

**法規名稱：**APPENDIX 2 TO ANNEX 9 TO MEMORANDUM OF AGREEMENT NAT-I-845 BETWEEN THE AMERICAN INSTITUTE IN TAIWAN AND THE TAIPEI ECONOMIC AND CULTURAL REPRESENTATIVE OFFICE IN THE UNITED STATES QUALITY CONTROL/QUALITY ASSURANCE QC/QA REVIEW SERVICES OF INSTRUMENT FLIGHT PROCEDURES

**簽訂日期：**民國 93 年 04 月 27 日

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#### ARTICLE I-PURPOSE

The American Institute in Taiwan (AIT), through its designated representative, the Federal Aviation Administration (FAA), may provide specialists to the Civil Aeronautics Administration (CAA), the designated representative of the Taipei Economic and Cultural Representative Office in the United States (TECRO), to perform Quality Control/Quality Assurance (QC/QA) review services.

#### ARTICLE II-DESCRIPTION OF SERVICES

A.AIT's designated representative, the FAA, may perform QC/QA review services for the following instrument flight procedures at Chiang Kai Shek (CKS) Airport, Taiwan, in order to perform flight inspection of the same:

##### 4 Arrivals

Billy 1 RNAV arrival

Bravo 1 RNAV arrival

Lavos 1 RNAV arrival

Sepia 1 RNAV arrival

##### 2 Departures

Ajent 2 RNAV Departure

Nepas 2 RNAV Departure

B.The QC/QA review services shall be performed by AIT's designa-

ted representative, the FAA, at the National Flight Procedures Offices (AVN-100) located at the Mike Monroney Aeronautical Center, in Oklahoma City, Oklahoma, USA and is estimated to require approximately 72 hours.

1. Upon the satisfactory completion of the QC/QA review, AIT's designated representative, the FAA, shall conduct a flight inspection pursuant to Annex 8 to the Agreement. No written report of the QC/QA review shall be provided.

2. In the event of an unsatisfactory QC/QA review of an instrument flight procedure, AIT's designated representative, the FAA, shall notify the CAA, the designated representative of TECRO, with an explanation of the discrepancies that must be corrected to meet flight inspection requirements. AIT's designated representative, the FAA, shall not conduct a flight inspection of the instrument flight procedure until the discrepancies are corrected by the CAA, the designated representative of TECRO.

C. Should additional services be required, the date, duration, and estimated cost of such services shall be agreed to by the parties in a written amendment to this Appendix or in a separate Appendix.

### ARTICLE III - TERMS AND CONDITIONS

AIT's designated representative, the FAA, requires QC/QA review services provided under this Appendix shall be subject to the following terms and conditions:

A. TECRO's designated representative, the CAA, shall provide the information and data described in Attachment 1 and all other information and data AIT's designated representative, the FAA, may request in support of the services provided under this Appendix or future Appendices. All information and data shall be provided in the English language, with TECRO's designated representative, the CAA, bearing the cost of any translation of the materials into English.

B. The instrument flight procedures submitted for the QC/QA review

ew services by AIT's designated representative, the FAA, shall conform to the U.S. Standard For Terminal Instrument Procedures (TERPs) and associated orders.

C.TECRO's designated representative, the CAA, shall be solely responsible for complying with any environmental requirements under the laws and regulations of Taiwan that are applicable to the instrument flight procedure services provided by AIT's designated representative, the FAA, under this Annex and its appendices.

D.TECRO's designated representative, the CAA, shall, at its own expense, be responsible for:

- 1.Taking all actions necessary to adopt the instrument flight procedures reviewed by AIT's designated representative, the FAA, under this Appendix and its appendices, including actions regulating the airspace affected by an instrument flight procedures;
- 2.Flight checking the instrument flight procedure before approving its operational use;
- 3.Providing notice through appropriate publications and other means to aircraft operators, airmen, the public, and, if required, to ICAO of the adoption of any instrument flight procedure reviewed by AIT's designated representative, the FAA, under this Appendix and future Appendices;
- 4.Providing any engineering, survey, or other assistance required to support the instrument flight procedures services by AIT's designated representative, the FAA; and
- 5.Publishing air navigation charts and other appropriate materials showing the instrument flight procedures adopted by the CAA.
- 6.The CAA, designated representative of TECRO, shall provide AIT's designated representative, the FAA, with a point of contact (POC) with authority to verify data or answer procedural questions.

#### ARTICLE IV - FINANCIAL PROVISIONS

- A.The estimated cost for 72 hours of QC/QA review services is seven thousand five hundred U.S. dollars (US \$7,500.00).
- B.AIT will require that TECRO, on behalf of its designated representative, the CAA, reimburse the FAA for all the costs incurred in providing the QC/QA review services under this appendix and an administrative overhead charge.
- C.All bills shall contain a reference to the Appendix number NAT-I-845-9-2 and billing number NB4529TW8 (which are the numbers assigned by AIT's designated representative, the FAA, to identify this Appendix and which shall be referred to in all related correspondence), and shall be supported with a summary of charges. All bills shall be forwarded by AIT to TECRO at the following address:

Taipei Economic and Cultural Representative Office  
4201 Wisconsin Avenue, N.W.  
Washington, D.C. 20016-2137

- D.Reimbursements shall be forwarded to AIT at the following address:
- American Institute in Taiwan  
ATTN: Deputy Managing Director  
1700 N. Moore Street, Suite 1700  
Arlington, VA 22209

#### ARTICLE V-ENTRY INTO FORCE AND TERMINATION

This Appendix shall enter into force on the date of the last signature and shall remain in force until the services described herein are completed, unless this Appendix is terminated in accordance with Article X of the Agreement.

#### ARTICLE VI-AUTHORITY

AIT and TECRO agree to the provisions of this Appendix as indicated by the signature of their duly authorized representatives.



AMERICAN INSTITUTE IN TAIWAN

TAIPEI ECONOMIC AND CULTURAL  
REPRESENTATIVE OFFICE IN THE  
UNITED STATES

BY: Barbara J. Schrage

BY: Michael Tsai

TITLE: Deputy Managing  
Director

TITLE: Deputy  
Representative

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DATE: 1/6/2004

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DATE: 4/27/2004

ATTACHMENT 1

TO

APPENDIX 2

TO

NAT-I-845-9

The following information is required by the CAA, the designated representative for TECRO, for the QC/QA review services of the instrument flight procedures identified in ARTICLE I.A. of Appendix 2 to NAT-I-845-9.

#### 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 QC/QA review 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 of 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 omni-directional 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 0) 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 (900) 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 compon-

- ent 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, for which the FAA will perform QC/QA review services, 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 0) 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
  - e.Runway aircraft category and wheel height group.