

# Why Flight Inspection ?

- ‘Radio Navigational Aids of the type covered by the specifications in Part 1, Chapter 3 of Annex 10 (ICAO) and available for use by aircraft engaged in international air traffic shall be the subject of periodic ground and flight tests’

# WHY FLIGHT INSPECTION

- **Flight Inspection** is one test to verify/prove that a NAVAid is conform to the requirements in ICAO Annex 10.
- **Flight Inspection** is an in-flight investigation or evaluation of the performance of a radio facility.
- **Flight Inspection** is the only possibility to check the performance of NAVAids at greater altitudes and far out in space.

# Def.s of Flight Inspections

- The various types of FI are carried out in different time intervals:
- Site Proving
- Commissioning, Categorization
- Routine
- Post Accident, Post Incident
- Special
- Engineering

# Flight Inspection Principle

- Measure the signals in space and compare with a precise position reference.
- Certain flight profiles / manouvres to measure the signals:

**ILS:** Approach, Orbit, Level Run

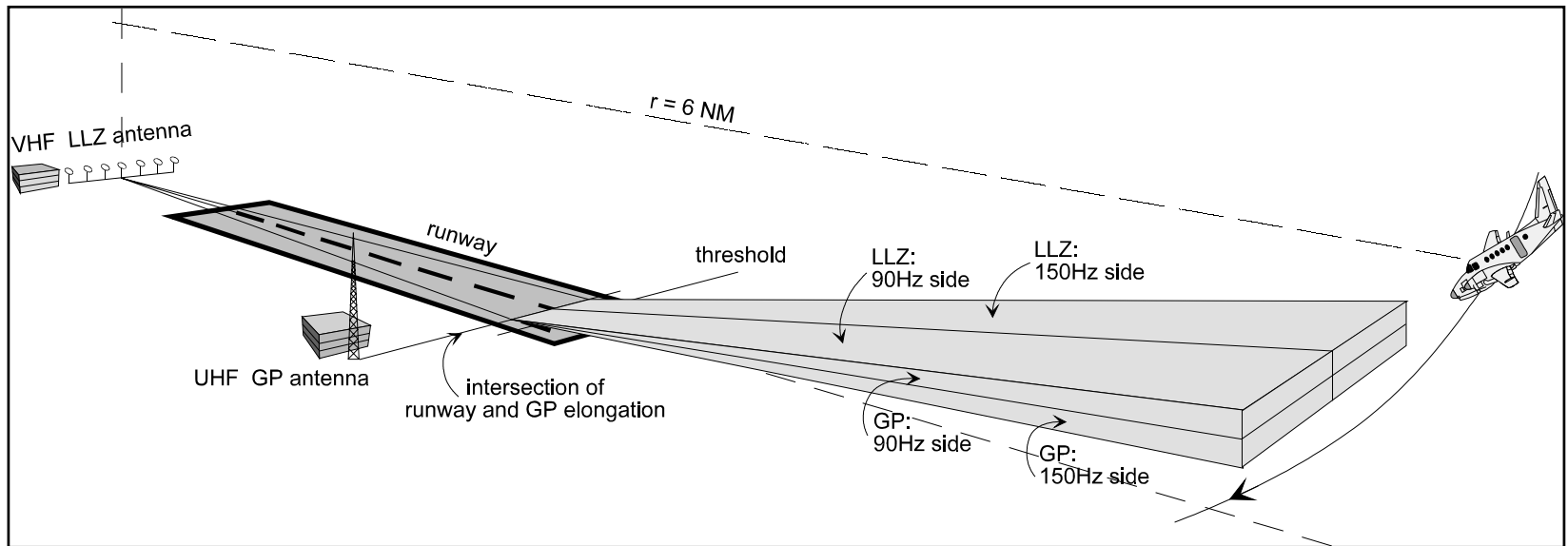
**VOR, NDB, DME:** Radials, Orbit, (Approaches)

- Make sure that flying is safe at all times (obstacle clearance !). Inform airport authorities and air-traffic control !

# Flight Profiles - ILS

## Flight Profile: Orbit

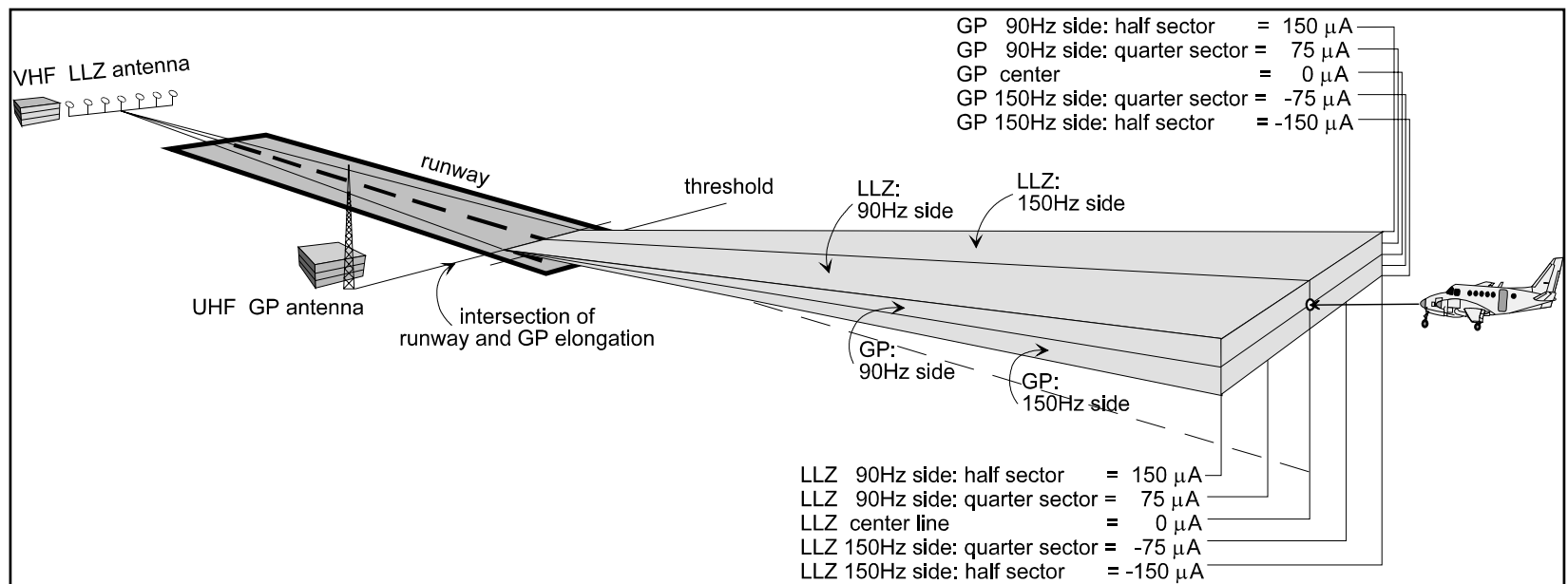
(LLZ, GP Coverage / LLZ Clearance + Displacement Sensitivity)



# Flight Profiles - ILS

## Flight Profile: Approach

### (LLZ, GP Alignment + Course Structure)



# Flight Profiles - ILS

## Flight Profile: Level Run / Slice (GP Displacement Sensitivity)

