

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8200.113

National Policy

Effective Date:
April 13, 2009

Cancellation Date:
April 13, 2010

SUBJ: Elimination of Periodic Inspection of Approach Path Monitors (FAA Order 8200.1C, Chapters 4 and 14)

1. **Purpose of This Notice.** This Notice provides interim guidance to FAA Order 8200.1C, United States Standard Flight Inspection Manual.
2. **Audience.** The audience for this notice is the Air Traffic Technical Operations Eastern, Central, and Western Service Areas, crewmembers in Aviation System Standard, and special military addressees.
3. **Where Can I Find This Notice?** Go to the Directives Management System (DMS) website: https://employees.faa.gov/tools_resources/orders_notices/ or the Aviations System Standards website: <http://www.avn.faa.gov/index.asp?xml=fioo/notices>
4. **Guidance.** Please make the following pen and ink changes to FAA Order 8200.1C:
 - a. **Chapter 4, Paragraph 4.25, Table 4-2** (Page 4-9). Delete the APM row from the table. Studies conducted by the Minimum Safe Altitude Warning Quality Assurance Team concluded periodic inspections of Approach Path Monitors (APM(s)) could be eliminated. APM inspections will be conducted as a “by request” Special Inspection.
 - b. **Chapter 14, Paragraph 14.10c:**
 - (1) (Page 14-1). In the last line, change “general terrain map” to “general terrain monitor”.
 - (2) Paragraph 14.10c(1) (Page 14-2). Change the first two sentences to read, “(1) **General Terrain Monitor (GTM)**. The GTM exists within a radius of approximately 60 nm of the associated ASR site and consists of bins which are 2 nm square. Some locations may use half-mile square bins.” This change more accurately describes GTM characteristics.
 - c. **Chapter 14, Paragraph 14.11c**, 2nd paragraph, 3rd sentence (Page 14-5). Change to read, “A General Terrain Monitor (GTM) check...”

d. Chapter 14, Paragraph 14.13 (Page 14-7), Checklist.

(1) Delete “- GTM” from “MSAW – GTM (2)” in last line.

(2) Replace Footnote (2) with, “(2) Check existing GTM and APM features during commissioning. If either of these is not available during commissioning, they do not require a flight inspection prior to use. Only the GTM must be checked during a periodic inspection. APM checks are accomplished by request (e.g., a maintenance or ATC request).” This change replaces the previous practice of scheduling periodic APM(s) with standard instrument approach procedures and leaves the requirement to check GTM functionality during both commissioning and periodic ASR flight inspections.

e. Chapter 14, Paragraph 14.14t(2) (Page 14-20). Replace “General Terrain Map (GTM)” with “General Terrain Monitor (GTM)”.

f. Appendix 1:

(1) Page A1-17. Replace definition of MSAW Approach Path Monitor (APM) with, “Automation software used to generate low altitude alert warnings for aircraft within a narrow approach path corridor.”

(2) Page A1-17. Replace “MSAW General Terrain Map (GTM)” with: “**MSAW General Terrain Monitor (GTM)**. Automation software used to generate low altitude alert warnings for aircraft outside the areas designated for approach monitoring.”

(3) Page A1-33. Replace “GTM: General Terrain Map” with “GTM: General Terrain Monitor”.

5. The above guidance will be incorporated in the next change of FAA Order 8200.1C.

For additional information, please contact Don McGough, Flight Inspection Policy, 405-954-3050.

/s/

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