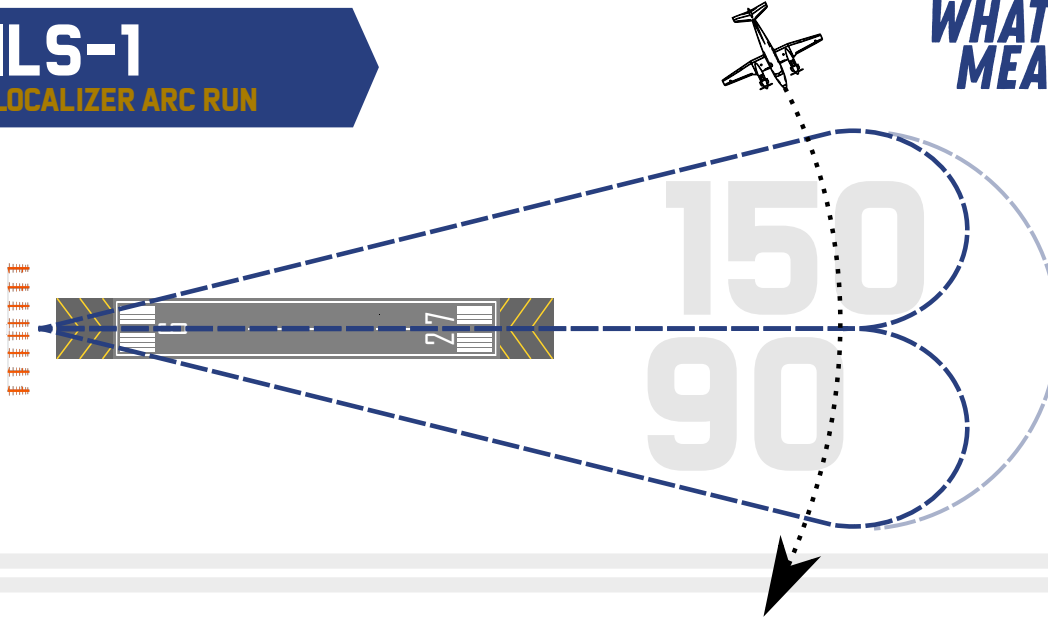


FLIGHT INSPECTION RUNS

ILS-1

LOCALIZER ARC RUN



WHAT'S MEASURED?



LOCALIZER

NORMAL COURSE WIDTH

INITIAL: $\pm 0.1^\circ$ OF COMMISSIONED WIDTH
 OPERATING: CAT I/II $\pm 17\%$ OF COMM'D WIDTH
 CAT III $\pm 10\%$ OF COMM'D WIDTH

WIDE ALARM

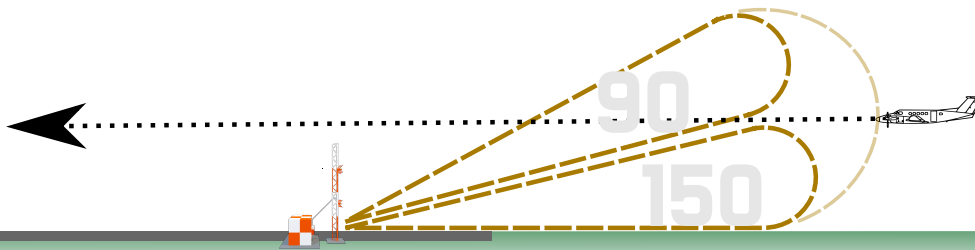
INITIAL: $\leq 14\%$ FROM COMM'D WIDTH
 OPERATING: $\leq 17\%$ FROM COMM'D WIDTH

LOW CLEARANCES

INITIAL: NORMAL $\geq 165\mu\text{A}$ / WIDE $\geq 150\mu\text{A}$
 OPERATING: NORMAL $\geq 150\mu\text{A}$ / WIDE $\geq 135\mu\text{A}$

ILS-2

GLIDE SLOPE LEVEL RUN



GLIDESLOPE

NORMAL PATH WIDTH (0.7°)

INITIAL: $0.65^\circ - 0.75^\circ$
 OPERATING: $0.5^\circ - 0.9^\circ$

WIDE ALARM

INITIAL: $0.75^\circ - 0.87^\circ$
 OPERATING: $\leq 0.9^\circ$

STRUCTURE BELOW PATH

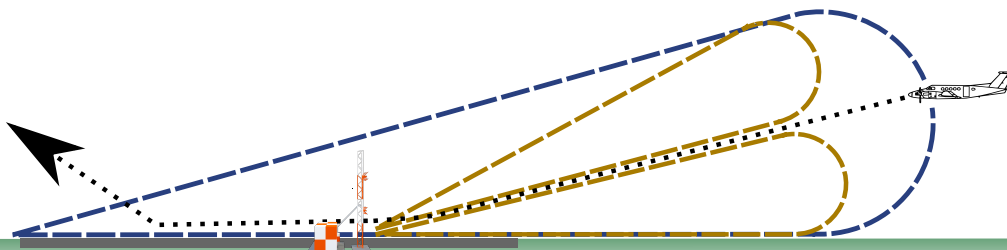
INITIAL: $190\mu\text{A}$ FLY UP OCCURRING AT $\geq 50\%$ OF COMM'D ANGLE
 OPERATING: $190\mu\text{A}$ FLY UP OCCURRING AT $\geq 30\%$ OF COMM'D ANGLE

SYMMETRY

INITIAL: CAT I 60-40%, CAT II/III 55-45%
 OPERATING: CAT I 67%-33%, CAT II/III 58-42%

ILS-3

ILS APPROACH RUN



LOCALIZER

COURSE ALIGNMENT

INITIAL: ALL CATEGORIES, $\leq 3\mu\text{A}$
 NOTE: INITIAL ALIGNMENT TOLERANCE REQUIRED FOR PERIODIC WITH MONITOR(S) FLIGHT INSPECTIONS
 ALIGNMENT REPORTED AS LEFT OR RIGHT
 μA LEFT = 150 Hz PREDOMINATES ON CENTERLINE
 μA RIGHT = 90 Hz PREDOMINATES ON CENTERLINE

GLIDESLOPE

PATH ANGLE ALIGNMENT

INITIAL: $\pm 0.05^\circ$ OF COMM'D ANGLE
 OPERATING: CAT I/II $\pm 10\%$ TO -7.5% OF COMM'D ANGLE, CAT III $\pm 4\%$ OF COMM'D ANGLE