

Required Information for Quality Control/Quality Assurance Review by the FAA

All instrument flight procedures packages submitted for FAA flight inspection, which have not been previously flight inspected by the FAA, are subject to a Quality Control/Quality Assurance review.

The instrument flight procedures will be reviewed for adherence to the U.S. Standard For Terminal Instrument Procedures (TERPs) and associated orders or criteria, or to Procedures For Air Navigation Services – Aircraft Operations (PANS-OPS) published by ICAO.

The requestor shall provide the information and data described below and all other information and data the FAA may request in support of the services provided. Any forms used to document the procedure including calculations used in the procedure development process shall be included. A draft depiction of the procedures shall also be included. All information and data shall be provided in the English language.

The FAA must be provided a point of contact (POC) with authority to verify data or answer procedural questions. The following information is required for the QC/QA review.

Obstacle and Terrain Data

1. Technical data and charts in a condition and form suitable for accurately determining the location and elevation of natural and man-made obstacles and terrain features.

2. The following detailed aeronautical charts of the areas to be covered by the instrument flight procedure:

a. Charts to a scale of 1:24,000 to 1:25,000 if available, if not, charts to a scale of 1:50,000 or available charts of similar scale, shall be provided for the area

within approximately ten (10) nautical mile radius of the airport, heliport, and all other air navigation facilities incorporated in the instrument flight procedure design. Additionally, when the FAA is performing Quality Control/Quality Assurance (QC/QA) services of a new Instrument Flight Procedure (IFP), not previously flight inspected by the FAA, a depiction of the new IFP must be drawn on this chart.

- b. Charts to a scale of approximately 1:250,000 and 1:500,000 for the area within approximately fifty (50) nautical mile radius of the airport, heliport, and all other air navigation facilities incorporated in the instrument flight procedure design, and
- c. Airport Diagram Charts to include obstacles.

Aeronautical Information Publication Data

Reproduced pages from the Comprehensive Aeronautical Information Publication, shall included the following information:

1. Location of the primary and secondary altimeter reference source (International Civil Aviation Organization (ICAO) identifier or latitude and longitude in WGS 84 or equivalent datum) used in the instrument flight procedure.
2. Location of available terminal weather reporting stations, ICAO identifier or latitude and longitude in WGS-84 or equivalent datum and the hours of operation.
3. The ICAO identifier for the controlling air traffic facility for the instrument flight procedure and the point of contact for the facility.

Navigational Aid Data

1. Using the format set forth in Figure 1 to this Annex, for each instrument landing system (ILS), microwave landing system (MLS), transponder landing system (TLS), global navigation satellite system (GNSS) precision/non-precision approach system, and any other terminal approach systems (i.e. very high frequency omnidirectional range (VOR), non-directional beacons (NDB), etc), for which the FAA will perform instrument flight procedures services, the latitude and longitude coordinates to

the nearest 1/100th of a second and in WGS-84 or equivalent datum of the following navigation aid components:

- a. The localizer/azimuth antenna;
- b. The glideslope/elevation antenna;
- c. The on airport DME antenna;
- d. The marker beacon antennas; and
- e. The compass locator antennas.

2. Using the format set forth in Figure 1 to this Annex, for each ILS, MLS, TLS, VOR, NDB, or any other terminal approach system for which the FAA will perform instrument flight procedures services, the following navigational aid component data are required:

- a. The distance from all navigational aid component antennas to the runway centerline or extended runway centerline as measured along a line extending from the centerline at a ninety degree (90°) angle to the component.

- b. For all navigational aid component antennas located on the runway centerline or extended runway centerline, the distances from these antennas to the approach and stop ends of the runway.

- c. For all navigational aid component antennas that are offset from the runway centerline or extended runway centerline, the distance, as measured along a line parallel to the centerline or extended centerline, from the antenna to a point located at a ninety degree (90°) angle from the runway threshold and stop end.

- d. The mean sea level to the nearest foot at:

- i. The base of each antenna of the ILS, MLS, or TLS; VOR, NDB, and

- ii. The point along the runway centerline at the aiming point.

- e. The distance from the aiming point to the localizer antenna as measured along the runway centerline and extended runway centerline.

- f. The magnetic compass heading from the front course runway threshold at the centerline to each navigational aid component antennas.

- g. The monitoring source, category, and hours of monitoring for each navigational aid.

3. Latitude and longitude coordinates to the nearest 1/100th of a second and in WGS-84 or equivalent datum of all en route navigation facilities, including associated components, incorporated in the instrument flight procedures design as appropriate.

a. The magnetic variation of airport or Heliport/Vertiport and ground based facilities:

b. Type of surveys (WGS-84 or equivalent data)

c. Type of lighting (RWY, ALS, VGSI)

d. Any restricted, warning, or no-fly areas

Airport Data

1. Airport layout plans;

2. Using the format set forth in Figure 1 to this Annex, for each ILS, MLS, TLS, VOR, NDB, GNSS precision/non-precision approach system, and any other terminal approach systems designed or developed, the following runway data is required.

a. Latitude and longitude coordinates to the nearest 1/100th of a second and in WGS-84 or equivalent datum of (a) the runway thresholds at the centerline, (b) runway stop ends at the centerline, (c) any displaced thresholds, and (d) the point at which a line from the glideslope/elevation antenna intersects the runway centerline at a ninety degree (90°) angle (the aiming point);

b. Runway length to the nearest foot and any displaced distances to the nearest foot;

c. Runway front and back course magnetic compass headings to the nearest 1/100th of a second.

d. Mean sea level elevation to the nearest foot at the runway threshold, runway stop end, and any displaced thresholds; and

d. Runway aircraft category and wheel height group.

Heliport/Vertiport Flight Procedures Require the Following Additional Data

In addition to the above Airport Data, if the procedure is for a Heliport/Vertiport, the following information is required.

Using the format set forth in Figure 2 to this Annex, the following landing site data:

- a. Latitude and longitude coordinates to the nearest 1/100th of a second and in WGS-84 or equivalent datum of (a) the heliport reference point (HRP), (b) dimensions of the landing site, and (c) the radius of the landing site if the site is circular;
- b. Mean sea level elevation to the nearest foot at the landing site HRP and landing site corners; and
- c. Preferred ingress and egress course routing for landing sites.

Figure 1: TLS/ILS/MLS /GNSS Data Requirements

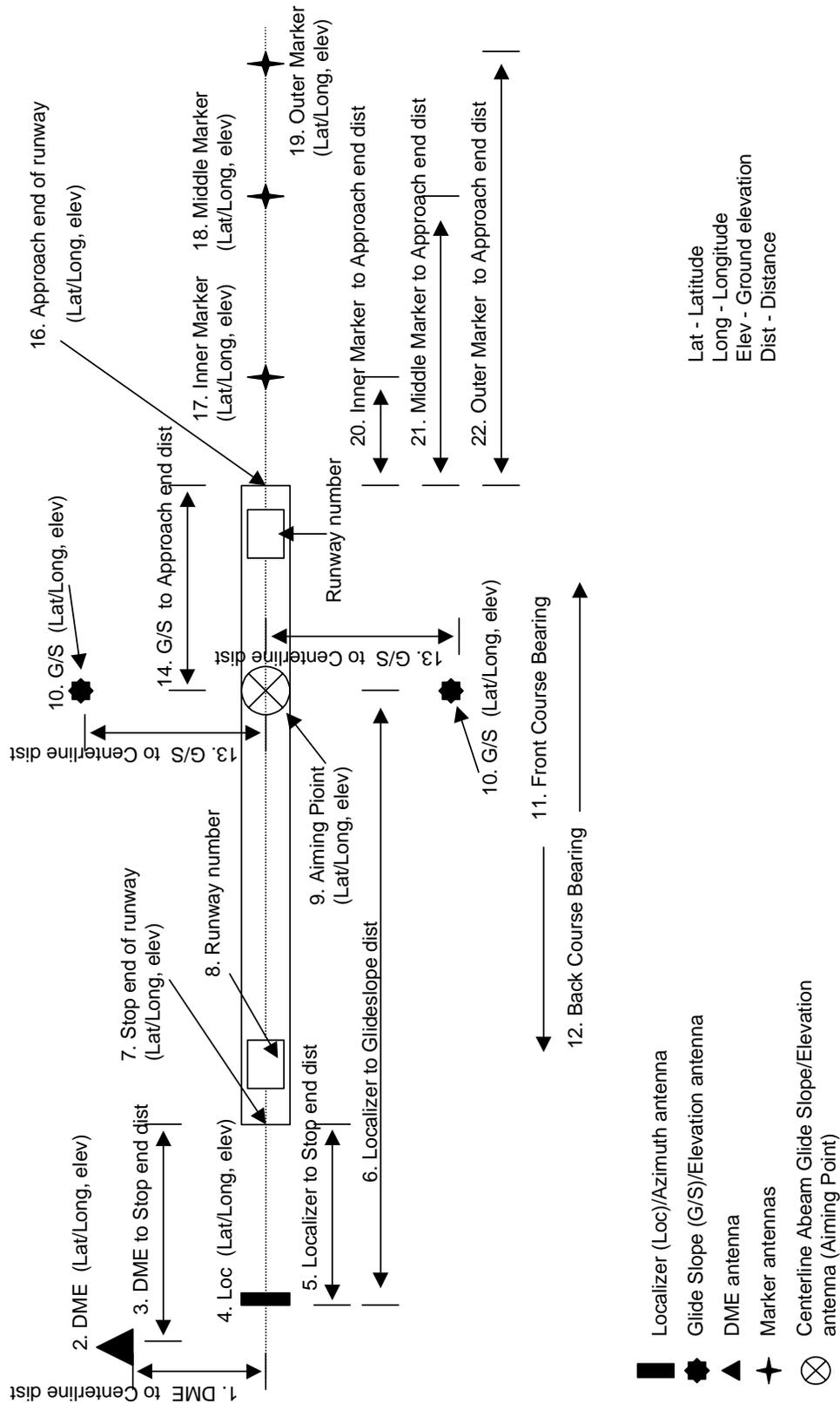


Figure 2: Heliport/Vertiport Data Requirements

