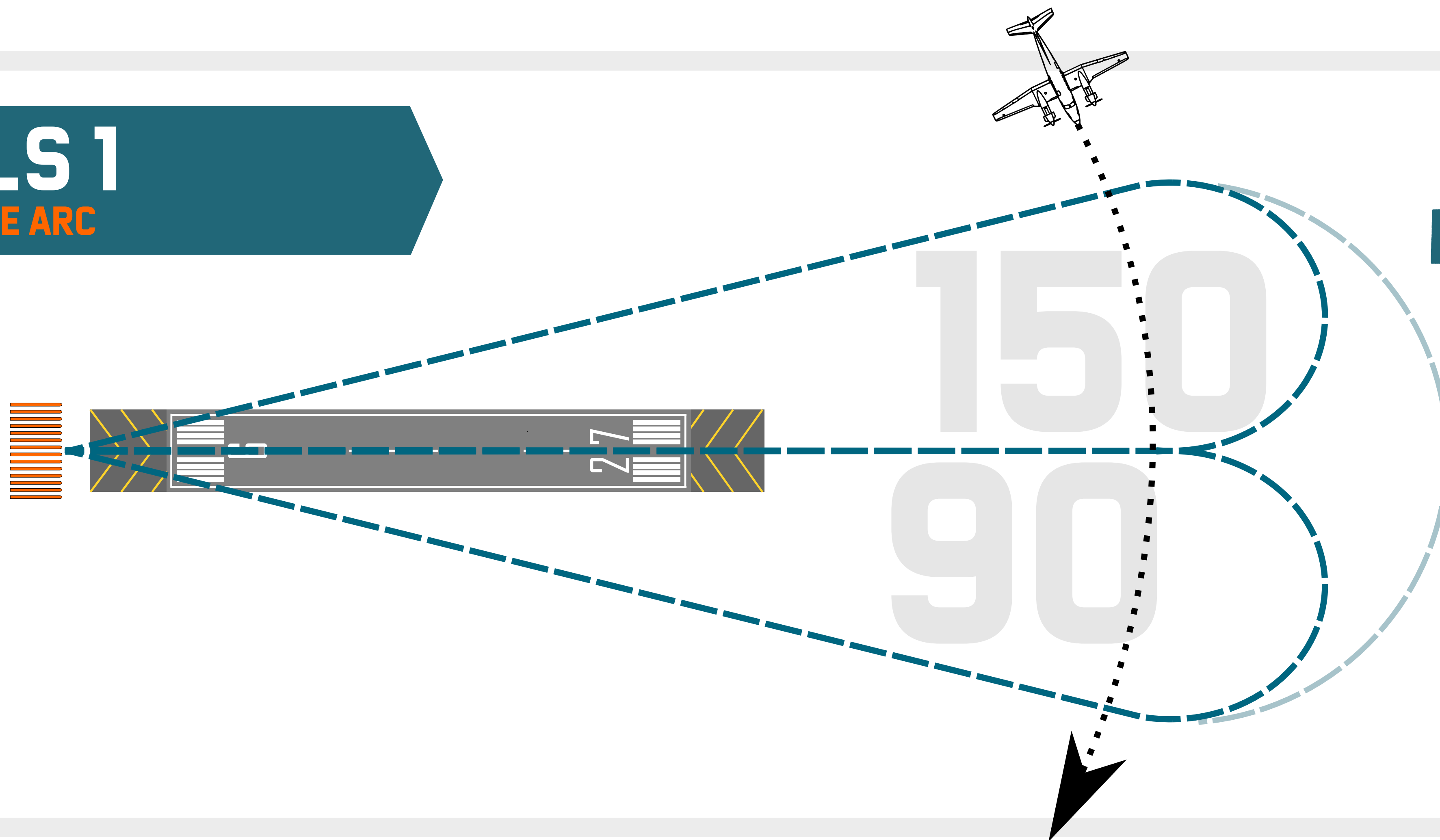


FLIGHT INSPECTION

POSITIONING RUNS

ILS 1

THE ARC



WHAT'S MEASURED?

LOCALIZER

COURSE WIDTH

INITIAL: ± 0.1 DEG OF COMM'D WIDTH
OPERATING: CAT I/II WITHIN 17% OF COMM'D WIDTH
CAT III WITHIN 10% OF COMM'D WIDTH

WIDE ALARM

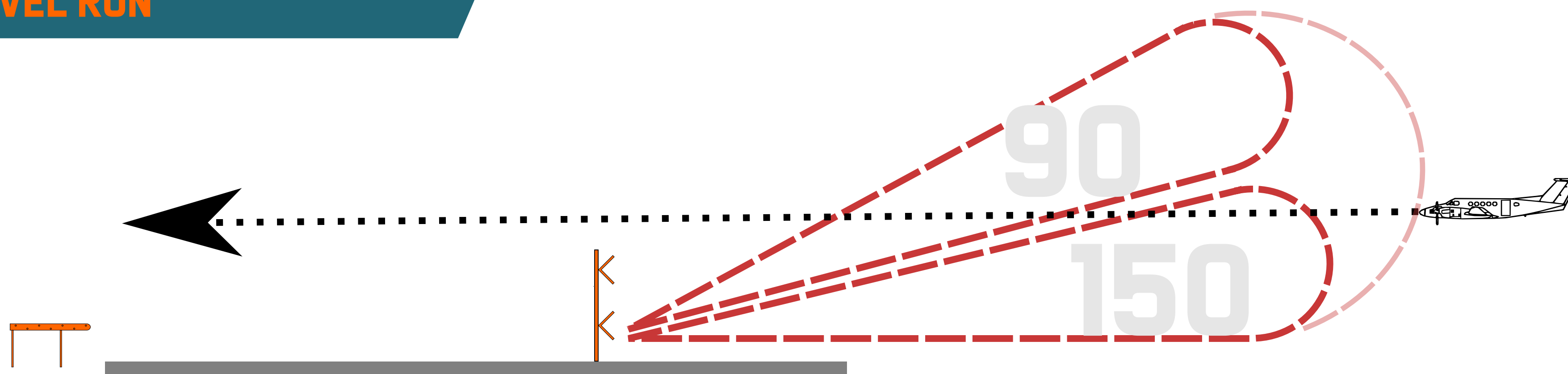
INITIAL: $\leq 14\%$ FROM COMM'D WIDTH
OPERATING: $\leq 17\%$ FROM COMM'D WIDTH

LOW CLEARANCES

INITIAL: NORMAL ≥ 165 UA / WIDE ALARM ≥ 150 UA
OPERATING: NORMAL ≥ 150 UA / WIDE ALARM ≥ 135 UA

ILS 2

LEVEL RUN



GLIDE SLOPE

WIDTH (0.7 DEGREES)

INITIAL: 0.65 - 0.75 DEGREES
OPERATING: 0.5 - 0.9 DEGREES

STRUCTURE BELOW PATH

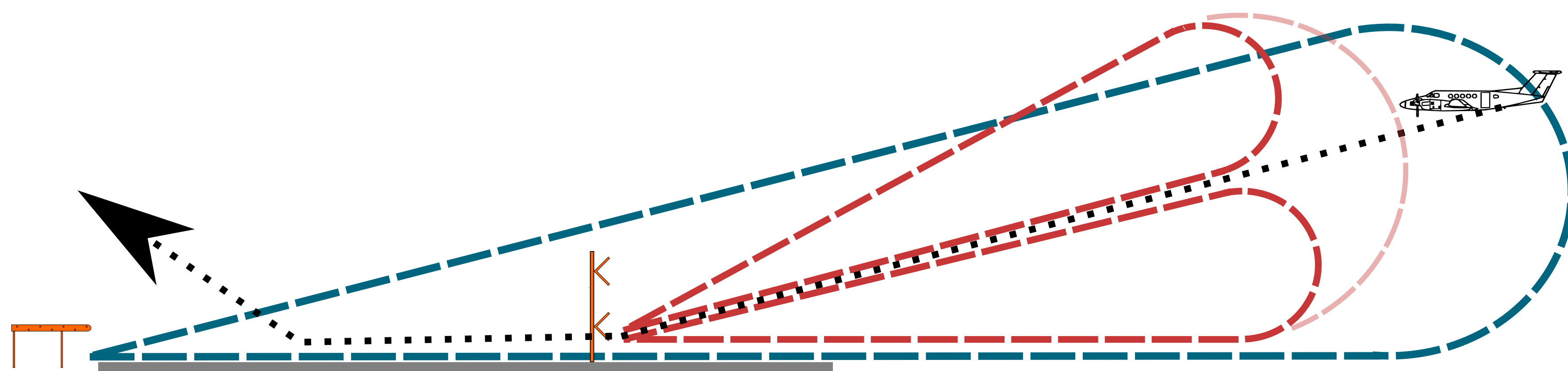
INITIAL: 190UA OF FLY UP - MUST OCCUR AT 50% OF COMMISSION ANGLE OR GREATER
OPERATING: 30% OF COMMISSION ANGLE OR GREATER

SYMMETRY

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

ILS 3

ON COURSE & GLIDE PATH



LOCALIZER

ALIGNMENT

INITIAL: ± 3 UA
OPERATING: CAT I ± 15 UA, CAT II ± 11 UA, CAT III ± 9 UA

NOTE: REPORTED AS LEFT OR RIGHT. LEFT ALIGNMENT INDICATES 150 HZ PREDOMINATES ON CENTERLINE. RIGHT ALIGNMENT INDICATES 90 HZ PREDOMINATES ON CENTERLINE.

GLIDE SLOPE ANGLE

INITIAL: ± 0.05 DEG OF COMM'D ANGLE

OPERATING: CAT I/II WITHIN $\pm 10\%$ TO $\pm 7.5\%$ OF COMM'D ANGLE, CAT III 4% OF COMM'D ANGLE