory ("SAT") status on all "Resubmitted" packages before they can be published. When resubmitting a corrected package, the OSG will provide the "UNSAT" FIPC immediately following the resubmitted FPCP information. This will provide a history for the reviewing flight inspector.

b. Updated. An updated package is one that is replaced because of OSG requirements. Once corrected, the OSG will re-process the FIPP to FIS through the appropriate channels and must provide an explanation of why the package is being replaced in the FPCP "Procedure Comments" block. If necessary, the OSG will provide a list of other procedures affected.

Note. Stand-alone air traffic control waypoints (including those with holding) do not require flight validation provided the OSG verifies there are no known communication gaps within the fix/holding area.

3. Fixes That Have SAT W/CHANGES Status. Prior to publishing a fix with a SAT W/CHANGES status, the OSG must coordinate with the originating flight inspector and the Mission Control Team in order to make necessary changes to satisfy flight inspection requirements. An email response from the flight inspector is not required prior to sending the fix to publication provided required change(s) have been made or reason(s) are provided explaining why change(s) were not made. All coordination that takes place must be with the pilot that signed the FIPC and the 9-AMC-FI-PROCEDURES@FAA.GOV group email address and must include FIPC comments from the pilot to ensure corrective action is appropriate.

Chapter 4. General Procedures for Airspace Services.

1. Airspace Services Requirements for Flight Inspection Procedure Package Processing.

The PBN Program Management Office must provide AIS an RNAV Pro-Run for RNAV procedures that require DME/DME infrastructure and must notify AIS of amendments to RNAV procedures that do not require FIS to re-record DME/DME reception. Color copies of RNAV Pro-Runs are not required.

2. Flight Inspection Procedure Package Requirements. Airspace Services PBN Program Management Office will create a folder on the FIS KSN DME/DME Site as procedures appear on the Instrument Flight Procedures Information Gateway (IFPIG). The main folder name begins with the airport ICAO Identifier followed by the procedure name and revision number (e.g. KATL MIDD5) and will have two subfolders named Reverse Files and Results. Transfer the most current procedure .CSV files directly into the appropriate folder on the FIS KSN DME/DME directory.

a. The PBN Program Management Office will ensure the most current IFP .CSV files are uploaded to the FIS KSN DME/DME directory. Procedures that do not have supporting .CSV files will be returned to AIS as UNSAT.

b. The PBN Program Management Office will only transfer the files applicable to flight validation. One file may be submitted for a common route that services multiple transitions. These files are:

(1) PDF files for common routes will have the following naming convention: KPDX HHOOD1 STAR Common DUFUR ORGNC 2015_08_20_0414.pdf

File Name	Definition
KPDX	Airport identifier.
HHOOD1	Name of the procedure
STAR	Type of procedure. If the procedure is a SID, the identifier SID will be used in this place holder.
Common	Identifies common route that serves multiple transitions.
DUFUR	First waypoint in the procedure. The full name of the waypoint will be used
ORGNC	Last waypoint in the procedure. The full name of the waypoint will be used.
20150820	Date the file was created or modified.
0414	Time stamp indicating when the output file was generated.
.pdf	File extension: Portable Document Format

(2) Associated .CSV files detailing the route/procedure name, transition waypoints, legs, waypoints, and segment information.

(a) For SIDS/STARS, one .CSV file will be included for each transition. These will be formatted in the intended direction of flight. Legs that have mandatory level flight segments must be reversed for segments at or below Flight Level 180. Provide .CSV files for both directions of flight and labeled accordingly.

(b) All Q-Routes must have RNAV-Pro runs and .CSV files for both directions of flight regardless of whether or not it is a one-direction or bi-directional route.

(3) The associated PDF files with the predicted coverage evaluation.

(a) For SIDS/STARS, there will be an associated PDF file for each runway served, each transition, and the distribution package.

(b) For Q-Routes, there will only be an associated distribution package.

c. The PBN Program Management Office will follow a standardized naming convention for all associated output files.

(1) All .CSV files will have the following naming convention:

A_XXXYYY_2013_08_16_0414.csv

File Name	Definition
A	An automatic output from the developing software
XXX	First three characters of the first waypoint. For SIDS, the first three characters will reflect the departure runway.
YYY	First three characters of the last waypoint
2013_08_16	Date the file was created or modified.
0414	Time stamp indicating when the output file was generated.
.csv	File extension: Comma Separated File format.

Note. Use “A-“ for clockwise or “A=” for counter-clockwise PNA files. “A=” must be provided.

(2) All PDF files will have the following naming convention: KPDX HHOOD1 STAR

DUFUR ORGNC 2015_08_20_0414.pdf

File Name	Definition
KPDX	Airport identifier.
HHOOD1	Name of the procedure
STAR	Type of procedure. If the procedure is a SID, the identifier SID will be used in this place holder.
DUFUR	First waypoint in the procedure. The full name of the waypoint will be used. For a SID, use the appropriate runway (i.e. RW01L).
ORGNC	Last waypoint in the procedure. The full name of the waypoint will be used.
20150820	Date the file was created or modified.
0414	Time stamp indicating when the output file was generated.
.pdf	File extension: Portable Document Format

(3) All Q-Routes and level flight SID/STAR legs will have the following naming convention: WA_WI Q140_EAST Q-Route SAYOR EEGEE 20130816 0414

File Name	Definition
WA_WI	Two letter State identifier indicating the locations of the beginning and ending waypoints. For example; WA (Washington)_WI (Wisconsin).
Q140	Name of procedure, Q-Route identifier.
EAST	Flight path direction and direction the CSV is built.
Q-Route	Type of procedure. If the type of procedure is a level flight SID or STAR, the appropriate type will be indicated in the file name.
SAYOR	First Waypoint name in the procedure. The full name of the

	Waypoint will be used.
EEGEE	Last Waypoint name in the procedure. The full name of the Waypoint will be used.
20130816	Date the file was created.
0414	Time stamp indicating when the output was generated.
.pdf or .csv	File extension: Portable Document or Comma Separated File Format.

d. When multiple PNAs can be developed for the same airport, or group of airports, the PBN Program Management Office will provide a .PDF and .CSV file routing that supports multiple PNA construction. In this case, one additional track must be developed directly between the LPNA and RPNA waypoints for each arc (the middle points of each arc are omitted), then directly to the next arc until all the arc segments are included. FIS will record data at least 2NM prior to the Initial Fix when flying the outbound route segments.

Note. The IFP design, to include altitudes, documented on the 8260 series forms and the RNAV-Pro distribution package design/altitudes must match. However, on RNAV SIDs where the forms and RNAV-Pro distribution package design/altitudes do not match, flight inspectors will consider the climb profile of the procedure, evaluating waypoints prior and after. If the RNAV-Pro altitudes clearly do not match the intended design climb profile, the procedure status will be UNSAT. The procedure package is the official source document. FIS will review the entire procedure package and annotate any discrepancies on the FIPC.

3. Post Flight Validation Processing Requirements. Final determination of the DME/DME procedure status is made by the PBN Program Management Office and requires post flight analysis of the flight validation data.

a. Electronic flight validation files uploaded to the KSN directory must be analyzed by the PBN Program Management Office, and the results documented on the FIPC and RNAV Report Form, FAA Form 8240-17. Additionally, based upon the result of the post flight analysis tool, the PBN Program Management Office will sign all proposed ESV requests as SAT/UNSAT.

Note. FIS will provide two or more output .CSV files. The output .CSV file(s) will be uploaded by the flight inspection crew to the KSN DME/DME directory in a RESULTS folder labeled for each individual procedure. The output .CSV file naming convention will be the procedure name, the starting waypoint, the ending waypoint, and the AFIS sequential run number (e.g. HHOOD_DUFUR_ORGNC035.csv).

b. Within two working days the PBN Program Management Office will provide a copy of the signed FIPC to both Aeronautical Information Services and FIS Mission Control Team.

Note. Procedures identified as a Special Priority will be uploaded by the flight inspection crew to the KSN directory within 24 hours of completion of the flight validation. Routine flight validation results will be uploaded to the KSN directory within 1 business day of the itinerary completion.

Chapter 5. General Procedures for Flight Inspection Services.

1. Flight Inspection Services Responsibilities for Flight Inspection Procedure Package Processing. Within FIS, the Flight Program Services Group, Mission Control Team (MCT) is the Office of Primary Responsibility (OPR) for flight inspection procedure packages. MCT personnel are responsible for all flight inspection procedure package processing and coordination.

Note. Flight inspection procedure packages must be delivered to FIS with a minimum of 50 calendar days to complete, unless otherwise coordinated.

a. Mission Control Team Responsibilities. After receiving a flight inspection procedure package, the MCT assigns a special control number and, if applicable, uses the reimbursable number provided and approves the procedure for scheduling in the Flight Operations Management System (FOMS).

Note. A procedure package not in compliance with this order will be returned to originator.

b. Flight Validation Results. Flight Inspection Procedure Control Forms (FIPC) and instructions for filling them out are contained in Appendix B. FIS personnel must complete the "Preflight Notes" and "Procedure Results" section of the FIPC. The "Inspection Date" block and the "Inspector Signature" block of the FIPC must contain the appropriate signature and printed name. Flight validation results are either SAT, SAT W/CHANGES, SAT/GOLD, SAT Pending AFS Approval or UNSAT as described below.

(1) SAT (satisfactory): Procedure approved for publication. May or may not have advisory comments/remarks.

(2) SAT W/CHANGES (satisfactory with changes): Flight Inspection will designate "SAT W/CHANGES" to a procedure which does not meet flight inspection/validation requirements as submitted. Flight Inspection personnel will describe, on the FIPC, the necessary changes. Prior to publication, Aeronautical Information Services or OSG/FPT personnel must coordinate with the originating flight inspector in order to make necessary changes to satisfy flight inspection requirements. Aeronautical Information Services or OSG/FPT will electronically document coordination with FIS personnel. An email response from the flight inspector is not required prior to sending the procedure to publication provided all required changes have been made or reason(s) are provided explaining why change(s) were not made.

(3) SAT/GOLD (satisfactory gold): Data integrity validated using the custom database.

(4) SAT Pending AFS Approval: Used to indicate satisfactory flight inspection/validation results of a special procedure documented on an FAA Form 8260-7A.

(5) UNSAT (unsatisfactory): Procedure must be modified and resubmitted for flight validation prior to publication.

(6) Flight Inspection obstacle verification results. Return status of obstacle verification (s) for each request regardless of the procedure status.

Note. The corresponding Daily Flight Log (DFL) entry must match the flight validation results annotated in the post flight section of the FIPC.

c. RNAV Procedures That Require DME/DME Infrastructure. The MCT acts as the point of contact for all PBN Program Management Office generated (.CSV) files as well as the KSN DME/DME directory.

(1) FIS will provide two or more output .CSV files. The output CSV file(s) will be uploaded (by the flight inspection crew) to the KSN DME/DME directory in a RESULTS folder labeled for each individual procedure. The output CSV file naming convention will be the procedure name, the starting waypoint, the ending waypoint, and the AFIS sequential run number (e.g. HHOOD_DUFUR_ORGNC035.csv). The flight inspection crews will notify both the MCT and the PBN Program Management Office when the files are uploaded.

Note. Procedures identified as a Special Priority will be uploaded by the flight inspection crew to the KSN directory within 24 hours of completion of the flight validation. Routine flight validation results will be uploaded to the KSN directory within 1 business day of the itinerary completion.

d. Fixes with Ground-Based Make Up In RNAV Procedure Packages. Approval of an RNAV procedure package does not include establishment or modification of the ground-based make up of fixes included in a RNAV procedure package. Any ground-based NAVAID inspection work accomplished on a fix while performing flight validation of an RNAV instrument procedure package must be specifically documented on the FIPC in the Procedure Results section. An exception to this is a DME/DME RNAV procedure that requires the necessary DME signals to be checked as a matter of the normal flight validation process.

2. Abbreviated STAR Amendments. Aeronautical Information Services may send abbreviated STAR amendments directly to charting and forward a copy of these STARS to FIS for review. To complete the required review, FIS will complete the CPV process and conduct a table-top review, providing Aeronautical Information Services with a completed Flight Inspection Procedure Control Form.

3. Suspended Procedures. Aeronautical Information Services will notify FIS prior to suspending published procedures and will coordinate the date of intended reinstatement. Once Aeronautical Information Services provides the date a procedure will be reinstated the MCT will ensure the date is within the periodic interval, and inform Aeronautical Information Services via 9-AMC-AEROCART@FAA.GOV if the periodic interval is projected to be exceeded, or has run out.

4. NAVAIDs Authoritative Source and Airports Authoritative Source Database System Data. FIS provides Flight Inspection Reports (FIR) containing data pertinent to the NAVAIDs/Airport Authoritative Source database. The FICO MCT acts as the focal point to resolve data discrepancies in NAVAIDs/Airport Authoritative Source or on the FIR. FIS will:

- a. Maintain a current list of authorized NAVAIDs/Airport Authoritative Source users and their access level.
- b. Submit change requests for ESV modifications.
- c. Submit change requests for NAVAIDs/Airport Authoritative Source database modifications.

Chapter 6. Special Procedure Handling.

1. Special Procedures. Some circumstances prevent instrument flight procedures from being published in accordance with 14 CFR Part 97. These procedures are referred to as “Special Procedures” and are developed by government or non-government sources. The flight inspector will evaluate a special procedure according to standard criteria and any waivers to criteria or special requirements used in the procedure design. The flight inspector will assign an instrument procedure status of either “SAT Pending AFS Approval” or “UNSAT” and electronically transmit the FIPC to the FICO.

2. Government Developed Special Procedures. Aeronautical Information Services is the FAA organization responsible for government developed Special IFPs. These Special IFPs may be FAA funded or via a Reimbursable Agreement. Government developed new and amended Special procedures are processed to FIS as outlined in this order. If chart/procedural or other errors/changes on Special Emergency Medical Services (EMS) IFPs are discovered during a periodic flight inspection/validation, FIS will take the following action:

a. Chart errors. Notify AIS IFP Charting Team via 9-AMC-AJV-35-FIG-REQUEST-TERMINALCHARTING@FAA.GOV, and AFS via AFS460IFPV@FAA.GOV. AIS will update the IFP chart and return to FIS for review. Once FIS approves the updated chart AIS will process it IAW FAA Order 8260.60.

b. Procedural errors. Notify AIS NOTAM office or appropriate Development Team for action. AIS will amend the procedure and process as outlined in Chapter 2 of this order.

c. Other errors/changes. Notify AIS via a Flight Inspection Data Exchange (FIDEX) submission. When appropriate, AIS will include FIS changes in the National Flight Data Digest (NFDD), to be used as source for the next available chart change. Send updates to the sketch/inset on EMS IFPs directly to the IFP Charting Team via 9-AMC-AJV-35-FIG-REQUEST-TERMINALCHARTING@FAA.GOV.

3. Non-Government Developed Special procedures. Non-government developed Special IFPs are developed by an AFS approved non-FAA service provider and processed under a Reimbursable Agreement with FIS and Flight Standards. All non-government developed Special procedures require Flight Standards approval after the flight validation has been completed.

Special IFPs must be coded in accordance with ARINC standard to work as intended in an aircraft RNAV system. As part of the flight validation process, FIS is required to validate the coding of original or amended IFPs. To support flight inspection, non-government service providers must provide complete ARINC documentation for Special IFPs in accordance with FAA Order 8260.19. IFPs with coding problems, or missing documentation, will be returned to the non-government service provider for correction. The following are the minimum required items to support coding of an IFP:

a. Procedure design package that contains the path definitions.

b. Procedure design graphic depiction that visually displays the procedure’s path.

c. Data needed to code the ARINC supplemental records. If not provided, this data will need to be publicly available in the source country’s Aeronautical Information Publication (AIP).

- (1) Enroute and Terminal NAVAID (ARINC D, DB, PN Records) minimum data.
- (2) Enroute and Terminal Waypoints (ARINC EA, PC, HC Records) minimum data.
- (3) Airport (ARINC PA Record) minimum data.
- (4) Runway (ARINC PG Record) minimum data.
- (5) Other ARINC supplemental records required to be coded in support of a procedure.
For example: Airport Localizer/Glide Slope (ARINC PI Record), Airport SBAS Path Point (ARINC PP Record), Airport MSA (ARINC PS Record), etc.

Appendix A. Administrative Information.

1. Distribution. This order is distributed to all affected offices within the following organizations: Flight Inspection Services (AJW-3); Aeronautical Information Services (AJV-5); Airspace Services (AJV-1); Eastern Service Center (AJV-E2); Central Service Center (AJV-C2); Western Service Center (AJV-W2). It is distributed through email and available electronically on FAA Employees webpage.

Appendix B. Flight Inspection Procedure Control Form.

1. Flight Inspection Procedure Control (FIPC) Forms. There are four versions of the Flight Inspection Procedure Control Form (FIPC). Each is designed to provide a means of tracking the progress of a procedure submitted for flight inspection.

a. FIPC Basic Form (8200-17). This is the basic form used for Instrument Flight Procedures developed by a U.S. Government source.

b. FIPC DME/DME Form (8200-18). This form used for Instrument Flight Procedures that require DME/DME infrastructure.

c. FIPC Special Form (8200-19). This form is used for Special Instrument Procedures documented on FAA Form 8260-7 or the equivalent. These procedures may or may not be designed using non-standard criteria and are not designated for public use. These procedures require approval by Flight Standards, Flight Procedure Implementation and Oversight Branch (AFS-460).

d. FIPC Third Party Form (8200-20). This form is used for Instrument Flight Procedures developed by “third party” non-government sources. If the procedure is also a Special Instrument Procedure requiring Flight Standards approval, FIPC form (8200-19) will be used instead.

2. Instructions for Filling Out Forms.

a. Header Section. This section is filled out by the Flight Inspection Operations Specialist (FIOS).

(1) Procedure Field. Enter the procedure name as it appears in FOMS.

(2) Airport Name Field. Enter the airport name as it appears in FOMS.

(3) Airport ID Field. Enter the airport identifier as it appears in FOMS.

(4) Special Control No. Field. Enter the “special” number as assigned by FOMS.

(5) City Field. Enter the city as it appears in FOMS.

(6) ST Field. Enter the state as it appears in FOMS.

(7) Orig Chart Date Field. Enter the original charting date as it appears in FOMS.

(8) FAC ID Field. Enter the facility identification as it appears in FOMS.

(9) DFL Type Field. Enter the appropriate procedure type per the DFL instructions in TI 8200.52, Appendix 12. For example, PROC/S for WAAS LPV type.

(10) Third Party Field. Check “YES” when the procedure was designed by a non-government agency.

(11) EST. Time on Site Field. Enter an estimate for the amount of time (to the tenth of an hour) the inspection will take.

(12) REIMB. Number Field. Enter funding code for reimbursable work if applicable.

b. Preflight Notes Section. This section is filled in by any procedure reviewer prior to assignment for flight inspection/validation.

(1) Reviewer Field. Enter the reviewer's name.

(2) Date Field. Enter the date the review was completed.

(3) Comments Field. Enter information the reviewer deems appropriate.

(4) Review Results Field. Check the appropriate block. NFCR means No Flight Check Required. See paragraph 2e for more instructions.

(5) Additional Information Field. Used to alert the inspector to requirements concerning ARINC coding. Check "YES" or "NO" as appropriate.

c. Procedure Results Section. This section is filled in by the flight inspector.

(1) Inspection Date Field. Enter the date the inspection was completed.

(2) Crew # Field. Enter the crew number of the responsible flight inspector. (format: VN###).

(3) N# Field. Enter the 2-digit tail number of the flight inspection aircraft. If an aircraft was used outside the flight inspection fleet, enter the entire N-number.

(4) Instrument Procedure Status Field. Check the appropriate block.

(a) FIPC Forms (8200-17 and 18): Choices are SAT; SAT W/CHANGES; or, UNSAT. Select SAT W/CHANGES when the inspector has determined there are changes required before the procedure will meet flight inspection requirements.

(b) FIPC Form (8200-19): Choices are SAT PENDING AFS APPROVAL; or, UNSAT. These procedures may involve waivers to criteria and require AFS-460 approval.

(c) FIPC Form (8200-20): Choices are SAT; or, UNSAT. Because the procedure developer is not party to agreements with AeroNav Services, it is not appropriate to conditionally pass the procedure pending changes.

(5) ARINC Coding Field. Check the appropriate block.

(a) FIPC Forms (8200-17, 18, and 20): Choices are SAT; SAT/GOLD; or, UNSAT or NA may be used for FAA Form 8200-17. Select SAT/GOLD when all the protocols were followed for assigning a "gold" status to the ARINC coding. Coding cannot be considered "gold" if it was manually entered into the FMS database.

(b) FIPC Form (8200-19): Choices are SAT; or, UNSAT. Because these are not "Public" procedures that will be entered in the CIFP database, there is no need to apply the gold standard criteria.

(6) Flight Inspector Signature Field. Flight inspection personnel will sign in this block.

(7) Printed Name Field. Flight inspection personnel will print their name here, after signing the signature block.

(8) “NOTAM Initiated?” Field. Check the appropriate block.

(9) Flight Inspector Remarks Field. See the instructions in the Guidance For Remarks section below.

(10) DME/DME STATUS Field (8200-18). The appropriate box will be checked by PBN Program Management Office personnel following a post-flight analysis of the flight inspection data.

(11) Specialist Signature Field. The PBN Program Management Office specialist will sign this block.

(12) Printed Name Field. The PBN Program Management Office specialist will print his/her name here, after signing the signature block.

(13) Specialist Remarks Field. The PBN Program Management Office specialist will enter any comments relevant to the status of the DME/DME procedure post-flight analysis.

d. In-Flight Obstacle Report section.

(1) Obstruction ID # Field. Enter the obstruction identification number as it appears on the FAA Form 8260-9.

(2) Coordinates or Location Field. Enter the coordinates/location of the obstruction.

(3) GNSS Altitude (MSL). Barometric Altitude: and Height Above Ground Level (AGL) Field. Enter values for the obstruction as appropriate.

e. Flight Inspection Guidance For Remarks Field.

(1) No remarks are required when the Instrument Procedure Status is marked “SAT,” and the ARINC Coding is marked “SAT/GOLD.”

(2) Required Remarks:

(a) When a procedure is found to be UNSAT, provide all the necessary details.

(b) When obstacle data used in the procedure is found to be incorrect, provide as much information as practical to describe the differences.

(c) When SAT with Changes is marked, list all the required changes to be made in detail.

(d) When ARINC Coding SAT is selected and SAT/GOLD is an option, describe why SAT/GOLD could not be used.

(e) Any NOTAMs issued or changed related to use of this, or an existing procedure.

(f) For Special Category Procedures, document any parts of the procedure that could not be checked, or other design aspects that could not be verified. For example, “unable to verify intermediate segment flyability due to aircraft limitations.”

Appendix C. Flight Inspection Datasheets.

1. General. Flight inspection datasheets are generated from the data maintained by AIS in the NAVAIDs/Airport Authoritative Source database. Each datasheet is designed to display data required for flight inspection in a format usable for FIS personnel.

a. Decimal Accuracy. When using trigonometry functions for computations, report values to nearest hundredth.

b. True Bearing. References to true bearing imply true azimuth in degrees and hundredths of degrees.

c. Geographic Coordinates. All latitude and longitude coordinates must be referenced to NAD 1983 or World Geodetic System (WGS) 1984, depending on location. The reference system used must be specified with each set of coordinates. When entering coordinates, precede the latitude with "N" or "S" and the longitude with "E" or "W".

d. Displaced Threshold. Enter all data pertaining to runway threshold in reference to the beginning of the actual landing area of the runway. Displaced thresholds, due to temporary (less than 90-day) construction projects or runway repairs, should not be reported unless a precision approach touchdown point has been or is being changed.

e. Elevations. All elevations are reported in Mean Sea Level (MSL).

2. Airport Datasheets. The detailed airport/runway datasheet contains general information and surveyed data of the airport and runways. A section of the datasheet also contains the data regarding VGSI and runway lighting systems. Data blocks are:

a. Airport Identifier/NAVAIDs Authoritative Source or Airport Authoritative Source Status. The assigned 4-letter airport identifier including the ICAO prefix followed by the data status (Active, Pending or Working).

b. Chart Date. The calendar date when the data is actively published.

c. Airport Name. Enter the airport name.

d. Cities Served. List of multiple cities the airport serves if applicable.

e. AL Number. Internal filing system number associated with chart publications.

f. State. The state (for US only) where the airport is located.

g. Country. The country where the airport is located.

h. Site Use Category. Enter Aerodrome Only, Heliport/helipad, Balloonport, STOLport, etc.

i. FAR Part 139 Indicator. Yes or No - Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index.

j. Magnetic Variation (Mag Var)/ Epoch Year (Yr). Enter the magnetic variation of record for the airport reference point and the epoch year.

k. Site Number. This is an internal file number used by AIS.

l. Data Source. Where/whom the data came from (for example: Third Party Survey) includes Survey Type (ex. NGS, Third Party) and Survey Date (date of the survey/ source data).

m. Owner. Indicate the actual owner of the airport (e.g., NTL – National Authority is FAA), Military, etc. If the facility is owned by a foreign country and being flight inspected by a U.S. agency, indicate the country and agency (e.g., Thailand, DOA).

n. Weather Station. Yes/No if weather station is present.

o. Control Tower Indicator. Yes/No if there is a control tower.

p. Use. Select either CIVIL (for public use airport) or MILITARY (if used solely by a branch of the military) or JOINT USE (when used by both military and civilian personnel).

q. Military Type. If applicable, select which MILITARY branch uses the airport.

r. Coordinates. Contains information on the airport reference point.

(1) Latitude/Longitude. Coordinates of the airport reference point.

(2) Field Elevation. MSL elevation of the highest point on all landing surfaces at the airport.

(3) Ellipsoid Elevation. Height above ellipsoid (HAE) of the field elevation.

(4) Horizontal Datum. Datum of coordinates (WGS84, NAD83 or equivalent).

(5) Vertical Datum. Datum of field elevations (NGVD29, NAVD88, or equivalent).

s. Office. Offices responsible for specific functions.

(1) Flight Inspection. Responsible Flight Inspection Field Office.

(2) Procedure Development. AIS Team responsible for procedure development.

(3) Region Code. Two-letter code of FAA region responsible for the airport.

(4) Service Area. ATO service area responsible for the airport.

(5) OCC Code. FAA Operation Control Center the airport is located in (AOCC, MOCC, POCC).

(6) International. Indicates if airport is internationally owned – Yes/No.

t. Local Auto Weather.

(1) Weather Source. Type of weather reporting system (e.g. ASOS).

(2) Type. Type of AWOS (1, 2, 3, A). If the airport has ASOS or AWSS, this will show Type 3.

(3) Frequency. Frequency the auto weather is transmitted over.

(4) Service A. Y = AWOS/ ASOS/ AWSS known to have service.

u. Contacts.

(1) Contact Role: Owner, Primary contact, Secondary contact.

(2) Last Name. Last name of contact.

(3) First Name. First name of contact.

(4) Phone Number. Phone number for contact.

(5) Email. Email address of contact.

(6) Remark. Further defines the Contact Role (egg. Owner = City of Los Angeles).

v. Altimeters.

(1) Type. Local (L) or Remote (R).

(2) Primary. Yes/No.

(3) Airport ID. Identifier of airport where altimeter is located.

(4) Field Alt Source. Type of service providing the altimeter (egg. AWOS or ASOS).

(5) Latitude/Longitude: Airport reference point coordinates of airport where altimeter is located.

(6) Operational Timing: Start & End time altimeter is available.

w. Altimeter Comments. Comments associated with altimeter source.

x. Runways. List of the airport run ways followed by a code that depicts the status of the runway data (Active, Pending or Working).

y. Runway Detail. Contains data for each runway at an airport.

(1) Landing Strip.

(a) Chart Date. Calendar date the data was actively published.

(b) Surface (includes condition). Type examples – CONC = Concrete; ASPH=Asphalt; DIRT; GRVL=Gravel; SNOW; etc. Condition must be listed as Good, Fair or Poor.

(c) Publication Status. Indicates the status (Active, Pending or Working) of the landing strip data.

(d) Width. The width of the runway in feet.

(e) Pseudo Rwy. Indicates actual runway. Yes/No.

(f) Physical Length. The actual length of the paved surface from threshold to threshold in feet.

z. Runway Number. Runway designation (egg. 36L, 06, etc.) This data is specific to the runway end.

(1) Use Category. Indicates how runway is used.

(2) Chart Date. Calendar date when data will be actively published.

(3) Pub. Status. Active, Pending or Working.

(4) Data Source. Survey source code and date of source.

(5) Markings. Actual runway markings with condition (i.e. NPI-G). Marking/condition descriptions include but are not limited to:

(a) SSC (basic).

(b) H (heliport).

(c) NONE (no markings).

(d) NPI (non-precision).

(e) NRS (runway numbers only).

(f) NSTD (non-standard).

(g) PIA (precision).

(h) G (good).

(i) F (faded/Fair).

(j) P (poor).

aa. Threshold. The designated beginning of the runway that is available for landing and is identified by:

- (1) Latitude/Longitude. Coordinates of the runway threshold.
- (2) Elevation. MSL elevation of the threshold.
- (3) Ellipsoid Elevation. Height above ellipsoid (HAE) of the threshold.
- (4) Ellipsoid Elev Model. Datum of HAE elevation (NAVD88, or equivalent).
- (5) Horizontal Datum. Datum of coordinates (WGS84, NAD83 or equivalent).
- (6) Vertical Datum. Datum of field elevations (NGVD29, NAVD88, or equivalent).

bb. Displaced Threshold. The designated beginning of the runway, other than the threshold, that is available for landing and is identified by:

- (1) Latitude/Longitude. Coordinates of the runway threshold.
- (2) Elevation. MSL elevation of the threshold.
- (3) Ellipsoid Elevation. Height above ellipsoid (HAE) of the threshold.
- (4) Ellipsoid Elev Model. Datum of HAE elevation (NAVD88, or equivalent).
- (5) Horizontal Datum. Datum of coordinates (WGS84, NAD83 or equivalent).
- (6) Vertical Datum. Datum of field elevations (NGVD29, NAVD88, or equivalent).

cc. Landing Length. Runway landing length. If the runway is displaced, the value will be the runway length minus the displaced distance.

dd. FI RWY Length (for flight inspection use only). The distance from threshold/displaced threshold marking ("piano keys") to threshold/displaced threshold marking at the far end of the runway.

ee. FI RWY Height (for flight inspection use only). The center point elevation of the alternate update point.

ff. Tdz Elevation. Highest elevation in the first 3,000' of available runway landing surface.

gg. True Bearing. Front course true bearing of runway expressed in degrees.

hh. Ft Disp Th. Distance in feet from runway threshold to displaced threshold.

ii. Gradient. Average gradient from threshold to the departure end of the runway (the difference of both threshold elevations divided by runway length).

jj. RVR Touchdown. Runway-Visual-Range (RVR) touchdown, midpoint and rollout - Yes/No.

kk. Rail. Runway Alignment Indicator Lights - Yes/No.

ll. OIS Data Source. Obstacle Identification Surface survey code.

mm. Assoc. Fac. Identifies all precision NAVAID(s) associated with the runway end.

nn. VGSI Lights. Visual Glide Slope Indicator data.

- (1) VGSI Lights Type. Type of VASI/PAPI (e.g., VASI-2L, PAPI-4R).
- (2) Owner. Code for owner of equipment.
- (3) Pilot Cntl Freq. Frequency of PCL feature if installed.
- (4) Th Cross Ht. Threshold crossing height of intended glide path.
- (5) High Angle. Flight inspection value if applicable.
- (6) Com Date. Commissioning date of VGSI.
- (7) Com Angle. Published glide path angle.
- (8) DWB Elev. Downwind bar elevation.
- (9) DWB Thres. Distance from downwind bar to threshold.
- (10) Ref Pt Lat/Long. Runway reference point latitude/longitude coordinates.
- (11) Ref Pt Elev. Runway reference point elevation.
- (12) Ref Pt Thres. Distance from runway reference point to threshold.
- (13) Height Group. Aircraft wheel height group.

oo. Lights. Lighting associated with the runway.

- (1) Config. Type of lighting system (HIRL, ALSF-2, etc).
- (2) Len. Length of approach lights.
- (3) Owner. Code for owner of equipment.
- (4) Mil Type. If military owned indicates which military branch.
- (5) Com Dt. Commissioning date of lights system.
- (6) Pilot Cntl. Frequency of PCL feature if installed.

pp. Runway Landing Strip Comments. Reserved for additional information specific to the landing strip data.

(1) Topic. What the remark is regarding. Enter “FLIGHT_INSPECTION” for FIS initiated comments.

(2) Priority. The order assigned by the AIS specialist or as directed by FIS.

(3) Date. Date the remark was entered.

(4) Remark. Verbiage regarding the remark

qq. Runway # Comments. Reserved for additional information specific to each runway end.

(1) Topic. What the remark is regarding. Enter “FLIGHT_INSPECTION” for FIS initiated comments.

(2) Priority. The order assigned by the AIS specialist or as directed by FIS.

(3) Date. Date the remark was entered.

(4) Remark. Verbiage regarding the remark

rr. Comments. Reserved for additional information for the airport/facility.

(1) Topic. What the remark is regarding. Enter “FLIGHT_INSPECTION” for FIS initiated comments.

(2) Priority. The order assigned by the AIS specialist or as directed by FIS.

(3) Date. Date the remark was entered.

(4) Remark. Verbiage regarding the remark.

ss. SIAPS. All published instrument approach procedures from the IFP-SIAP database associated with the airport.

(1) Nav Ident. The transmitted ID of the primary NAVAID (RNAV procedures will be blank).

(2) Nav Type. The type of primary NA VAID (RNAV procedures will be blank).

(3) Description. Name of the approach procedure.

(4) FAS. Final approach segment controlling obstruction identified by height, description and latitude/longitude.

(5) Amendment. The latest revision number of the procedure.

(6) Type. The code that identifies whether the procedure is public, private, military, etc.

tt. Associated Monitors. Reserved for future use.

uu. Associated DGPS. Reserved for future use.

3. RHO-THETA Datasheets. A Rho-Theta datasheet provides the reference data for inspecting VOR, TACAN, DME, and VOT facilities. The datasheet is divided into: General Information, AFIS data, facility (VOR/VOT/DME/TACAN, etc.), Restrictions, Contacts, SIAP(s), Receiver Checkpoints, ESV(s), Safety Alerts, and Comments.

a. General Information.

- (1) Chart Date. Calendar date the data is actively published.
- (2) Temp Mobile. Yes/No indicates if NAVAID is a temporary mobile vs. a permanent installation.
- (3) Pseudo NAVAID. Yes/No indicates if NAVAID is a pseudo vs. an actual.
- (4) Service Area. ATO service area responsible for the facility.
- (5) OCC. FAA Operations Control Center area the facility is located in.
- (6) DATUMS.
 - (a) Horz Datum. Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).
 - (b) Vert Datum. Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).
- (7) CTRY. Two-letter code of country where facility is located.
- (8) AIRPORT. Name of airport NAVAID is located at/associated to if applicable.
- (9) ARPT-ID. Identifier of associated airport if applicable.
- (10) LCTN. Closest city associated with the facility.
- (11) ST. State the facility is in.
- (12) REG. FAA region
- (13) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.
- (14) USE. Indicates if facility is public or private usage.
- (15) AL#. Internal filing system number associated with chart publications.
- (16) OWN. Code identifying the owner of the facility.

(17) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.

(18) INTL. Yes/No if it is located internationally.

Note 1. LCTN, ST, REG, FIFO and USE are repeated one line below airport information.

(19) CLASS. Service classification of the facility.

(20) VOICE. The type of voice transmission (live, recorded, both, or none) and the recorded type (example: TWEB, HIWAS, etc.). If no voice transmission is available NONE will be displayed.

(21) NAME. Name of the facility if different from the location.

(22) MONITOR-CAT. Monitor category as defined in FAA Order 8260.19.

(23) MONITOR-LCTN. Location of the remote monitor.

(24) NFPO-PROCEDURES. AIS procedure development team responsible for area facility is in.

(25) YR/ MVAR. Epoch year and magnetic declination.

(26) ARTCC. The enroute air traffic control office associated with the facility.

b. AFIS Data. This block provides a quick reference for programming the AFIS (for flight crew use only).

(1) IDENT. The facility-transmitted identification.

(2) FREQ. The frequency of the VOR. For TACAN(s), the associated VOR co-channel frequency.

(3) TYPE. The type of facility (i.e. VOR, VORTAC, etc).

(4) LAT/LON. The latitude and longitude of the VOR antenna.

(5) HGT. The MSL ground elevation of the antenna.

(6) MVAR. Epoch year and magnetic variation. This may be different from the associated airport.

(7) TLA/TLO. The latitude and longitude of the TACAN or DME antenna.

c. Receiver Checkpoints. This is a listing of all receiver checkpoints associated with the facility.

(1) Type. The facility component associated with the checkpoint/ airborne or ground

- (2) Airport. Name of the airport associated with the checkpoint
- (3) Rad. The radiated bearing from the facility
- (4) Dist. The slant-range distance in nautical miles from the facility to the checkpoint
- (5) Alt. The altitude to be flown for checking the airborne receiver checkpoint
- (6) Description. Description of the airborne receiver checkpoint

d. VOR/VOT/TACAN/DME. This block provides information specific to the type facility. The DFL CODE is listed after facility type.

- (1) Chart Date. Calendar date the facility data is actively published.
- (2) PUB STATUS. Active, Pending, Working.
- (3) ELEV. The MSL ground elevation of the antenna.
- (4) DOPPLER. Yes or No.
- (5) XMTR. Single or Dual
- (6) RESTRICTED. Yes or No
- (7) DATE COMM. Date the facility was commissioned
- (8) DATE-RECON. Date the facility was reconfigured
- (9) ESV. Yes or No
- (10) DATA SOURCE. Source/type /date of source data provided
- (11) INS-RAD/Dist/ALT. The radial (true brg) *I* distances *I* and altitude of the area used for the airborne reference
- (12) INS-RAD-ALGN. The transmitter number and misalignment of the INS-
- (13) RAD or ARR when established
- (14) DATE-ARR-ESTABLISHED. Date the AFIS Reference Radial (ARR) was established or re-established.
- (15) ALIGN ORBIT. The established alignment orbit information for the transmitter.
- (16) T1 (Transmitter 1) direction flown/distance/altitude/date.
- (17) T2 (Transmitter 2) direction flown/distance/altitude/date.
- (18) T1 REF MEAN ALIGN (Transmitter 1)

(19) T2 REF MEAN ALIGN (Transmitter 2)

(20) Equip Type: Type of equipment

(21) Stby Power: Type of standby power (Battery, commercial , generator, none, or unknown)

e. TACAN or DME. DFL code is listed after facility type. This block 's explanations are the same as the paragraph above.

f. ESVS. This is a listing of all the ESV(s) associated with the facility.

(1) Component. Facility type (VOR or TACAN)

(2) Svc Date. Date the ESV checked satisfactorily

(3) Remark. Radial/ distance/ minimum altitude of the ESV (the maximum altitude may also be listed).

g. Restrictions. Listing of facility restrictions.

(1) Date. Date the restriction was established

(2) Component. Component of the facility that is restricted

(3) Description. A detailed description of the restricted area (includes radials, distances, directions, altitudes, etc.)

h. Contacts. This area is reserved for contact information.

i. Comments. This area is reserved for additional information.

(1) Topic. Change, Survey, SIAP, etc.

(2) Priority. Assigned by AIS in coordination with FIS.

(3) Date. Date of remark or survey.

(4) Remark. Explanation of change or addition.

j. Safety Alerts. Information (alerts) from FIS crew members.

k. SIAPs. This block lists the published instrument approach procedure s from the IFP SIAP database.

(1) AirID. ICAO identifier

(2) Airport name.

(3) State.

- (4) Description: Name of procedure
- (5) FAS: Final segment controlling obstruction information
- (6) Amdt: Amendment number of procedure
- (7) Type. Code for owner of procedure (CIVIL, MIL-A, etc

4. MLS Datasheet. The MLS datasheet provides data associated with Microwave Landing Systems (MLS) and Mobile Microwave Landing Systems (MMLS).

a. General Information.

- (1) Chart Date. Calendar date the data is actively published.
- (2) Temp Mobile. Yes/No indicates if NAVAID is a temporary mobile vs. a permanent installation.
- (3) Pseudo NAVAID. Yes/No indicates if NAVAID is a pseudo vs. an actual.
- (4) Service Area. ATO service area responsible for the facility.
- (5) OCC. FAA Operations Control Center area the facility is located in.
- (6) DATUMS.
 - (a) Horz Datum. Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).
 - (b) Vert Datum. Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).
- (7) CTRY. Two-letter code of country where facility is located.
- (8) AIRPORT. Name of airport NAVAID is located at/associated to if applicable.
- (9) ARPT-ID. Identifier of associated airport if applicable.
- (10) LCTN. Closest city associated with the facility.
- (11) ST. State the facility is in.
- (12) REG. FAA region
- (13) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.
- (14) USE. Indicates if facility is public or private usage.
- (15) AL#. Internal filing system number associated with chart publications.

- (16) OWN. Code identifying the owner of the facility.
- (17) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.
- (18) INTL. Yes/No if it is located internationally.

Note 1. LCTN, ST, REG, FIFO and USE are repeated one line below airport information.

b. AFIS Data. This block of data provides a quick reference for programming or verifying the AFIS data.

- (1) Apt-ID. Identifier of associated airport
- (2) Rwy-ID. runway number system is based on
- (3) MLS-ID. Facility identifier
- (4) TH Lat/Lon. Threshold coordinates
- (5) TH Hgt. Threshold MSL elevation
- (6) RE Hgt. Runway end data
- (7) RW-LEN. Runway length
- (8) RW-BRG. Runway front course true bearing
- (9) MAGVAR. magnetic variation/EPOCH year
- (10) MAP-TH-DIS.
- (11) MLS-DATUM-HGT.
- (12) DME-TH-DIS.
- (13) DME-OFFS.
- (14) DME-HGT.
- (15) MLS-CHANNEL.
- (16) MLS-TYPE.
- (17) MLS-CLEARANCE.
- (18) Country Code. Country code where facility is located
- (19) Publication Status. indicates status of MLS data (Active /Pending /Working)

- (20) AZ-TRU-DIR. Azimuth designed back course true bearing
- (21) AZ-TH-DIS. Azimuth to threshold/ displaced threshold distance in feet/ meters
- (22) AZ-RWY-OFFS. Direction and distance facility is from the runway centerline in feet (negative is left, positive is right)
- (23) AZ-HGT. elevation of azimuth antenna
- (24) AZ-BW. Azimuth beam width
- (25) AZ-PLUS-LIMIT. Proportional limit – default value +40
- (26) AZ-MINUS-LIMIT. Proportional limit – default value -40
- (27) AZ-BM-GEOMETRY. Implemented azimuth beam geometry (conical or planar)
- (28) ELV-TH-DIS. MLS datum point to threshold/ displaced threshold distance in feet/meters
- (29) ELV-OFFS. Elevation offset from runway centerline direction and distance (negative is left, positive is right)
- (30) ELV-HGT. Elevation antenna phase center elevation
- (31) ELV-BW. Elevation beam width
- (32) ELV-MIN-PA. Elevation Minimum Glide Path (published glide path angle)
- (33) BAZ-TRU-DIR. Back azimuth true bearing
- (34) BAZ-TH-DIS. Back azimuth to threshold/displaced threshold distance in feet/meters
- (35) BAZ-RWY-OFFS. Direction and distance back azimuth facility from the runway centerline in feet (negative is left, positive is right)
- (36) BAZ-HGT. elevation of back azimuth antenna
- (37) BAZ-BW. Back Azimuth beam width
- (38) BAZ-PLUS-LIMIT. Proportional limit – default value +40
- (39) BAZ-MINUS-LIMIT. Proportional limit – default value -40
- (40) BAZ-BM-GEOMETRY. Implemented back azimuth beam geometry (conical or planar)

(41) FC-ALN. Front course alignment.

(42) UPDATE-DIST. FI RWY Length (for flight inspection use only): The distance from threshold/ displaced threshold marking ("piano keys") to threshold/ displaced threshold marking at the far end of the run way.

(43) UPDATE ELV MSL. FI RWY Height (for flight inspection use only): The center point elevation of the alternate update point described above.

(44) TH-ELLIP-HGT. Ellipsoid elevation of runway threshold

(45) GEOID-SEP. Geoid separation

c. **Azimuth.** This block provides data specific to the azimuth. DFL code – MLS/A.

(1) Chart Date. Calendar date the data is actively published.

(2) Lat/Lon: Coordinates of center of azimuth antenna

(3) AZ-TRU-DIR. Azimuth designed back course true bearing

(4) AZ-OFFS. Direction and distance facility from the runway centerline in feet (negative is left, positive is right)

(5) AZ-MDPT. Distance from azimuth to MLS Datum Point (feet/NM)

(6) AZ-RWY-ANG. Angle between azimuth true direction and runway true bearing

(7) PUBLICATION STATUS. Indicates status of azimuth data (Active / Pending / Working)

(8) AZ-TH. Azimuth to threshold/ displaced threshold distance in feet/ meters

(9) PROP-LIM. Proportional limits

(10) AZ-CN/PL. Implemented azimuth beam geometry (CN=conical , PL=planar)

(11) AZ-BMWD. Azimuth beam width

(12) CHANNEL. Azimuth channel

(13) XMTR. Transmitters (single or dual)

(14) AZ-RE. Azimuth to stop end distance in feet/meters

(15) CLRNC-CVG. Clearance coverage

(16) US-DIST. Usable distance (altitude/ distance in NM)

- (17) DIST-ESV. Distance Expanded Service Volume (yes or no)
 - (18) PROP-ESV. Proportional Expanded Service Volume (yes or no)
 - (19) RESTRICTED. Facility restricted (yes or no)
 - (20) RER-MONITOR LIMIT. Maximum Path Following Error (PFE) with course
misaligned
 - (21) DATA SOURCE. Where data came from (i.e. Third party)
 - (22) DATE-COMM. Date commissioned
 - (23) DATE-RECON. Date reconfigured
 - (24) EQUIP-TYPE. Azimuth equipment type
 - (25) PH-CTR-HGT. Phase center height of azimuth antenna
 - (26) CL-TYPPE. Clearance type (O=Pulse , I= SB)
- d. Elev (Elevation).** This block provides data specific to the elevation antenna. DFL code – MLS/E.
- (1) Chart Date. Calendar date the data is actively published.
 - (2) ANT-LAT/LON. Elevation antenna coordinates
 - (3) ELEV-MDPT. MLS datum point elevation
 - (4) EL-HGT. Elevation antenna phase center elevation
 - (5) EL-OFFS. Elevation offset from runway centerline direction and distance (negative is left, positive is right)
 - (6) MDPT-LAT/LON. MLS datum point coordinates
 - (7) Publication Status. Indicates status of elevation data (Active / Pending / Working)
 - (8) MDPT-TH-DS. MLS datum point to threshold/ displaced threshold distance in feet/
meters
 - (9) XMTR. Transmitters (single or dual)
 - (10) EL-BMWD.: Elevation beam width
 - (11) EL-MGP. Elevation Minimum Glide Path (published glide path angle)
 - (12) TCH. Threshold Crossing Height

- (13) DIS-TH-PT-C. Distance from the threshold/ displaced threshold to Point "C" in feet/ meters
 - (14) MDPT-RE. MLS datum point to stop end distance in feet/ meters n.
Restricted: Facility restricted (yes or no)
 - (15) EL-DATUM-DHTT. Height of the elevation antenna relative to the height of the MLS datum point (in meters)
 - (16) PI-TH. Distance from Ground Point of Intercept to threshold/ displaced threshold in feet
 - (17) REF-MONITOR-LIMIT. Maximum Path Following Error (PFE) with course misaligned.
 - (18) DATA SOURCE. Where data came from (i.e. Third party)
 - (19) DATE-COMM. Date commissioned
 - (20) DATE-RECON. Date reconfigured
 - (21) EQUIP-TYPE. Elevation equipment type
 - (22) RPI-TH. Distance from Runway Point of Intercept to threshold/ displaced threshold in feet
- e. **DME.** This block provides data specific to the DME antenna. DFL code – MLS/D.
- (1) CHART DATE. Calendar date the data is actively published
 - (2) LAT/LON. Coordinates of DME antenna
 - (3) ELEV. Phase center elevation of DME antenna
 - (4) PUBLICATION STATUS. Indicates status of DME data (Active / Pending / Working)
 - (5) XMTR. Single or dual transmitter
 - (6) CHANNEL. DME channel number (example 44x)
 - (7) DME—OFFS. Distance DME antenna is offset from run way centerline in feet (negative is left, positive is right)
 - (8) DME-RE. Distance DME to runway end
 - (9) RESTRICTED. Yes or no
 - (10) DME-MDPT. DME to MLS datum point distance in feet

(11) DME-TH. Distance DME to threshold/ displaced threshold (measured down centerline) in feet

(12) DATE SOURCE. Source/date/type of surveyed data

(13) DATE-COMM. Date commissioned

(14) DATE-RECON. Date reconfigured

f. **Airport Data.** This block provides the general airport data.

(1) CHART DATE. Calendar date the data is actively published

(2) PUBLICATION STATUS. Indicates status of DME data (Active / Pending / Working)

(3) ARPT-LAT/LON. Airport reference point coordinates

(4) FIELD-ELEV. MSL elevation of the highest point on all landing surfaces at the airport

(5) FLD-ELIP-ELEV. HAE of the field elevation

(6) TH-LAT/LON. Threshold coordinates

(7) TH-ELEV. Threshold MSL elevation

(8) TH-ELIP-ELEV. Threshold ellipsoid elevation (HAE)

(9) RE-LAT/LON/ELEV/ELIP-ELEV. Runway end data

(10) RWY-LGTH/WIDTH. Runway length and width

(11) DSPLCD-TH-DIST. Distance from threshold to displaced threshold in feet.

(12) DSPLCD-TH-LAT/LON/ELEV/ELIP-ELEV. Displaced threshold data

(13) RWY-LDG-LGTH. Runway landing length

(14) TDZ-ELEV. Touchdown zone MSL elevation

(15) DSPLCD-RE-DIST. Distance runway stop end is displaced in feet.

(16) DSPLCD-RE-LAT/LON/ELEV/ELIP-ELEV. Displaced runway end data

(17) BAZ-RWY-LDG-LGTH. Runway landing length when using the back azimuth

(18) BAZ-TDZ-ELEV. Back azimuth touchdown zone elevation

- (19) FAR PART 139. Is the airport an FAR Part 139 airport (Yes or no)
- (20) LIGHTING. Type of RWY and airport lighting
- g. **ASSOC-FACS.** This block identifies any associated facilities
- h. **Procedures Data.** This block provides special flight inspection procedural data.
 - (1) PSEUDO-EL-LAT/LON. Coordinates of pseudo elevation antenna based on azimuth bearing
 - (2) PSEUDO-TH-LAT/LON. Coordinates of pseudo threshold based on azimuth bearing
 - (3) PSEUDO-EL-TO-PSDO-TH. Distance pseudo elevation antenna to pseudo threshold
 - (4) AZ-BRG-CROSSES-C/L. Distance from threshold/ displaced threshold that the azimuth course bearing will cross the centerline/ centerline extended (positive is in front of threshold , negative is beyond threshold)
- i. **Mobile MLS Data.** This block of data provides information unique to the military Mobile MLS (MMLS). This is applicable when the azimuth antenna is collocated with the elevation antenna. The azimuth true direction will parallel the runway.
 - (1) INB TRU BRG TH-AZ. Bearing from threshold to azimuth antenna
 - (2) INB TRU BRG MAP-AZ. Bearing from missed approach point to azimuth antenna
 - (3) DIST MAP-TH. Distance from missed approach point to threshold/ displaced threshold in feet
 - (4) DIST MAP-AZ. Distance from the missed approach point to azimuth antenna in feet
 - (5) MAP LAT/LON. Missed Approach Point coordinates
- j. **Restriction.** This block provides the restriction data associated with the MLS.
 - (1) Date. Date the restriction was established
 - (2) Cmpnt. Facility component(s) that is/ are restricted
 - (3) Description. A detailed description of the restricted area (includes radials, distances, directions and altitudes, etc.)
 - (4) ESV. This block provides the ESV data associated with the MLS.
 - (5) Cmpnt. Facility component(s) that supports the ESV
 - (6) Date. Date the ESV was established

- (7) Description. Parameters of the ESV
 - (8) Distance. Starting radial of restriction
 - (9) Lower Altitude. Lowest altitude of ESV
 - (10) Upper Altitude. If an upper limit is defined
- k. **DATAWORDS.** This block of information provides a checklist to compare the correct MLS datawords (datasheet) to what is being transmitted from the ground facility.
- (1) BAS. Basic data word number (1 through 6)
 - (2) Item. Name of the data word
 - (3) Value. Expected value of the word
 - (4) Aux. Auxiliary data word number (1 through 4)
 - (5) AZ-TO-TH-DISTANCE. Azimuth to threshold distance in feet/ meters (rounded to 100 meters)
 - (6) AZ-PROP-CVG. Azimuth proportional coverage negative limit and positive limit
 - (7) CLRNC-SIGNAL-TYPE. Clearance signal type (O=Pulse, I=SB)
 - (8) MIN-GLIDE-PATH. Minimum Glide Path (rounded to 1/10th degree)
 - (9) STATUS. O=Does not exist, I=Exists
 - (10) AZ-BEAMWIDTH. Azimuth beam width (rounded to ½ degree)
 - (11) EL-BEAMWIDTH. Elevation beam width (rounded to ½ degree)
 - (12) DME-DISTANCE. DME to MLS datum point in feet/ meters (rounded to nearest 12.5 meters)
 - (13) AZ-ZERO-DEG-PLANE (MAG). Azimuth magnetic direction in whole degrees (Az true direction modified by magnetic variation value)
 - (14) BAZ-ZERO-DEG-PLANE (MAG). Back azimuth magnetic direction in whole degrees (Az true direction modified by magnetic variation value)
 - (15) BAZ-PROP-CVG. Back azimuth proportional coverage
 - (16) BAZ-BEAMWIDTH. Back azimuth beam width
 - (17) GROUND-EQUIP-IDENT. MLS facility ident

- (18) AZ-ANT-OFFSET. Azimuth antenna offset from centerline in feet/ meters (rounded to nearest meter) (negative is left, positive is right)
- (19) AZ-TO-DATUM-POINT. Azimuth antenna to MLS datum point distance in feet/meters (rounded to nearest meter)
- (20) AZ-ANT/RWY-ALIGN. Angle between azimuth true direction and runway true bearing
- (21) AZ-ANTENNA. Azimuth antenna coordinate system (O=Conical , I=Planar)
- (22) AZ-ANT-HGT. Azimuth antenna height in relation to MLS datum point in feet/ meters (rounded to nearest meter)
- (23) EL-ANTENNA-OFFSET. Elevation antenna offset from centerline in feet/meters (rounded to nearest meter) (negative is left, positive is right)
- (24) TH-TO-DATUM-POINT. Threshold to MLS datum point distance in feet/meters (rounded to nearest meter)
- (25) EL-ANT-HGT. Elevation antenna height in relation to MLS datum point in feet/ meters (rounded to nearest 1/10 meter)
- (26) DATUM-POINT-ELEV. Elevation of MLS datum point in feet/meters (rounded to nearest meter)
- (27) TH-HGT. Azimuth antenna height in relation to MLS datum point in feet/meters (rounded to nearest 1/10th meter)
- (28) DME-OFFSET. DME antenna offset from centerline in feet/ meters (rounded to nearest meter) (negative is left, positive is right)
- (29) DME-TO-DATUM-POINT. DME to MLS datum point distance in feet/meters (rounded to nearest meter)
- (30) DME-HGT. DME antenna height in relation to MLS datum point in feet/meters (rounded to nearest meter)
- (31) RE-TO-DATUM-POINT. Stop end to MLS datum point distance in feet/meters (rounded to nearest meter)
- (32) BAZ-ANT-OFFSET. Back azimuth antenna lateral offset in feet/ meters (rounded to nearest meter) (negative is left, positive is right)
- (33) BAZ-TO-DATUM-POINT. Back azimuth to MLS datum point distance in feet/ meters (rounded to nearest meter)
- (34) BAZ-ANT/RWY-ALIGN. Angle between back azimuth true direction and runway true bearing

(35) BAZ-ANTENNA. Back azimuth antenna coordinate system (O=Conical, J=Planar)

(36) BAZ-ANT-HGT. Back azimuth antenna height in relation to MLS datum point in feet/ meters (rounded to nearest meter)

l. ESVS. This is a listing of all the ESV(s) associated with the facility.

(1) Component. Facility type (VOR or TACAN)

(2) Svc Date. Date the ESV checked satisfactorily

(3) Remark. Radial/ distance/ minimum altitude of the ESV (the maximum altitude may also be listed).

m. Contacts. This area is reserved for contact information.

n. Comments. This area is reserved for additional information.

(1) Topic. Change, Survey, SIAP, etc.

(2) Priority. Assigned by AIS in coordination with FIS.

(3) Date. Date of remark or survey.

(4) Remark. Explanation of change or addition.

o. Safety Alerts. Information (alerts) from FIS crew members.

p. SIAPS. This block lists the published instrument approach procedures from the IFP SIAP database .

(1) AirID. ICAO identifier

(2) Airport name.

(3) State.

(4) Description: Name of procedure

(5) FAS: Final segment controlling obstruction information

(6) Amdt: Amendment number of procedure

(7) Type. Code for owner of procedure (CIVIL, MIL-A, etc)

5. ASR Datasheets. The surveillance radar datasheet provides data regarding long-range, en route and terminal systems.

a. General Information.

- (1) Chart Date. Calendar date the data is actively published.
- (2) Service Area. ATO service area responsible for the facility.
- (3) OCC. FAA Operations Control Center area the facility is located in.
- (4) DATUMS.
 - (a) Horz Datum. Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).
 - (b) Vert Datum. Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).
- (5) CTRY. Two-letter code of country where facility is located.
- (6) GTM. Facility needs MSAW check for General Terrain Mapping (Yes/No)
- (7) LCTN. Closest city associated with the facility.
- (8) ST. State the facility is in.
- (9) REG. FAA region
- (10) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.
- (11) USE. Indicates if facility is public or private usage.
- (12) AL#. Internal filing system number associated with chart publications.
- (13) OWN. Code identifying the owner of the facility.
- (14) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.
- (15) INTL. Yes/No if it is located internationally.

Note 1. LCTN, ST, REG, FIFO are repeated one line below general information.
- (16) FAC ID. Facility identifier.
- (17) YR/ MVAR. Epoch year and magnetic declination.
- (18) SCOPE LOC. ATC facility where ASR scope is located

(19) NFPO-PROCEDURES. AIS procedure development team responsible for area facility is in.

(20) ARTCC. The enroute air traffic control office associated with the facility.

(21) ARTS: Automated Radar Terminal System type (i.e. 1, 2, 3, etc.)

b. ASR/ARSR. This is the data specific to the primary RADAR.

(1) CHART DATE. Calendar date the facility data is actively published

(2) ANT LAT/LON. Surveyed location of the antenna

(3) ELEV. Surveyed MSL ground elevation of the antenna

(4) ANT: ANGLE/TILT. Tilt angle of antenna/fixed or variable

(5) PUBLICATION STATUS. Active, Pending or Working

(6) EQUIP-TYPE. Type of equipment

(7) SERIAL-NO. Serial number of the transmitting equipment

(8) DATE-COMM. Date the system was commissioned

(9) DATE-RECON. Date the system was reconfigured

(10) USE. Indicates public / private/ military usage

(11) MTI. Moving Target Indicator (Yes/ No)

(12) OPRNL-REQ.

(a) AZ. Vertical coverage azimuth

(b) DIST. Distance required with the vertical coverage

(c) ALT. Altitude required with the vertical coverage azimuth

(d) CH AVAIL. Single or dual

(13) STBY-POWER. C = commercial, G = generator, B = battery, or N =none

(14) DATA SOURCE. Source/ type source/ date of data provided

(15) MONITOR-LCTN. Remote monitor location

(16) DUAL VIDEO-MAP. Yes/ No

c. SECRA. This is the data specific to the secondary RADAR.

- (1) CHART DATE. Calendar date the facility data is actively published
- (2) ANT LAT/LON. Surveyed location of the antenna
- (3) ELEV. Surveyed MSL ground elevation of the antenna
- (4) ANT: ANGLE/TILT. Tilt angle of antenna/fixed or variable
- (5) PUBLICATION STATUS. Active, Pending or Working
- (6) EQUIP-TYPE. Type of equipment
- (7) SERIAL-NO. Serial number of the transmitting equipment
- (8) DATE-COMM. Date the system was commissioned
- (9) DATE-RECON. Date the system was reconfigured
- (10) USE. Indicates public / private/ military usage
- (11) MTI. Moving Target Indicator (Yes/ No)
- (12) OPRNL-REQ.
 - (a) AZ. Vertical coverage azimuth
 - (b) DIST. Distance required with the vertical coverage
 - (c) ALT. Altitude required with the vertical coverage azimuth
 - (d) CH AVAIL. Single or dual
- (13) STBY-POWER. C = commercial, G = generator, B = battery, or N =none
- (14) DATA SOURCE. Source/ type source/ date of data provided
- (15) MONITOR-LCTN. Remote monitor location
- (16) DUAL VIDEO-MAP. Yes/ No

d. Restriction. This block provides the restriction data.

- (1) Date. Date the restriction was established
- (2) Cmpnt. Facility component(s) that is/ are restricted
- (3) Description. A detailed description of the restricted area (includes radials, distances, directions and altitudes, etc.)

- e. **Contacts.** This area is reserved for contact information.
- f. **Comments.** This area is reserved for additional information.

- (1) Topic. Change, Survey, SIAP, etc.
- (2) Priority. Assigned by AIS in coordination with FIS.
- (3) Date. Date of remark or survey.
- (4) Remark. Explanation of change or addition.

- g. **Safety Alerts.** Information (alerts) from FIS crew members.

h. SIAPS. This block lists the published instrument approach procedures from the IFP SIAP database.

- (1) AirID. ICAO identifier
- (2) Airport name.
- (3) State.
- (4) Description: Name of procedure
- (5) FAS: Final segment controlling obstruction information
- (6) Amdt: Amendment number of procedure
- (7) Type. Code for owner of procedure (CIVIL, MIL-A, etc)

6. PAR Datasheets. The Precision Approach Radar (PAR) data sheet provides the data associated with one system. This one system may provide service to multiple runways.

a. General Information.

- (1) Chart Date. Calendar date the data is actively published.
- (2) Temp Mobile. Yes/No indicates if NAVAID is a temporary mobile vs. a permanent installation.
- (3) Service Area. ATO service area responsible for the facility.
- (4) OCC. FAA Operations Control Center area the facility is located in.
- (5) DATUMS.

(a) Horz Datum. Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).

(b) Vert Datum. Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).

- (6) CTRY. Two-letter code of country where facility is located.
- (7) AIRPORT. Airport PAR is associated with
- (8) ARPT-ID. Identifier of associated airport if applicable.
- (9) RWY. Runway number(s) PAR serves.
- (10) LCTN. Closest city associated with the facility.
- (11) ST. State the facility is in.
- (12) REG. FAA region
- (13) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.
- (14) USE. Code identifying the users of the facility (public / military / private)
- (15) OWN. Code identifying the owner of the facility.
- (16) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.
- (17) INTL. Yes/No if it is located internationally.

Note 1. AIRPORT, ST, REG, FIFO and USE are repeated one line below general information
- (18) AL#. Internal filing system number associated with chart publications.
- (19) REIMBURSABLE AGREEMENT. Yes/No
- (20) CHART DATE. Calendar date the facility data is actively published
- (21) FAC-ID. Facility identifier with sub letter if more than one PAR at that site, (i.e. NBCA , NBCB)
- (22) CH-AVAIL. Single or dual
- (23) EQUIP-TYPE. Type of PAR equipment
- (24) DATE-COMM. Date the system was commissioned
- (25) DATE-RECON. Date the system was reconfigured

- (26) PUBLICATION STATUS. Active, Pending or Working
- (27) ARPT-ID. ICAO identifier
- (28) LCTN. Closest city associated with the facility.
- (29) SERIAL-NO. Serial number of the transmitting equipment
- (30) ANT-LAT/LON. Antenna coordinates
- (31) YR/ MVAR. Epoch year and magnetic declination.
- (32) NFPO-PROCEDURES. AIS procedure development team responsible for area facility is in.
- (33) DATA SOURCE. Source/ type source/ date of data provided
- (34) MTI. Yes/No
- (35) STBY-POWER. C = commercial, G = generator, B = battery, or N =none
- (36) DFL CODE. PAR

b. AFIS Data. This block of data provides a quick reference for programming or verifying the AFIS data.

- (1) PAR ID. Facility identifier for runway being served (this is used in the Automated Flight Inspection System)
- (2) APT ID. Ident of airport where PAR is located
- (3) TH-HGT. Elevation of threshold
- (4) RE-HGT. Elevation of runway end (stop end of runway)
- (5) RWY-ID. Runway number
- (6) RWY-BRG. Runway true bearing
- (7) THR-LAT/LON. Surveyed coordinates of the threshold
- (8) MVAR. Magnetic variation
- (9) GPI-LAT/LON. Coordinates of the Ground Point of Intercept for this runway
- (10) PAR-HGT. Same as threshold elevation
- (11) PAR-ANGLE. Commissioning angle of facility for this runway

- (12) GPI-TH-DIS. GPI to threshold distance
 - (13) RPI-LAT/LON. Coordinates of the Runway Point of Intercept for this runway
 - (14) RPI-ELEV. Elevation at runway point of intercept
 - (15) RPI-TH-DIS. RPI to threshold distance
 - (16) COUNTRY CODE. Country where PAR is located
 - (17) PUBLICATION STATUS. Status of PAR data (Active / Pending / Working)
 - (18) UPDATE DIST. FI RWY Length (for flight inspection use only): The distance from threshold/ displaced threshold marking ("piano keys") to threshold/ displaced threshold marking at the far end of the run way.
 - (19) UPDATE ELV MSL. FI RWY Height (for flight inspection use only): The center point elevation of the alternate update point described above.
 - (20) TH-ELLIP-HGT. Ellipsoid elevation of runway threshold
 - (21) GEOID SEP. Geoid separation
- c. RWY.** This block is for runway specific data. The data publication status (Active / Pending / Working) and publication date are in parenthesis.
- (1) PUBLICATION STATUS. Status of runway data (Active / Pending / Working)
 - (2) RWY-LGTH/WIDTH. Runway physical length and width
 - (3) DSPLCD-TH-DIST. Distance from threshold to displaced threshold
 - (4) TDZ-ELEV. Runway touchdown zone elevation
 - (5) TCH. Threshold crossing height
 - (6) ANT-CL. Distance and direction PAR antenna to runway centerline (negative is left, positive is right)
 - (7) ILS-GS. If there is an ILS glide slope also serving this runway (yes or no)
 - (8) LIGHTING. Runway lighting
 - (9) TH-LAT/LON. Surveyed coordinates of the threshold
 - (10) TH-ELEV. Threshold MSL elevation
 - (11) DSPLCD-TH-LAT/LON/ELEV/ELIP-ELEV. Displaced threshold data

(12) RE-TH-LAT/LON/ELEV/ELIP-ELEV. Runway end (stop end of runway) data

d. Restriction. This block provides the restriction data.

(1) Date. Date the restriction was established

(2) Cmpnt. Facility component(s) that is/ are restricted

(3) Description. A detailed description of the restricted area (includes radials, distances, directions and altitudes, etc.)

e. Contacts. This area is reserved for contact information.

f. Comments. This area is reserved for additional information.

(1) Topic. Change, Survey, SIAP, etc.

(2) Priority. Assigned by AIS in coordination with FIS.

(3) Date. Date of remark or survey.

(4) Remark. Explanation of change or addition.

g. Safety Alerts. Information (alerts) from FIS crew members.

h. SIAPs. This block lists the published instrument approach procedures from the IFP SIAP database.

(1) AirID. ICAO identifier

(2) Airport name.

(3) State.

(4) Description. Name of procedure.

(5) FAS: Final segment controlling obstruction information

(6) Amdt: Amendment number of procedure

(7) Type. Code for owner of procedure (CIVIL, MIL-A, etc)

7. ILS Datasheets. The ILS datasheet provides data associated with Instrument Landing Systems, similar type systems, and systems established using the same type equipment.

a. General Information. This block provides general information about the facility and associated airport.

(1) Chart Date. Calendar date the data is actively published

(2) Temp Mobile. Yes/No indicates if NAVAID is a temporary mobile vs. a permanent installation.

(3) Pseudo Navaid: Yes/No indicates if navaids is pseudo vs. and actual

(4) Service Area. ATO service area responsible for the facility.

(5) OCC. FAA Operations Control Center area the facility is located in.

(6) DATUMS.

(a) Horz Datum. Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).

(b) Vert Datum. Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).

(7) CTRY. Two-letter code of country where facility is located.

(8) AIRPORT. Airport PAR is associated with

(9) ARPT-ID. Identifier of associated airport if applicable.

(10) RWY. Runway number(s) PAR serves.

(11) LCTN. Closest city associated with the facility.

(12) ST. State the facility is in.

(13) REG. FAA region

(14) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.

(15) USE. Code identifying the users of the facility (public / military / private)

(16) OWN. Code identifying the owner of the facility.

(17) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.

(18) INTL. Yes/No if it is located internationally.

Note 1. AIRPORT, ST, REG, FIFO and USE are repeated one line below general information

(19) AL#. Internal filing system number associated with chart publications.

b. AFIS Data. This block of data provides a quick reference for programming or verifying the AFIS data.

- (1) ILS –ID: Facility Ident
- (2) APT-ID: Identifier of airport which facility is located at
- (3) TH-HGT: threshold/displaced threshold elevation
- (4) RE-HGT: Runway end of stop end elevation
- (5) RWY-ID: Runway number facility is associated with
- (6) CAT: Published ILS category
- (7) GS-LAT: Glideslope Latitude
- (8) GS-LON: Glideslope Longitude
- (9) GS-HGT: Antenna ground elevation unless FAA Order 8240.47 is applied, then the reference elevation is used
- (10) GS-OFF: Direction and distance glide slope is from the runway centerline in feet (if "LI" appears here, the facility was commissioned using the aiming point coordinates)
- (11) GS-ALN: Glide slope alignment
- (12) GS-WID: Glide slope width
- (13) TH-DIS: Distance from runway centerline abeam the glide slope antenna to the runway threshold/ displaced threshold in feet
- (14) TH-LAT: Latitude of runway threshold that facility is associated to
- (15) TH-LON: Longitude of runway threshold that facility is associated to
- (16) DME-DIS: Distance DME to centerline abeam the glide slope (measured down centerline) in feet
- (17) DME-OFF: Distance DME antenna is offset from runway centerline in feet (negative is left, positive is right)
- (18) DME-HGT: Elevation of DME
- (19) FREQ: Localizer frequency
- (20) MVAR: Magnetic variation/EPOCH Year

(21) OM-DIS: Distance from runway centerline abeam the glide slope antenna to the outer marker in feet (or FAF if there is no outer marker)

(22) RM-BRG:

(23) RW-LEN: Runway length in feet

(24) COUNTRY-CODE: Code of country where facility is located

(25) PUB.STATUS: Publication Model status of record (Active, Pending, Working)

(26) LC-OFF: Direction and distance localizer from the runway centerline in feet (negative is left, positive is right) If the localizer antenna is offset from the runway center, enter the distance it is offset (to the nearest foot). The direction (right or left) is determined by facing the runway at the approach end (e.g., right 275 feet means the center of the localizer/ SDF antenna array is 275 feet to the right of, and measured perpendicular to, the runway centerline). If the localizer is on runway center, enter "C/L."

(27) LC-DIS: Distance from the localizer to the runway centerline abeam the glide slope antenna in feet

(28) LC-FCB: Localizer front course true bearing (will be same as runway true bearing unless the localizer is offset)

(29) LC-BCB: Localizer back course true bearing (will be same as runway true bearing unless the localizer is offset)

(30) LC-WID: Localizer commissioned width

(31) FC-ALN: Front course alignment.

(32) BC-ALN: Back course alignment.

(33) UDDATE-DIST: FI RWY Length (for flight inspection use only): The distance from threshold/ displaced threshold marking ("piano keys") to threshold/ displaced threshold marking at the far end of the run way

(34) UPDATE ELV MSL: FI RWY Height (for flight inspection use only): The center point elevation of the alternate update point described above.

(35) TH-ELLIP-HGT: Ellipsoid elevation of runway threshold

(36) GEOID-SEP: Geoid separation

c. Localizer. This block provides data specific to the localizer nav aids component.

(1) DFL CODE – ILS/G: Code to be used for reporting DFL(s)

(2) CHART DATE: Calendar date the data is actively published

- (3) ANT LAT: Coordinates of center of antenna array
- (4) ANT LON: Coordinates of center of antenna array
- (5) ELEV: Ground elevation of antenna center
- (6) ANT-TYPE: antenna type
- (7) DUAL-FREQ: Yes or No – Dual Frequency
- (8) US-DIST:FC:
- (9) CLRNC-CVG:FC
- (10) LOC-WIDTH-MX-ALERT: Localizer width maintenance alert tolerances
- (11) LOC-WIDTH-INITIAL: Localizer initial width tolerances
- (12) PUBLICATION STATUS: indicates status of localizer data (Active / Pending / Working)
- (13) XMTR: Dual or single transmitter
- (14) EQUIP-TYPE: Equipment type
- (15) STBY-POWER: Standby power
- (16) ESV: Yes or no – see ESV section
- (17) RESTRICTED: Yes or no – see Restriction section
- (18) LOC-RE: Distance from localizer to runway end (feet/NM)
- (19) LOC-TH: Distance from localizer to threshold/ displaced Threshold (feet/NM)
- (20) LOC-IM: Distance from localizer to Inner Marker (feet/NM)
- (21) LOC-MM: Distance from localizer to Middle Marker (feet/NM)
- (22) LOC-OM: Distance from localizer to Outer Marker (feet/NM)
- (23) LOC-FAF: Distance from localizer to Final Approach Fix (feet/NM)
- (24) MON-AL-WID: Monitor width (wide/ narrow)
- (25) LOC-AL-MX-ALERT: Localizer alignment maintenance alert tolerance
- (26) DATA-SOURCE: Indicates where the data came from & type

(27) LCW-TAIL: Yes or no – localizer course width tailored (A tailored localizer course is designed to have a width of 700 feet at threshold; however, due to mathematical computations, etcetera a tailored localizer course may be 700 feet + or - 5 feet at the threshold. Enter the commissioned sector course width (to the nearest foot) at the threshold (THLD).

(28) LCW-FT-TH: Localizer course width in feet at the threshold

(29) DATE-COMM: Date commissioned

(30) DATE-RECON: Date Reconfigured

(31) VOICE: Localizer voice (live, recorded, both, or none)

(32) REC-TYPE: Type of recorded voice (example: Tweb, Hiwas, etc)

(33) ROLLOUT: One or two-letter code (refer to Order 8200. 1).

d. Glideslope. This block provides data specific to the glide slope nav aids component. This block will be completed only if there is a glide slope component.

(1) DFL Code – ILS/G: Code to be used for reporting DFL(s)

(2) CHART DATE: Calendar date the data is actively published

(3) ELEV: Antenna ground elevation

(4) ANT-TYPE: Antenna type

(5) CL-ELEV-ABM: Runway center line abeam glide slope antenna elevation

(6) RDH: Reference Datum Height

(7) ELEV-FOR-CALC: Site, reference, or crown elevation used to calculate TCH & GPI

(8) AFIS-CORD: glide slope coordinates (antenna or aim-pt)

(9) ANT: Coordinates of antenna.

(10) GS-WID-MX-ALERT: Glide slope width maintenance alert tolerance

(11) PUBLICATION STATUS: indicates status of localizer data (Active / Pending / Working)

(12) XMTR: Single or dual transmitter

(13) EQUIP-TYPE: equipment type

(14) FREQ: Frequency of glide slope

- (15) ESV: Yes or No
- (16) RESTRICTED: Yes or NO
- (17) GPI-TH: Distance from Ground Point of Intercept to the threshold/displaced threshold in feet.
- (18) RPI-TH: Distance from Runway Point of Intercept to the threshold/displaced threshold in feet.
- (19) GS-ANG-MX-ALERT: Glide slope angle maintenance alert tolerance
- (20) DIST-TH-PT-C: Distance from the threshold/displaced threshold to Point "C" (feet/NM) Report both feet and miles to the nearest hundredth
- (21) GS-TH: Distance from runway center line abeam glide slope antenna to threshold/displaced threshold (feet/NM)
- (22) GS-IM: Distance from runway center line abeam glide slope antenna to Inner Marker (feet/NM)
- (23) GS-MM: Distance from runway center line abeam glide slope antenna to Middle Marker (feet/NM)
- (24) GS-OM: Distance from runway center line abeam glide slope antenna to Outer Marker (feet/NM)
- (25) GS-FAF: Distance from runway center line abeam glide slope antenna to Final Approach Fix (feet/NM)
- (26) AIM-PT Lat/Long: Aiming point coordinates
- (27) DATA SORUCE: Indicates where the data came from & type
- (28) GS-ANT-OFF: Direction and distance glide slope antenna from runway center line (negative is left, positive is right)
- (29) MON-AL-ANG: Monitor angle tolerance limits (high/low)
- (30) DATE-COMM: Date Commissioned
- (31) DATE-RECON: Date Reconfigured
- (32) STBY-POWER: Standby Power
- (33) CB-TH: Clearance below Path to threshold (SI U). Code N specifies flight check not accomplished.

e. **DME.** This block provides the DME data associated with the ILS/LOC system. This block will be labeled "Other DME" if a DME from another system is used (i.e. VTAC).

- (1) DFL CODE – ILS/D: Code to be used for reporting DFL(s)
- (2) CHART DATE: Calendar date the data is actively published
- (3) LAT: Coordinates of the DME Antenna
- (4) LON: Coordinates of the DME Antenna
- (5) ELEV: Ground Elevation of the DME Antenna
- (6) PUBLICATION STATUS: indicates status of localizer data (Active / Pending / Working)
- (7) XMTR: Single or dual transmitter
- (8) CHAN: DME Channel Number (example 44x)
- (9) RESTRICTED: Yes or no – see Restriction section
- (10) DME-DIS-FAF/CHKPT: Distance DME to Final Approach Fix or checkpoint (nm)
- (11) DME-GS-ABM-DIST: Distance DME to centerline abeam the glide slope (measured down centerline) in feet
- (12) DME-ANT-OFF: Distance DME antenna is offset from runway centerline in feet (negative is left, positive is right)
- (13) DME-AER-DIST: Distance to threshold/displaced threshold (measured down centerline) in feet
- (14) DATA SOURCE: indicates where the data came from
- (15) DATE-COMM: Date Commissioned
- (16) DATE-RECON: Date Reconfigured
- (17) DME-SER-DIST: Distance of DME to stop end of runway (measured down centerline) in feet.

f. **FAF/OUTER MARKER/MIDDLE MARKER/INNER MARKER.** This block provides the Final Approach Fix (FAF) and Marker Beacon data associated with this system. For FAF, the only data provided is Dist-TH, Tapeline and MSL-Altitude.

- (1) CHART DATE: Calendar date the data is actively published

(2) PUBLICATION STATUS: indicates status of markers data (Active / Pending / Working)

(3) LAT: Coordinate of the Marker Beacons

(4) LON: Coordinates of the Marker Beacons

(5) ELEV: Marker Beacon elevation

(6) DIST-TH: Distance to threshold/ displaced threshold

(7) DIST-DIR-CL: Direction and distance marker beacon is from runway centerline extended (negative is left, positive is right)

(8) DATE-COMM: Date Commissioned

(9) DATE-RECON: Date Reconfigured

(10) NAME/USE: Name or use of marker beacon

(11) DATA SOURCE: indicates type of survey, who provided data and date

(12) TAPELINE: Tapeline elevation over the FAF or marker beacon

(13) MSL-ALTITUDE: Mean sea level altitude over the FAF or marker beacon

(14) DFL CODE: Code to be used for reporting DFL(s)

g. Airport Data. This block provides the general airport data.

(1) CHART DATE: Calendar date the data is actively published

(2) PUBLICATION STATUS: indicates status of airport data (Active / Pending / Working)

(3) ARP-LAT: Airport Reference Point Latitude

(4) ARP-LON: Airport Reference Point Longitude

(5) FIELD-ELEV: MSL elevation of the highest point on all landing surfaces at the airport

(6) FLD-ELIP-ELEV: HAE of the field elevation

(7) RWY CHART DATE: Date rwy data will be actively published

(8) RWY PUBLICATION STATUS: Indicates the status (Active, Pending or Working) of the runway.

- (9) TH-LAT: Threshold Latitude
- (10) TH-LON: Threshold Longitude
- (11) TH-ELEV: Threshold MSL elevation
- (12) TH-ELIP-ELEV: Threshold ellipsoid elevation (HAE)
- (13) RE-LAT: Runway End Latitude
- (14) RE-LON: Runway End Longitude
- (15) RE-ELEV: Runway End Elevation
- (16) RE-ELIP-ELEV: Runway End Ellipsoid Elevation
- (17) RWY-LGTH/WIDTH: Runway Length and Width
- (18) DSPLCD-TH-DIST: Distance from threshold to displaced threshold in feet
- (19) DSPLCD-TH-LAT: Displaces Threshold Latitude
- (20) DSPLCD-TH-LON: Displaced Threshold Longitude
- (21) DSPLCD-TH-ELEV: Displaced Threshold Elevation
- (22) DISP-TH-ELIP-ELEV: Displaced Threshold Ellipsoid Elevation
- (23) RWY-LDG-LGHT: Runway landing length
- (24) TDZ-ELEV: Touchdown zone MSL elevation
- (25) FAR PART 139: Is the airport an FAR Part 139 airport (Yes or no)

h. Decision Height. This block provides the published procedural data for Category II and ID approaches.

- (1) DH: CAT II/ ID Decision Heights (100', 150' and 200')

(2) PERFORMANCE-CLASS: The ILS performance classification obtained as a result of the flight inspection. It may or may not be the same as the published ILS performance class in the AFD.

- (3) DIST/RALT: Distance in feet from threshold/ radio altimeter setting

i. General Data. This block provides additional helpful data.

- (1) YR/MVAR: Epoch year and magnetic variation

- (2) BC-STATUS: Back course status (restricted, unrestricted, unusable or none)
- (3) MON-CAT: Monitor category (example: 1, 2, 3)
- (4) REM-MON: Remote monitor location (example: KOKC Twr)
- (5) FULL-TIME: monitored full or part time and the hours if part time
- (6) NFPO-PROCEDURES: Office responsible for procedure development
- j. ASSOC-FACS.** This block provides the associated facilities data.
 - (1) LIGHTING: type of light or lights associated with airport runway
- k. Procedures Data.** This block provides special flight inspection procedural data.
 - (1) PSEUDO-GS-LAT: Latitude of pseudo glide slope based on localizer bearing
 - (2) PSEUDO-GS-LON: Longitude of pseudo glide slope based on localizer bearing
 - (3) PSEUDO-TH-LAT Latitude of pseudo threshold based on localizer bearing:
 - (4) PSEUDO-TH-LON: Longitude of pseudo threshold based on localizer bearing
 - (5) PSDO-GS-TO-PSDO-TH: Distance pseudo glide slope to pseudo threshold
 - (6) LOC-CROSSES-C/L: Distance from threshold/ displaced threshold that the offset localizer course bearing will cross the centerline/ centerline extended (positive is in front of threshold, negative is beyond threshold)
- l. Restrictions.** This block provides restriction data associated with all of the ILS components.
- m. ESVS.** This block provides the ESV data associated with the ILS components.
- n. Contacts.** This area is reserved for contact information.
- o. Comments.** This area is reserved for additional helpful information.
 - (1) TOPIC: Indicated the subject matter of comment
 - (2) PRIORITY: Numeric listing to organize comments
 - (3) DATE: Date the remark was entered
 - (4) REMARK: description of the remark

p. Safety Alerts. Information (alerts) from FIS crew members.

q. SIAPs. This block lists the published instrument approach procedure from the IFP SIAP Database.

- (1) AIRID: ICAO Identifier
- (2) AIRPORTNAME: Name of the Airport
- (3) STATE: State
- (4) DESCRIPTION: Name of the approach
- (5) FAS: Controlling OBS information
- (6) AMDT: Amendment of approach
- (7) TYPE: Code for owner of the procedure

8. LOC Datasheets. The LOC datasheet provides data associated with Localizer Landing Systems, similar type systems, and systems established using the same type equipment.

a. General Information. This block provides general information about the facility and associated airport.

- (1) Chart Date. Calendar date the data is actively published
- (2) Temp Mobile. Yes/No indicates if NAVAID is a temporary mobile vs. a permanent installation.
- (3) Pseudo Navaid: Yes/No indicates if navaids is pseudo vs. and actual
- (4) Service Area. ATO service area responsible for the facility.
- (5) OCC. FAA Operations Control Center area the facility is located in.
- (6) DATUMS.
 - (a) Horz Datum. Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).
 - (b) Vert Datum. Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).
- (7) CTRY. Two-letter code of country where facility is located.
- (8) AIRPORT. Airport PAR is associated with
- (9) ARPT-ID. Identifier of associated airport if applicable.

- (10) RWY. Runway number(s) PAR serves.
- (11) LCTN. Closest city associated with the facility.
- (12) ST. State the facility is in.
- (13) REG. FAA region
- (14) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.
- (15) USE. Code identifying the users of the facility (public / military / private)
- (16) OWN. Code identifying the owner of the facility.
- (17) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.
- (18) INTL. Yes/No if it is located internationally.
- (19) AL#. Internal filing system number associated with chart publications.

Note: AIRPORT, ST, REG, FIFO and USE are repeated one line below general information

b. AFIS Data. This block of data provides a quick reference for programming or verifying the AFIS data.

- (1) ILS –ID: Facility Ident
- (2) APT-ID: Identifier of airport which facility is located at
- (3) TH-HGT: threshold/displaced threshold elevation
- (4) RE-HGT: Runway end of stop end elevation
- (5) RWY-ID: Runway number facility is associated with
- (6) CAT: Published ILS category
- (7) GS-LAT: Glideslope Latitude
- (8) GS-LON: Glideslope Longitude
- (9) GS-HGT: Antenna ground elevation unless FAA Order 8240.47 is applied, then the reference elevation is used
- (10) GS-OFF: Direction and distance glide slope is from the runway centerline in feet (if "LI" appears here, the facility was commissioned using the aiming point coordinates)

- (11) GS-ALN: Glide slope alignment
- (12) GS-WID: Glide slope width
- (13) TH-DIS: Distance from runway centerline abeam the glide slope antenna to the runway threshold/ displaced threshold in feet
- (14) TH-LAT: Latitude of runway threshold that facility is associated to
- (15) TH-LON: Longitude of runway threshold that facility is associated to
- (16) DME-DIS: Distance DME to centerline abeam the glide slope (measured down centerline) in feet
- (17) DME-OFF: Distance DME antenna is offset from runway centerline in feet (negative is left, positive is right)
- (18) DME-HGT: Elevation of DME
- (19) FREQ: Localizer frequency
- (20) MVAR: Magnetic variation/EPOCH Year
- (21) OM-DIS: Distance from runway centerline abeam the glide slope antenna to the outer marker in feet (or FAF if there is no outer marker)
- (22) RM-BRG: Runway magnetic bearing
- (23) RW-LEN: Runway length in feet
- (24) COUNTRY-CODE: Code of country where facility is located
- (25) PUB.STATUS: Publication Model status of record (Active, Pending, Working)
- (26) LC-OFF: Direction and distance localizer from the runway centerline in feet (negative is left, positive is right) If the localizer antenna is offset from the runway center, enter the distance it is offset (to the nearest foot). The direction (right or left) is determined by facing the runway at the approach end (e.g., right 275 feet means the center of the localizer/ SDF antenna array is 275 feet to the right of, and measured perpendicular to, the runway centerline). If the localizer is on runway center, enter "C/L."
- (27) LC-DIS: Distance from the localizer to the runway centerline abeam the glide slope antenna in feet
- (28) LC-FCB: Localizer front course true bearing (will be same as runway true bearing unless the localizer is offset)
- (29) LC-BCB: Localizer back course true bearing (will be same as runway true bearing unless the localizer is offset)

(30) LC-WID: Localizer commissioned width

(31) FC-ALN: Front course alignment.

(32) BC-ALN: Back course alignment.

(33) UDDATE-DIST: FI RWY Length (for flight inspection use only): The distance from threshold/ displaced threshold marking ("piano keys") to threshold/ displaced threshold marking at the far end of the run way

(34) UPDATE ELV MSL: FI RWY Height (for flight inspection use only): The center point elevation of the alternate update point described above.

(35) TH-ELLIP-HGT: Ellipsoid elevation of runway threshold

(36) GEOID-SEP: Geoid separation

c. Localizer. This block provides data specific to the localizer nav aids component.

(1) DFL CODE – ILS/G: Code to be used for reporting DFL(s)

(2) CHART DATE: Calendar date the data is actively published

(3) ANT LAT: Coordinates of center of antenna array

(4) ANT LON: Coordinates of center of antenna array

(5) ELEV: Ground elevation of antenna center

(6) ANT-TYPE: antenna type

(7) DUAL-FREQ: Yes or No – Dual Frequency

(8) US-DIST:FC:

(9) CLRNC-CVG:FC

(10) LOC-WIDTH-MX-ALERT: Localizer width maintenance alert tolerances

(11) LOC-WIDTH-INITIAL: Localizer initial width tolerances

(12) PUBLICATION STATUS: indicates status of localizer data (Active / Pending / Working)

(13) XMTR: Dual or single transmitter

(14) EQUIP-TYPE: Equipment type

(15) STBY-POWER: Standby power

- (16) ESV: Yes or no – see ESV section
- (17) RESTRICTED: Yes or no – see Restriction section
- (18) LOC-RE: Distance from localizer to runway end (feet/NM)
- (19) LOC-TH: Distance from localizer to threshold/ displaced Threshold (feet/NM)
- (20) LOC-IM: Distance from localizer to Inner Marker (feet/NM)
- (21) LOC-MM: Distance from localizer to Middle Marker (feet/NM)
- (22) LOC-OM: Distance from localizer to Outer Marker (feet/NM)
- (23) LOC-FAF: Distance from localizer to Final Approach Fix (feet/NM)
- (24) MON-AL-WID: Monitor width (wide/ narrow)
- (25) LOC-AL-MX-ALERT: Localizer alignment maintenance alert tolerance
- (26) DATA-SOURCE: Indicates where the data came from & type
- (27) LCW-TAIL: Yes or no – localizer course width tailored (A tailored localizer course is designed to have a width of 700 feet at threshold; however, due to mathematical computations, etc. a tailored localizer course may be 700 feet + or - 5 feet at the threshold. Enter the commissioned sector course width (to the nearest foot) at the threshold (THLD).
- (28) LCW-FT-TH: Localizer course width in feet at the threshold
- (29) DATE-COMM: Date commissioned
- (30) DATE-RECON: Date Reconfigured
- (31) VOICE: Localizer voice (live, recorded, both, or none)
- (32) REC-TYPE: Type of recorded voice (example: Tweb, Hiwas, etc)
- (33) ROLLOUT: One or two-letter code (refer to Order 8200. 1).

d. DME. This block provides the DME data associated with the ILS/LOC system. This block will be labeled "Other DME" if a DME from another system is used (i.e. VTAC).

- (1) DFL CODE – ILS/D: Code to be used for reporting DFL(s)
- (2) CHART DATE: Calendar date the data is actively published
- (3) LAT: Coordinates of the DME Antenna
- (4) LON: Coordinates of the DME Antenna

- (5) ELEV: Ground Elevation of the DME Antenna
- (6) PUBLICATION STATUS: indicates status of localizer data (Active / Pending / Working)
- (7) XMTR: Single or dual transmitter
- (8) CHAN: DME Channel Number (example 44x)
- (9) RESTRICTED: Yes or no – see Restriction section
- (10) DME-DIS-FAF/CHKPT: Distance DME to Final Approach Fix or checkpoint (NM)
- (11) DME-GS-ABM-DIST: Distance DME to centerline abeam the glide slope (measured down centerline) in feet
- (12) DME-ANT-OFF: Distance DME antenna is offset from runway centerline in feet (negative is left, positive is right)
- (13) DME-AER-DIST: Distance to threshold/displaced threshold (measured down centerline) in feet
- (14) DATA SOURCE: indicates where the data came from
- (15) DATE-COMM: Date Commissioned
- (16) DATE-RECON: Date Reconfigured
- (17) DME-SER-DIST: Distance of DME to stop end of runway (measured down centerline) in feet.

e. **FAF/OUTER MARKER/MIDDLE MARKER/INNER MARKER:** This block provides the Final Approach Fix (FAF) and Marker Beacon data associated with this system. For FAF, the only data provided is Dist-TH, Tapeline and MSL-Altitude.

- (1) CHART DATE: Calendar date the data is actively published
- (2) PUBLICATION STATUS: indicates status of markers data (Active / Pending / Working)
- (3) LAT: Coordinate of the Marker Beacons
- (4) LON: Coordinates of the Marker Beacons
- (5) ELEV: Marker Beacon elevation
- (6) DIST-TH: Distance to threshold/ displaced threshold

(7) DIST-DIR-CL: Direction and distance marker beacon is from runway centerline extended (negative is left, positive is right)

(8) DATE-COMM: Date Commissioned

(9) DATE-RECON: Date Reconfigured

(10) NAME/USE: Name or use of marker beacon

(11) DATA SOURCE: indicates type of survey, who provided data and date

(12) TAPELINE: Tapeline elevation over the FAF or marker beacon

(13) MSL-ALTITUDE: Mean sea level altitude over the FAF or marker beacon

(14) DFL CODE: Code to be used for reporting DFL(s)

f. Airport Data: This block provides the general airport data.

(1) CHART DATE: Calendar date the data is actively published

(2) PUBLICATION STATUS: indicates status of airport data (Active / Pending / Working)

(3) ARP-LAT: Airport Reference Point Latitude

(4) ARP-LON: Airport Reference Point Longitude

(5) FIELD-ELEV: MSL elevation of the highest point on all landing surfaces at the airport

(6) FLD-ELIP-ELEV: HAE of the field elevation

(7) RWY CHART DATE: Date rwy data will be actively published

(8) RWY PUBLICATION STATUS: Indicates the status (Active, Pending or Working) of the runway data.

(9) TH-LAT: Threshold Latitude

(10) TH-LON: Threshold Longitude

(11) TH-ELEV: Threshold MSL elevation

(12) TH-ELIP-ELEV: Threshold ellipsoid elevation (HAE)

(13) RE-LAT: Runway End Latitude

(14) RE-LON: Runway End Longitude

- (15) RE-ELEV: Runway End Elevation
- (16) RE-ELIP-ELEV: Runway End Ellipsoid Elevation
- (17) RWY-LGTH/WIDTH: Runway Length and Width
- (18) DSPLCD-TH-DIST: Distance from threshold to displaced threshold in feet
- (19) DSPLCD-TH-LAT: Displaces Threshold Latitude
- (20) DSPLCD-TH-LON: Displaced Threshold Longitude
- (21) DSPLCD-TH-ELEV: Displaced Threshold Elevation
- (22) DISP-TH-ELIP-ELEV: Displaced Threshold Ellipsoid Elevation
- (23) RWY-LDG-LGHT: Runway landing length
- (24) TDZ-ELEV: Touchdown zone MSL elevation
- (25) FAR PART 139: Is the airport an FAR Part 139 airport (Yes or no)

g. Decision-Height. This block provides the published procedural data for Category II and ID approaches.

- (1) DH: CAT II/ ID Decision Heights (100', 150' and 200')
- (2) PERFORMANCE-CLASS: The ILS performance classification obtained as a result of the flight inspection. It may or may not be the same as the published ILS performance class in the AFD.
- (3) DIST/RALT: Distance in feet from threshold/ radio altimeter setting

h. General Data. This block provides additional helpful data.

- (1) YR/MVAR: Epoch year and magnetic variation
- (2) BC-STATUS: Back course status (restricted, unrestricted, unusable or none)
- (3) MON-CAT: Monitor category (example: 1, 2, 3)
- (4) REM-MON: Remote monitor location (example: KOKC Twr)
- (5) FULL-TIME: monitored full or part time and the hours if part time
- (6) NFPO-PROCEDURES: Office responsible for procedure development

i. **ASSOC-FACS.** This block provides the associated facilities data.

(1) Lighting. Type of light or lights associated with airport runway

j. **Procedures Data.** This block provides special flight inspection procedural data.

(1) PSEUDO-GS-LAT: Latitude of pseudo glide slope based on localizer bearing

(2) PSEUDO-GS-LON: Longitude of pseudo glide slope based on localizer bearing

(3) PSEUDO-TH-LAT Latitude of pseudo threshold based on localizer bearing:

(4) PSEUDO-TH-LON: Longitude of pseudo threshold based on localizer bearing

(5) PSDO-GS-TO-PSDO-TH: Distance pseudo glide slope to pseudo threshold

(6) LOC-CROSSES-C/L: Distance from threshold/ displaced threshold that the offset localizer course bearing will cross the centerline/ centerline extended (positive is in front of threshold, negative is beyond threshold)

k. **Restrictions.** This block provides restriction data associated with all of the ILS components.

l. **ESVS.** This block provides the ESV data associated with the ILS components.

(1) CMPNT

(2) SVC DATE

(3) REMARK

m. **Contacts.**

(1) Contact Role: Owner, Primary contact, Secondary contact.

(2) Last Name. Last name of contact.

(3) First Name. First name of contact.

(4) Phone Number. Phone number for contact.

(5) Email. Email address of contact.

(6) Remark. Further defines the Contact Role (egg. Owner = City of Los Angeles).

n. **Comments.** This area is reserved for additional helpful information.

(1) TOPIC: Indicated the subject matter of comment

(2) **PRIORITY:** Numeric listing to organize comments

(3) **DATE:** Date the remark was entered

(4) **REMARK:** description of the remark

o. Safety Alerts. Information (alerts) from FIS crew members.

p. SIAPS. This block lists the published instrument approach procedure from the IFP SIAP Database.

(1) **AIRID:** ICAO Identifier

(2) **AIRPORTNAME:** Name of the Airport

(3) **STATE:** State

(4) **DESCRIPTION:** Name of the approach

(5) **FAS:** Controlling OBS information

(6) **AMDT:** Amendment of approach

(7) **TYPE:** Code for owner of the procedure.

9. NDB Datasheets.

a. General Information.

(1) **Chart Date.** Calendar date the data is actively published

(2) **Temp Mobile.** Yes/No indicates if NAVAID is a temporary mobile vs. a permanent installation.

(3) **Pseudo Navaid:** Yes/No indicates if navaids is pseudo vs. and actual

(4) **Service Area.** ATO service area responsible for the facility.

(5) **OCC.** FAA Operations Control Center area the facility is located in.

(6) **DATUMS.**

(7) **Horz Datum.** Horizontal datum of coordinates (should be in WGS84 or NAD83 or equivalent).

(8) **Vert Datum.** Vertical datum of elevations (should be in NGVD29 or NAVD88 or equivalent).

(9) **CTRY.** Two-letter code of country where facility is located.

- (10) AIRPORT. Airport PAR is associated with
- (11) ARPT-ID. Identifier of associated airport if applicable.
- (12) LCTN. Closest city associated with the facility.
- (13) ST. State the facility is in.
- (14) REG. FAA region
- (15) FIFO. Flight Inspection Field Office with primary responsibility for the facility inspections.
- (16) USE. Code identifying the users of the facility (public / military / private)
- (17) OWN. Code identifying the owner of the facility.
- (18) MIL TYPE. Further defines an owner code indicating which military branch owns the facility.
- (19) INTL. Yes/No if it is located internationally.
- (20) AL#: Internal filing system number associated with chart publications
- (21) FAC-ID: Facility identifier
- (22) USE: Civil or Mil
- (23) ASSOC-FAC: Other facilities associated with NDB
- (24) ANT-LAT: Antenna Latitude
- (25) ANT-LON: Antenna Longitude
- (26) ELEV: Facility elevation
- (27) XMTR: Single or dual transmitter
- (28) MONITOR-CAT: Monitor category
- (29) LCTN: Location of facility
- (30) NAME: Facility name
- (31) CLASS: NDB classification
- (32) YR/MVAR: Epoch year and magnetic variation
- (33) DATE-COMM: Date Commissioned

- (34) DATE-RECON: Date of Reconfiguration
- (35) MONITOR-LCTN: Location of facility monitoring
- (36) DATA SOURCE: Official source of the data
- (37) ST: State
- (38) FREQ: Frequency
- (39) ESV: ESVs associated with the facility (yes/no)
- (40) STB-POWER: Standby power
- (41) VOICE: Voice associated with facility (yes/no)
- (42) REC-TYPE: Receiver type
- (43) DFL CODE: FOMS DFL code
- (44) REG: FAA Region
- (45) RESTRICTED: Facility restricted (yes/no)
- (46) NFPO PROCEDURES: AIS Development Team responsible for procedures
- (47) FIFO: FIS field office identification
- (48) BROADCAST ID: ID associated with facility

b. Restrictions. This block provides restriction data associated with all of the NDB components.

c. ESVS. This block provides the ESV data associated with the NDB components.

d. Contacts

- (1) Contact Role: Owner, Primary contact, Secondary contact.
- (2) Last Name. Last name of contact.
- (3) First Name. First name of contact.
- (4) Phone Number. Phone number for contact.
- (5) Email. Email address of contact.
- (6) Remark. Further defines the Contact Role (egg. Owner = City of Los Angeles).

e. Comments

- (1) TOPIC: Indicates the subject matter of the comment
- (2) PRIORITY: Numeric listing to organize comment
- (3) DATE: date the remark was entered
- (4) REMARK: description of the remark

f. Safety Alerts. Information (alerts) from FIS crew members**g. SIAPs**

- (1) AIRID: ICAO Identifier
- (2) AIRPORTNAME: Name of Airport
- (3) STATE: State
- (4) DESCRIPTION: Name of the Approach
- (5) FAS: Controlling OBS information
- (6) AMDT: Amendment of approach
- (7) TYPE: code for owner of the procedure