

## Federal Aviation Administration, DOT

## § 171.103

who has not terminated that application under § 151.86(e) of this chapter.

(49 U.S.C. 1101-1120; sec. 307, 72 Stat. 749, 49 U.S.C. 1348)

[Amdt. 171-4, 33 FR 12545, Sept. 5, 1968]

### Subpart E—General

#### § 171.71 Materials incorporated by reference.

Copies of standards, recommended practices and documents incorporated by reference in this part are available for the use of interested persons at any FAA Regional Office and FAA Headquarters. An historical file of these materials is maintained at Headquarters, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20590.

[Amdt. 171-8, 36 FR 5584, Mar. 25, 1971]

#### § 171.73 Alternative forms of reports.

On a case-by-case basis, a Regional Administrator may accept any report in a format other than the FAA form required by this part if he is satisfied that the report contains all the information required on the FAA form and can be processed by FAA as conveniently as the FAA form.

(49 U.S.C. 1348)

[Amdt. 171-5, 34 FR 15245, Sept. 30, 1969, as amended by Amdt. 171-15, 54 FR 39296, Sept. 25, 1989]

#### § 171.75 Submission of requests.

(a) Requests for approval of facilities not having design and operational characteristics identical to those of facilities currently approved under this part, including requests for deviations from this part for such facilities, must be submitted to the Director, Advanced Systems Design Service.

(b) The following requests must be submitted to the Regional Administrator of the region in which the facility is located:

(1) Requests for approval of facilities that have design and operational characteristics identical to those of facilities currently approved under this part, including requests for deviations from this part for such facilities.

(2) Requests for deviations from this part for facilities currently approved under this part.

(3) Requests for modification of facilities currently approved under this part.

[Amdt. 171-7, 35 FR 12711, Aug. 11, 1970, as amended by Amdt. 171-15, 54 FR 39296, Sept. 25, 1989]

### Subpart F—Simplified Directional Facility (SDF)

SOURCE: Docket No. 10116, 35 FR 12711, Aug. 11, 1970, unless otherwise noted.

#### § 171.101 Scope.

This subpart sets forth minimum requirements for the approval and operation of non-Federal Simplified Directional Facilities (SDF) that are to be involved in the approval of instrument flight rules and air traffic control procedures related to those facilities.

#### § 171.103 Requests for IFR procedure.

(a) Each person who requests an IFR procedure based on an SDF that he owns must submit the following information with that request:

(1) A description of the facility and evidence that the equipment meets the performance requirements of § 171.109 and the standards and tolerances of § 171.111, and is installed in accordance with § 171.113.

(2) A proposed procedure for operating the facility.

(3) A proposed maintenance organization and a maintenance manual that meets the requirements of § 171.115.

(4) A statement of intent to meet the requirements of this subpart.

(5) A showing that the facility has an acceptable level of operational reliability as prescribed in § 171.111(k), and an acceptable standard of performance. Previous equivalent operational experience with a facility with identical design and operational characteristics will be considered in showing compliance with this paragraph.

(b) After the Federal Aviation Administration inspects and evaluates the facility, it advises the owner of the results and of any required changes in the facility or the maintenance manual or maintenance organization. The

owner must then correct the deficiencies, if any, and operate the facility for an in-service evaluation by the Federal Aviation Administration.

**§ 171.105 Minimum requirements for approval.**

(a) The following are the minimum requirements that must be met before the Federal Aviation Administration will approve an IFR procedure for a non-Federal Simplified Directional Facility:

(1) A suitable frequency channel must be available.

(2) The facility's performance, as determined by air and ground inspection, must meet the requirements of §§ 171.109 and 171.111.

(3) The installation of the equipment must meet the requirements of § 171.113.

(4) The owner must agree to operate and maintain the facility in accordance with § 171.115.

(5) The owner must agree to furnish periodic reports as set forth in § 171.117, and agree to allow the FAA to inspect the facility and its operation whenever necessary.

(6) The owner must assure the FAA that he will not withdraw the facility from service without the permission of the FAA.

(7) The owner must bear all costs of meeting the requirements of this section and of any flight or ground inspections made before the facility is commissioned, except that the FAA may bear certain of these costs subject to budgetary limitations and policy established by the Administrator.

(b) If the applicant for approval meets the requirements of paragraph (a) of this section, the FAA commissions the facility as a prerequisite to its approval for use in an IFR procedure. The approval is withdrawn at any time the facility does not continue to meet those requirements. In addition, the facility is licensed by the Federal Communications Commission. The Federal Aviation Administration recommends cancellation or nonrenewal of the Federal Communications Commission license whenever the frequency channel is needed for higher priority common system service.

**§ 171.107 Definition.**

As used in this subpart:

*SDF* (simplified directional facility) means a directional aid facility providing only lateral guidance (front or back course) for approach from a final approach fix.

*DDM* (difference in depth of modulation) means the percentage modulation depth of the larger signal minus the percentage modulation depth of the smaller signal, divided by 100.

*Angular displacement sensitivity* means the ratio of measured DDM to the corresponding angular displacement from the appropriate reference line.

*Back course sector* means the course sector on the opposite end of the runway from the front course sector.

*Course line* means the locus of points along the final approach course at which the DDM is zero.

*Course sector* means a sector in a horizontal plane containing the course line and limited by the loci of points nearest to the course line at which the DDM is 0.155.

*Displacement sensitivity* means the ratio of measured DDM to the corresponding lateral displacement from the appropriate reference line.

*Front course sector* means the course sector centered on the course line in the direction from the runway in which a normal final approach is made.

*Half course sector* means the sector in a horizontal plane containing the course line and limited by the loci of points nearest to the course line, at which the DDM is 0.0775.

*Point A* means a point on the front course in the approach direction a distance of 4 nautical miles from the threshold.

*Point A1* means a point on the front course in the approach direction a distance of 1 statute mile from the threshold.

*Point A2* means a point on the front course at the threshold.

*Reference datum* means a point at a specified height located vertically above the intersection of the course and the threshold.

*Missed approach point* means the point on the final approach course, not farther from the final approach fix