ATTACHMENT A
INFORMATION REQUIREMENTS
FOR ALL FAA SERVICES PROVIDED UNDER
AMENDED TECHNICAL IMPLEMENTING
ARRANGEMENT 1
TO ANNEX 8 TO MEMORANDUM OF
AGREEMENT NAT-I-845

附錄**A**
FAA依據NAT-I-845協議備忘錄第8號附約修正第1號技術執行協議
提供服務之資訊要求

TECRO agrees that at least four (4) weeks prior to AIT's designated representative, the FAA, providing any service under this Technical Implementing Arrangement to Annex 8 of Memorandum of Agreement, NAT-I-845, TECRO's designated representative, the CAA, shall provide the following records, information and data:

TECRO同意其指定代表—CAA，應於AIT之指定代表—FAA依據NAT-I-845協議備忘錄第8號附約之本技術執行協議，提供服務之前至少4週，提供下列紀錄、資訊及資料：

Section I -- Aeronautical Charts

第一部分 航圖

Provide detailed charts of the areas to be covered during the flight inspection. Charts to a scale of approximately 1:50,000 shall be provided for the immediate area around all navigation facilities to be inspected, and to a scale of approximately 1:250,000 and 1:500,000 to a radius of approximately 50 nautical miles.

提供涵蓋飛測區之詳細航行圖。緊鄰待測助導航設施地區比例尺約1:50,000，半徑約50浬範圍比例尺約1:250,000和 1:500,000。

Section II -- Navigational Aid Data

第二部份 助導航設施資料:

A. Using the format set forth in Figure I to this Attachment, for each instrument landing system (ILS), microwave landing system (MLS), transponder landing system (TLS), global navigation satellite system (GNSS) approach system, global positioning satellite (GPS) non-precision approach system, very high frequency omni-directional range (VOR) approach system, non-directional beacons (NDB) approach system, and any other terminal approach systems to be flight inspected, provide 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. 利用附錄A圖1之格式，對於待測之儀器降落系統（ILS）、微波降落系統（MLS）、迴波器降落系統（TLS）、全球導航衛星系統（GNSS）進場系統、全球定位衛星（GPS）非精確性進場系統、特高頻多向導航臺（VOR）進場系統、歸航臺（NDB）進場系統及其他終端進場系統，提供下列助導航設施精確度達1/100秒的WGS-84座標經緯度或同等資料：

1. The localizer/azimuth antenna;
2. The glideslope/elevation antenna;
3. The on airport DME antenna;
4. The marker beacon antennas;
5. The compass locator antennas; and
6. The GNSS data link antenna.

1. 左右定位臺天線
2. 滑降臺天線
3. 機場測距儀天線
4. 信標臺天線
5. 定位臺天線
6. GNSS資料連結(data link)天線

B. Using the format set forth in Figure 1 to this Attachment A, for each ILS, MLS, TLS, YOR, NDB, or any other terminal approach system to be flight inspected, provide the following navigational aid component data:

1. 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.

2. 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.

3. For all navigational aid component antermas 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 anterma to a point located at a ninety-degree (90°) angle from the runway threshold and stop end.

4. The mean sea level to the nearest foot at:

   a. The base of each ILS, MLS, TLS, YOR, or NDB anterma; and

   b. The point along the runway centerline at the aiming point.

5. The distance from the aiming point to the localizer anterma as measured along the runway centerline and extended runway centerline.

6. The magnetic compass heading from the front course runway threshold at the centerline to each navigational aid component antermas.

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

B. 利用附錄A圖1之格式，關於待測之ILS、MLS、TLS、VOR、NDB及其他終端進場系統，提供下列助導航設施資料：

1. 所有助導航設施的天線至跑道中心線或其延伸線的距離，即由跑道中心線延伸至與助導航設施成90度時所量測的距離。

2. 助導航設施位於跑道中心線或跑道中心線之延伸線時，其天線到進場和跑道終點的距離。

3. 助導航設施非位於跑道中心線或其延伸線上時，其天線沿著跑道中心線之平行線至與跑道起點及終點垂直90度點之間的距離。

4. 下列平均海平面之最接近英尺資料：

   a. ILS、MLS、TLS、VOR或NDB天線的基座；

   b. 跑道中心線之瞄準點（即滑降臺天線延伸線與跑道中心線之90度交叉點）。

5. 沿跑道中心線及其延伸線測量之瞄準點到左右定位臺天線之距離。

6. 由跑道頭中心線位置向前至每一個助導航設施天線之磁航向。

7. 每一個助導航設施之監視訊號來源、類別及監控時間。

8. The latitude and longitude coordinates to the nearest 1/100th of a second and in WGS84 or equivalent datum for the distance measuring equipment (DME) owned or operated by TECRO's designated representative, the CAA, and located within a 50 mile radius of the navigation aid being flight inspected.

8. TECRO之指定代表—CAA所有並使用，且位於待測助導航設施半徑5英里範圍內之測距儀，精確度達1/100秒的WGS-84座標經緯度或同等資料。

C. Provide the 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, to be inspected.

C. 提供所有待測之航路導航設施及輔助裝備，精確度達1/100秒的WGS-84座標經緯度或同等資料。

Section III -- Airport Data

第三部份 機場資料:

Using the format set forth in Figure I to this Attachment A, for each ILS, MLS, TLS,
VOR, NDB, GNSS, and GPS approach system, and any other terminal approach systems designed or developed, provide the following runway data:

利用附錄A圖1之格式，提供已設計發展之ILS、MLS、TLS、VOR、NDB、GNSS和GPS進場系統及其他終端進場系統之下列跑道資料：

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);

A. 下列精確度達1/100秒的WGS-84座標經緯度或同等資料：(a)中心線之跑道起點位置、(b) 中心線之跑道終點位置、(c)位移跑道頭位置、(d)滑降臺天線與跑道中心線90度交叉點（瞄準點）等。

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

B. 以最接近之英尺表示之跑道長度及任何位移距離。

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

C. 以最接近之1/100秒表示之跑道正、反向之磁方位。

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

D. 以最接近之英尺表示之跑道起點、終點和位移跑道頭位置之平均海平面。