U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
8240.36M

Effective Date:
9/28/09

SUBJ: Flight Inspection Report Processing System (FIRPS)

This order provides policy, guidance, and distribution requirements for flight inspection reports and records when using the electronic Flight Inspection Report Processing System (FIRPS).

Flight inspection files (e.g., flight inspection reports, data sheets, oscillographic recordings, electronic media, photographs, correspondence) are federal records. Unless classified by specific authority, they are available, on request, to the public by the authority of the Freedom of Information Act, Title 5, United States Code, Section 552. The policy and legal requirements for records management are contained in other Federal Aviation Administration (FAA) orders.

Guidelines for record disposition are contained in FAA Order 1350.15, Records Organization, Transfer, and Destruction Standards.

/s/

Thomas C. Accardi
Director of Aviation System Standards

Distribution:
AJW-C/E/W/33/32; AFFSA; 1ASF

Initiated By: Air Traffic Technical Operations
Aviation System Standards
Flight Inspection Policy (AJW-331)

This Page Intentionally Left Blank

Table of Contents

Chapter 1. Introduction
1. Purpose of This Order 1
2. Audience 1
3. Where Can I Find This Order? 1
4. What This Order Cancels 1
5. Explanation of Policy Changes 1
6. Computer Generated Forms 3
7. Definitions, Acronyms, and Abbreviations 4
8. Information Currency 4
9 – 10 Reserved 4

Chapter 2. General Information
11. General Forms Completion 5
12. Common Report Data 7
13. Corrected Copies of Reports 11
14. Security Classification of Flight Inspection Reports 11
15. Distribution of Reports and Recordings 12
16 – 20 Reserved 14

Chapter 3. Required Report Remarks
21. Remarks Field 15
22 – 25 Reserved 18

Appendix 1. Flight Inspection Forms A1-1
Flight Inspection Report – Continuation Sheet, FAA Form 8240-1 ..... A1-3

Appendix 2. Flight Inspection Report – VOR, VOR/ DME, VORTAC, TACAN, VOT ... A2-1
FAA Form 8240-2 ..... A2-8

Appendices 3 - 4 (Reserved)

Appendix 5. Flight Inspection Report – Non-Directional Beacon,
Direction Finding, Visual Aids, Communications A5-1
FAA Form8240-5 ..... A5-5

Appendix 6. Flight Inspection Report – Precision Approach Radar ,
GPN-22/ TPN-25 Continuation Sheet, PAR TPN-22 Continuation Sheet A6-1
PAR, FAA Form 8240-6 ..... A6-5
PAR GPN-22/ TPN-25 Continuation Sheet A6-6
PAR TPN-22 Continuation Sheet A6-7

Table of Contents
continued

Appendix 7. Flight Inspection Report – ILS Worksheet and ILS Continuation Worksheet A7-1
ILS Worksheet, FAA Form 8240-7 ..... A7-5
ILS Continuation Worksheet, FAA Form 8240-7-1 ..... A7-6

Appendix 8. Flight Inspection Report – Instrument Landing System (ILS)..... A8-1
FAA Form 8240-8..... A8-11

Appendices 9 - 10 (Reserved)

Appendix 11. Flight Inspection Report – ILS/ MLS Maintenance Alert A11-1
FAA Form 8240-11..... A11-2

Appendix 12. Flight Inspection Report – Surveillance Radar A12-1
FAA Form 8240-12..... A12-5

Appendix 13. Flight Inspection Report – General Characteristics A13-1
FAA Form 8240-13..... A13-2

Appendix 14. Flight Inspection Report – After Accident Continuation Sheet A14-1
FAA Form 8240-14..... A14-4

Appendix 15. (Reserved)

Appendix 16. Flight Inspection Report – Microwave Landing System (MLS) and
MLS Commissioning Data Words..... A16-1
FAA Form 8240-16..... A16-5

Appendix 17. Flight Inspection Report – Area Navigation (RNAV) A17-1
FAA Form 8240-17..... A17-4

Appendices 18 - 19 (Reserved)

Appendix 20. Flight Inspection Report – AVNIS Data Change Submission A20-1
FAA Form 8240-20-1 ..... A20-4
FAA Form 8240-20-2 ..... A20-5

Appendix 21. Flight Inspection Report – Controlling Obstacle Evaluation..... A21-1
FAA Form 8240-21..... A21-2

Chapter 1. Introduction

1. Purpose of This Order. This order provides policy, guidance, and distribution requirements for flight inspection reports and records when using the electronic Flight Inspection Report Processing System (FIRPS).

2. Audience. The audience for this order is the Air Traffic Technical Operations, Eastern, Central and Western Service Areas; the Aeronautical Data Support Team, Flight Inspection Operations offices and crewmembers in Aviation System Standards; and special military addressees.

3. Where Can I Find This Order? Go to the Directives Management System (DMS) website: https://employees.faa.gov/tools_resources/orders_notices/ or to the AVN website: http://www.avn.faa.gov/index.asp?xml=fioo/faa8240orders

4. What This Order Cancels. This order cancels FAA Order 8240.36L, dated October 1, 2006. It also cancels the following Notices:

a. Notice 8200.100, FAA Order 8240.36L, Flight Inspection Report Processing System, dated October 1, 2006

b. Notice 8200.104, FAA Order 8240.36L, Flight Inspection Report Processing System (Chapters 2 and 3; Appendices 2, 6, 8, 14, and 17), dated September 5, 2007

c. Notice 8200.105, FAA Order 8240.36L, Flight Inspection Report Processing System (Chapter 2, Appendices 2 and 17), dated October 1, 2007

d. Notice 8200.110, Pen and Ink Change to Appendix 8 of FAA Order 8240.36L, Flight Inspection Report Processing System, dated July 25, 2008

e. Notice 8200.111, FAA Order 8240.36L, After Accident Report, dated March 20, 2009.

5. Explanation of Policy Changes

a. General. In the interest of efficient and effective employment of resources, a change to the flight inspection reports completion process will be implemented. This change will reduce the time and effort presently required for reports completion and processing.

b. Chapter 2:

(1) Paragraph 11a. Redefined report completion responsibility (added Mission Specialist) and eliminated reports completion requirements for inspections not requiring a report. The results of the flight inspection of the select facilities/ procedures must be documented IAW the Daily Flight Log (DFL). This, along with signing the Procedure Package paperwork, when applicable, will satisfy the reporting requirement.

(2) Paragraph 11m. Moved guidance that was located at Paragraph 15f to this location.

(3) Paragraph 12d(5). Added guidance for if a facility identifier is changed.

(4) Paragraph 12d(6). Removed the guidance. The information was provided for the Technical Services Sub-Team but is no longer required here. It has been included in FAA Order 8240.52, Aeronautical Data Management.

(5) Paragraph 12e, Table. Expanded owner code description for "State".

(6) Paragraph 12h. Deleted 4th sentence and added 5th sentence containing instructions for routes or stand-alone point-in-space fix.

(7) Paragraph 12i. The signatory responsibilities have been modified.. The pilot in command must review all reports and enter his /her crew number on the report.

(8) Paragraph 15b. After Accident (AA) Reports paragraph replaced.

(9) Paragraph 15f. Moved the guidance that was located here to Paragraph 11m.

c. Chapter 3:

(1) Paragraph 21g. Incorporated guidance issued by Notice N 8200.100, FAA Order 8240.36L, Flight Inspection Reporting Processing System.

(2) Paragraph 21l. Removed the guidance. The information was provided for the Technical Services Sub-Team (Data Management) but is no longer required.

(3) Paragraph 21p, second sentence. Changed the word "region" to "service area".

d. Appendix 1. Corrected Flight Inspection Report-VOR, VOR/ DME, VORTAC, TACAN ORBITAL data form number from "8240-4" to "8240-2".

e. Appendix 2:

(1) Paragraph e(5)c. VOT inspection authorization changed from Technical Services Sub-Team to Flight Inspection Policy.

(2) Added Paragraph e(6), Transmitter Changes when Conducting an alignment orbit.

(3) Paragraph g(10), second sentence. Removed requirement to report AFIS distance to the nearest mile and changed example.

f. Appendix 6. Paragraph 4a(2), last sentence. Deleted this sentence. We provide guidance at the beginning of the paragraph that this field is not filled out when inspecting a computer generated PAR.

g. Appendix 8:

(1) Paragraph 3r(2), second sentence. Corrected 2 paragraph references that were wrong.

(2) Paragraph 5c. Corrected typos.

(3) Paragraph 6a. Expanded instructions for ILS-1 Altitude reporting.

(4) Paragraph 7a. Expanded instructions for ILS-2 Altitude reporting.

(5) Paragraph 10c. Guidance for sideband reference glide slope reporting added.

(6) Paragraph 10g. Guidance for entering amount of attenuation added.

(7) Paragraph 10h. Guidance for entering amount of attenuation added.

h. Appendix 14:

(1) Paragraph 3, Special Report Review, replaced.

(2) Paragraph 5a(6), Aircraft Type & Number, replaced**.**

i. Appendix 17:

(1) Paragraph 1, first sentence was deleted. The requirements are explained in Chapter 2, General Forms Completion.

(2) Paragraph 1a. Changed 1st sentence to include instructions for reporting an approach. Changed 4th sentence for clarity regarding reporting instructions for stand-alone point-in-space fix.

(3) Paragraph 1b. Clarified reporting instructions for "Location".

(4) Paragraph 1d. Changed Control Number instructions to read, "leave blank".

(5) Paragraph 3b. Added stand-alone point-in-space fix reporting instructions..

(6) Paragraph 3l. Guidance for VNAV reporting clarified.

(7) Paragraph 5. Last sentence. Corrected typo.

(8) Paragraph 6a(1), 1st sentence. Added instructions for step down fix.

(9) Paragraph 6a(3). Added stand-alone point-in-space fix reporting instructions.

j. Appendix 20. Flight Inspection Report—AVNIS Data Change Submission, FAA Form 8240-20, added.

k. Appendix 21. First sentence deleted. The requirements are explained in Chapter 2, General Forms Completion.

6. Computer-Generated Forms. This paragraph provides information on the automation of the flight inspection forms.

a. Implementation. The automated system will expedite flight inspection reporting by reducing the number of errors from manual entries. The system also allows information to be auto-filled from sources such as the Daily Flight Log (DFL), itinerary, and AIRNAV database.

b. Use of Automated Forms. The software package will provide an automated method for completing flight inspection forms. The automated process allows each user to fill in forms, forward the report for crew review, quality control, and archive via system networks.

c. Equipment Requirements. Each user office must have access to the appropriate hardware/ software package. The required software, as well as a user's guide for the current form software package, may be obtained from the Information Technology Staff.

d. System Description. This electronic form processor has a visual interface and allows each user to work with forms using windows, pictures, and menus on a screen. The completed screen data and form may be printed on bond paper.

e. Some Features of the System. This program allows the user to:

(1) Bring a copy of the form into the work area on a screen.

(2) Tab or select particular fields on the forms with a mouse and type in required data.

(3) Automatically fill in areas on the form by the computer using many designated fields that contain relatively constant facility data.

(4) Fill in forms completely and accurately with many automatic checks and entries.

(5) Fill forms with information from central databases.

(6) Print forms efficiently.

f. Appendix 1, Flight Inspection Forms, contains a listing of forms used in reporting various facilities and types of inspections.

7. Definitions, Acronyms, and Abbreviations. (Refer to Order 8200.1, United States Standard Flight Inspection Manual.) This order contains instructions and guidance material. Directive verbs are used. In this order, the words:

a. **Must** in the second or third person means that an action is mandatory; "must not" means that an action is prohibited.

b. **Will** indicates it is understood that an action is to be taken. Do not use "will" when you mean "must."

c. **Should** means that an action is desirable but not mandatory or, "We would like you to do it, but you don't have to."

d. **May** means an action is permissive - or "If you want to, go ahead."

8. Information Currency. Comments regarding corrections, clarification, or suggested improvements regarding the content of this order should be forwarded to Flight Inspection Policy, AJW-331, on FAA Form 1320-19, Directive Feedback Information. If an interpretation is urgently needed, you may call the Flight Inspection Operations Group, 405-954-3766, during duty hours.

9 - 10. Reserved.

Chapter 2. General Information

11. General Forms Completion

a. Reports. The Flight Inspector or Mission Specialist is responsible for initiating reports for all flight inspections requiring a report.

b. Reporting Numeric Data. Unless otherwise stated, report numerical data to the following accuracy:

(1) Microamperes - To the nearest whole microampere.

(2) Altitude - To the nearest foot, mean sea level (MSL).

(3) Azimuth - To the nearest tenth of a degree.

(4) Percent - To the nearest tenth of a percent.

(5) Mileage - To the nearest tenth of a nautical mile.

(6) Angles - To the nearest hundredth of a degree.

(7) Widths - To the nearest hundredth of a degree.

(8) Latitude – Degrees, minutes, seconds, and hundredths of a second (north/south).

(9) Longitude – Degrees, minutes, seconds, and hundredths of a second (east/west).

> **Note:** In accordance with FAA Order 8200.1, United States Standard Flight Inspection Manual, Formulas, the following guidelines must be used in rounding off computations. Measurements and calculations should be carried to one decimal place more than that required for tolerance application. Then apply the following criteria to round off a measurement.

Numerals 1 to 5, round off to zero.

Numerals 6 to 9, round off to the next higher value.

Example: Glidepath Course Width: 0.755° = 0.75°

0.756° = 0.76°

Exception: If a measurement exceeds a tolerance, it must not be rounded off to an in tolerance condition.

Example: Glidepath Course Width - 0.903° is out of tolerance.

c. Primary and Supplementary Report Forms. The current software for automated form completion must be used. The forms may be filled out by hand only when an interim report is required. Use black ink for data entry.

d. Non-Applicable Portions of Report Forms. If any part of a report form does not apply to the facility inspected or the type inspection conducted, leave it blank. Automated forms have pages that are not always required to complete a report; pages not used when a report is completed may be deleted.

e. Type Inspection. Except for the special checks which meet periodic requirements, IAW Chapter 3, Paragraph 21n, report only one type of inspection per report form (i.e., if a periodic inspection is conducted on one component of a facility concurrently with a commissioning check of another component of the same facility, submit a separate report on each).

f. Facilities Supporting Other NAVAID(s). When a facility's primary purpose is to support a procedure on another NAVAID (e.g., NDB, V/ DME, etc.), the supporting facility must be reported on the "NAVAID(s)" report form, unless otherwise directed in the appropriate appendix.

g. Surveillance Inspection Discrepancies. To report discrepancies of services and airport conditions, use FAA Form 8240-13, Flight Inspection Report--General Characteristics. Report facility discrepancies found during a surveillance inspection on the appropriate facility report form (e.g., ILS, VOR, etc.).

h. Facility Performance. The report must reflect the facility "as left," unless specified otherwise by reporting instructions for a given facility type.

i. Satisfactory/ Unsatisfactory Report Entries. Unless otherwise stated in this order, enter "SAT" or “S” if satisfactory; enter "UNSAT" or “U” if unsatisfactory and refer to Chapter 3, Paragraph 21a.

j. AVNIS Data Change Submission. FAA Form 8240-20, AVNIS Data Change Submission, is provided within FIRPS. The completion requirements are identified in Appendix 20.

k. Precision Runway Monitor (PRM)/ Final Monitor Aid (FMA) Inspections. FAA Form 8240-5-4 is provided within FIRPS. The completion requirements are identified in FAA Order 8200.39.

l. Procedure Inspections. Report SID(s), STAR(s), and SIAP(s) on the form designated for the primary NAVAID of the procedure (e.g., an ASR approach is reported on FAA Form 8240-12, Surveillance Radar; a departure requiring interception of a radial is reported on FAA Form 8240-2, VOR, VOR/ DME, VORTAC, TACAN, VOT). Textual departure procedures not requiring the use of any NAVAID are reported on FAA Form 8240-13, General Characteristics. If procedural changes do not require recorded data, (e.g., MDA raised, controlling obstacle changed with no change in minima, or fixes within the FISSV) include the statement, “No electronic data required.”

m. Radio Frequency Interference Report. Results of Radio Frequency Interference (RFI) investigations will be included with the form designated for the type facility impacted by suspected interference.

12. Common Report Data. Any additional fields or exceptions to the following instructions are specified in the reporting instructions for each type facility. (Ident, date, and page number must be included on all pages of the flight inspection report.) Instructions for reporting common information are as follow:

a. Flight Inspection Report Header:

(1) Identifier (Ident) Field. Enter the facility IDENT listed on the itinerary or:

(a) If the procedure is to a point in space, not a designated airport, and if no ident is assigned, enter the airport identifier assigned by the National Flight Data Center (NFDC).

(b) For a stand-alone point-in-space fix, enter the ARTCC identifier without a "K" prefix (e.g., ZSE).

(c) For routes, enter route name, i.e., Q501, etc.

(d) For a Departure Procedure (DP) or Standard Terminal Arrival Route (STAR), enter the computer code listed on the itinerary.

Note: If the facility identifier is changed, refer to Chapter 3, Paragraph 21h.

(2) Owner Field. Enter the owner code listed on the itinerary.

(a) International. Facilities/ approaches/ procedures owned by the foreign government shown in the location field.

(b) Private. Facilities/ approaches/ procedures owned by non-governmental interests. For commissioning/ reconfiguration reports only, identify the specific owner (actual corporation or organization) in the "Remarks" section.

(c) State, County, or Municipality. Facilities/ approaches/ procedures owned by a domestic governmental interest other than the Federal Government. For commissioning/ reconfiguration reports only, identify the specific owner in the "Remarks" section.

(d) Other. Facilities owned by the Federal Government other than FAA, such as U.S. Trust Territory, NASA, U.S. State Department. Indicate in the "Remarks" section the actual owning interest.

Owner Code	Description
A	Air Force
B	Public
C	Coast Guard
E	FAA F&E Projects
F	FAA (Other than F&E(
H	International Public
I	International (Generic)
J	International Private
K	International Air Force
L	International Army
M	International Navy
N	Navy
O	Other (Specify in Remarks)
P	Private
R	Army
S	State
X	Public Special

Note: If facility ownership should change, refer to Chapter 3, Paragraph 21h.

(3) State. Enter the state code for facilities located in the United States. Click on the drop-down box and select the appropriate entry.

(4) Country. Click on the drop-down box and select the appropriate entry.

(5) Region Field. The region designator must be the authorized 3-letter code for the FAA region in which the reported facility/ approach/ procedure is located. For military-owned facilities and foreign governments, leave blank.

(6) Date(s) of Inspection Field. Record the UTC date(s) of flight inspection as follows:

(a) Inspection started and completed in one day: 2/1/88

(b) Inspection conducted over consecutive days: 1/12-15/89

(c) Inspection conducted over several nonconsecutive days: 8/6, 8, 10/89

(d) Combined inspections: 10/16, 19-21/89.

(7) Location Field. Facility location information will be obtained from the AVNIS Facility Data Sheet (do not enter airport name). For shipboard tactical air navigation (TACAN), enter the name of the ship and the hull number (e.g., USS Nimitz - CVN68). For point in space procedures, enter the location as identified on the PC form. For a route or a stand-alone point-in-space fix, leave blank. For DP(s), ODP(s), SID(s), or STAR(s) reported on FAA Forms 8240-13 (General Characteristics) or 8240-17 (RNAV), enter the location as specified on the AVNIS Facility Data Sheet, of the primary airport. For routes reported on FAA Form 8240-17 (RNAV), leave blank.

(8) Inspection Type. Click on the drop-down box and select the appropriate entry. An "I" prior to the code indicates an incomplete inspection.

Type Inspection	Code
Periodic	P
Commissioning	C
Site Evaluation	E
Special	S (c)

(a) Identify incomplete or partial inspections by clicking on the drop-down box and selecting the appropriate entry.

Note: Shipboard TACAN will always be a complete "Special" inspection. Select "S/ SBT".

(b) Surveillance (SURV) inspections must be considered complete.

(c) Special inspections, click on the drop-down box and select the appropriate entry. An "I" prior to the letter "S" indicates an incomplete inspection. The appropriate code that describes the type of special must follow the "S". Available codes are as follows:

After Accident	AA [(1)]
Air Traffic Control and Landing Systems (ATCALS) Evaluation	TE
Antenna Change	AC
Discrepancy Found (During Surveillance Check)	DF
Frequency Change	FX
Memorandum of Agreement	MA
Maintenance Request	MR
Mobile/ Tactical Flight Inspection	MT
On Site Request	OSR
Procedures Check	PROC
Reconfiguration	RF
Shipboard TACAN	SBT
User Complaint	UC
Remove and Replace Like Equipment	RR
Radio Frequency Interference	RFI
Other (Explain in Remarks)	OTHER

[(1)] Includes RADAR inspection involving a "near mid-air collision." See Order 8200.1, Chapter 14, Paragraph 14.12d.

b. Crew Information:

(1) Pilot-in-Command Crew Number Field. This field must contain the crew number of the pilot-in-command (PIC) of the mission (e.g., VN ###). The PIC crew number certifies the operational status of the facility and the degree to which the facility supports the approved instrument flight procedure(s) inspected. PIC entered crew number certifies the completeness and accuracy of all reported data.

When a flight inspection is accomplished over multiple dates with different flight inspectors in charge and the data obtained is combined on one report, this field must contain the crew number of the PIC during the final date of the check. Additional PIC crew numbers may be added to Remarks with corresponding flight inspection dates.

When a VOT is inspected using a portable ILS/ VOR receiver, the PIC crew number is required if there is a NOTAM issued as a result of the inspection. If a NOTAM is not issued, the PIC crew number is not required.

(2) Second-in-Command Crew Number. This field must contain the crew number of the second-in-command (SIC). When a flight inspection is accomplished over multiple dates and the data obtained is combined on one report, this field must contain the crew number of the SIC during the final date of the check.

When a VOT is inspected using a portable ILS/ VOR receiver, the SIC crew number is not required.

(3) Mission Specialist Crew Number. This field contains the crew number of the Mission Specialist and must be on all flight inspection reports unless his/ her participation is not required for the facility certification. In this case, enter "NA" in place of the crew number. The crew number of the Mission Specialist certifies the reported technical data is complete, accurate, and conforms to national standards and specifications.

(4) Additional Mission Specialist Crew Number. This field must contain the crew number of any additional Mission Specialist.

(5) Aircraft Number. Enter the aircraft registration number (e.g., N99).

(6) Flight Inspection Field Office (FIFO). Enter the assigned 3-letter code of the office of the PIC conducting the inspection. If the Army accomplished the inspection, enter “Army” in the field. For other non-FAA inspections, enter “Other” and explain in Remarks.

c. Facility Information:

(1) This block contains general information about facility type, components inspected, and inspection results. These fields are dynamic and will be completed according to instructions in the appropriate appendix.

(2) Facility Status/ SIAP(s) Verified. The appropriate facility status must be entered in accordance with Order 8200.1, Chapter 5, Facility Status and Classification. SIAP(s) Verified will be used to indicate flyability of procedure(s) developed on the inspected facility. (See Chapter 3, Paragraph 21g).

d. Notices to Airmen (NOTAM(s)). This block will contain verbatim NOTAM information issued as a result of the flight inspection. (See Chapter 3, Paragraph 21d)

e. Remarks. This block will be completed according to instructions in Chapter 3 of this order (Required Reports Remarks). Additional remarks may be located in the appropriate appendix.

f. Flight Inspection Data. Information entered on the appropriate form will include all data needed to meet checklist items for the type of inspection scheduled. When a Special is completed, the Remarks block will contain enough information to convey what was requested and how the requested requirements were met, including the final result of the inspection.

13. Corrected Copies of Reports. Any report may be edited at any time by the originator before the report has been moved to Archived (A) status. If a report is in "Records Review" (RR) or Specialist Review (SR) status, the Flight Inspection Records Team must be contacted to move the report to "Rejected" status, returning the report to the originator's pending list.

Amending an "Archived" report may be accomplished by locating the report in FIRPS using the "Select Action" menu "Amend Archived Report" option. This will generate a new Worklist Item with a special "Push Pin" icon and a "+" next to the "Pending" (P) status indicator. The first time a report is amended, "Report Amended #1", along with the date of the amendment, will appear in the top margin of the report. The number will increase by increment of 1 for each consecutive amendment.

After Accident (AA) reports, if amended, will be annotated as described above. When an "AA" report is amended, the Flight Inspection Records Team must be notified. The "AA" report with the latest amendment date is the final report to be forwarded to investigating authority. (See Paragraph 15c(5) for more "AA" information).

14. Security Classification of Flight Inspection Reports.

a. Guidance. The military organization requiring classification of flight inspection reports must provide classification guidance either by letter or message. The guidance will be maintained on file to justify the initial classification determination (DOD 5200.1-R, Department of Defense Information Security Program Regulation).

b. Classification Markings. Flight inspection reports containing classified information must be marked in accordance with FAA Order 1600.2, National Security Information. Markings will show the degree of classification; name and routing symbol of the FAA employee applying the classification; authority for classification (reference to the military element's letter or message); safeguarding instructions and/or exemption category. If an exemption category is provided, the date the report may be declassified will be provided (if it can be determined). Specific marking instructions can be obtained from the servicing FAA security office.

c. Control of Reports. Control, handling, storage, and transmission of classified flight inspection reports must be accomplished in accordance with FAA Order 1600.2.

d. Files. FIFO(s) must not maintain classified flight inspection facility report files. The Flight Inspection Records Team must contact the Civil Aviation Security Division, AMC-700, and obtain a security control number for all classified reports.

15. Distribution of Reports and Recordings.

a. General. Flight inspection reports must be sent to the Flight Inspection Records Team within 60 days after finishing the flight inspection. A report may include portions of an inspection (e.g., incomplete, periodic, or commissioning inspections).

All recordings will be forwarded to the Flight Inspection Records team within 15 days following assignment of "Awaiting Recording" status.

b. Recording Preparation for secure shipping to the Flight Inspection Records Team to be archived:

(1) The cover page of each recording should be annotated with the following information:

- Facility Identification and Type
- Date(s) of Inspection
- Type of Inspection, (e.g., C, S, P, PM, POA)
- Aircraft Tail Number
- Crew Member Numbers

This requirement may be satisfied by securely taping a copy (draft or final) of the first page of the flight inspection report to the outside of the recordings.

(2) Securely tape the recordings (all 4 sides), or for a large stack of recordings, an envelope may be used.

(3) A copy of the data sheet applicable to the inspection, all paperwork, and worksheets should be placed inside the folds of the recordings. When an FAA Form 8240-20 is required, a copy will be placed in the recording for archive.

(4) All packages must be shipped using boxes or fabric mailers. Padded envelopes must not be used. Shipping of recordings must be accomplished with a carrier allowing tracking of shipment.

(5) All packages must include a list of contents. As a minimum, include a list of facility ID(s), facility type, and the date of the inspection. The FIFO will retain a copy of the shipment list for their records and send a copy to the Flight Inspection Records Team via e-mail. This notification will be kept in suspense until the package arrives. The shipment notification message should be sent to the Flight Inspection Records Team at the following address: 9-AMC-AVN-Flight Inspection Reports/AMC/FAA.

Recording shipment should be made at least bi-weekly by the U.S. Postal Service or Federal Express. Ship the package to:

U.S. Postal Service	**Federal Express**
FAA/ MMAC/ AJW-335A	FAA/ MMAC/ AJW-335A
ARB, Room 117	ARB, Room 117
P.O. Box 25082	6500 S. MacArthur
Oklahoma City OK 73125	Oklahoma City OK 73169

c. Standard Distribution:

(1) FAA:

(a) Within the contiguous United States:

1 Service Area Office having jurisdiction over the facility inspected - one electronic copy.

2 Technical Operations having jurisdiction over the facilities inspected - one electronic copy.

(2) Military reports distribution for all Department of Defense (DOD) facilities will be e-mailed to the locations on file with the Flight Inspection Records Team (AJW-335A). The Flight Inspection Records Team will work with DOD locations for changes, corrections, and deletions of account information.

(3) International. Distribute reports to address provided by customer.

(4) General Characteristics Reports.

(a) When a General Characteristics Report is generated and is not a FIRPS pending list requirement**,** send an electronic copy to the Flight Inspection Records Team.

(b) The Flight Inspection Records Team must send an electronic copy to the appropriate military command for local distribution, an electronic copy to the Airport Authority responsible for the service, or any other entity as deemed appropriate.

(5) After Accident (AA) Reports. After-accident reports, including FAA Form 8240-14, Flight Inspection Report – After-Accident Continuation Sheet, must be completed and forwarded to the Flight Inspection Records Team within 3 days after completion of the flight inspection. Normal report completion procedures and local QC must be accomplished in the 3-day time frame. The Flight Inspection Records Team will mark the report "Specialist Review" (SR) in FIRPS, then notify Flight Inspection Policy an AA report is in SR status. Flight Inspection Policy will review and recommend changes when needed. If unsatisfactory, it will be returned to the originator for changes. The final report must be forwarded to the Flight Inspection Records Team within 7 days of completion of the inspection. The Flight Inspection Records Team must send the entire final AA Report, including FAA Form 8240-14 and the two (2) preceding periodic flight inspection reports, to the Technical Operations Service Area Flight Standards Accident Coordinator/ Investigator within 14 days of completion of the inspection. See Appendix 14 for review and completion requirements prior to the above distribution.

d. ILS/ MLS Maintenance Alert. Flight Inspection Central Operations (FICO) must send an electronic copy of the report to the Technical Operations Service Area engineer or military command. Send a copy to, to be retained with the recordings, to the Flight Inspection Records Team.

e. Private Facility or Procedure Reports. The Flight Inspection Records Team will send a copy of all private special use reports to the proponent specified in the memorandum of agreement.

f. Obstacle Evaluation Form. The Flight Inspection Records Team will send a copy to the National Flight Procedures Office.

g. Radio Frequency Interference Report. The Flight Inspection Records Team will send an electronic copy to the Spectrum Engineering Services Office.

16 - 20. Reserved

Chapter 3. Required Report Remarks

21. Remarks Field. Briefly note any additional information required to indicate ground-based facility performance or space-based procedural inadequacies.

For ground-based facilities, do not go into detail about the adjustments made to obtain final results unless the inspection was made especially to ascertain the effect of the adjustments or facility configurations (e.g., engineering projects).

a. Out-of-Tolerance Conditions.

(1) Identify and, if necessary, describe each out-of-tolerance or unsatisfactory condition found. Where there is no provision to identify out-of-tolerance facility/ approach/ procedure performance (e.g., FAA Form 8240-2, Field 7), place an asterisk next to the “as left” data. Place a corresponding asterisk in Remarks and describe the condition and/ or status (corrected/ uncorrected) of the condition.

(2) For military facilities, approaches, or procedures, include a statement that military personnel or units were briefed or advised and the date (e.g., tower/ maintenance briefed 4/26/89).

b. Facility, Approach, or Procedure Narrative. When narrative references are necessary to describe the facility/ approach/ procedure, factual statements of existing conditions must be used; do not attempt to determine causal relationships based on observations. For example:

(1) Observation (Permissible).

"The facility structure has deteriorated at 210°. Work was noted on a highway near the facility/ approach/ procedure in that sector."

(2) Unsubstantiated reference (Prohibited).

"The highway construction southwest of the facility/ approach/ procedure is causing deterioration of the course structure."

c. Site Evaluation, Commissioning, and Special Flight Inspection Reports. Remarks for these types of inspections must contain the special control number and/ or procedure number assigned by the FICO and sufficient detail to explain the extent of changes, modifications, and final results so they can be clearly understood by recipients of such reports. Additionally, for a maintenance request or on site request, include the reason for the inspection. This paragraph does not apply to shipboard TACAN inspections.

d. Notice to Airmen (NOTAM(s))/ Restrictions. Record NOTAM(s)/ Restrictions issued, revised, or cancelled as a result of the inspection. Reconfiguration flight inspections require revalidation of previous restriction(s) and, if necessary, issuance of new NOTAM(s)/ Restrictions as appropriate.

> **Note:** During a reconfiguration flight inspection, cancel all existing restrictions and re-issue as necessary using the "Reconfiguration Date".

Enter the NOTAM/ restriction as published (or as recommended for military facilities) and the date the NOTAM/ restriction information was forwarded to the FICO or appropriate organization. If the previous flight inspector issued the NOTAM or the facility, approach, or procedure restriction remains in effect and is not changed by the present inspection, enter, "NOTAM(s) (restriction) dated _____ remain in effect," in the Remarks section of NOTAM block. The Facility Status does not determine the requirement for this remark. However, once the NOTAM(s)/ restriction(s) information is included in the DOD Flight Information Publication, United States Government Flight Information Publication, or other appropriate publication, this remark is not required. The current NOTAM information as issued will be maintained in the AVNIS facility data.

e. Facility Status. If a facility/approach/procedure classification status is changed as a result of the flight inspection, enter appropriate remarks to identify the reason for the change along with a verbatim copy of the published NOTAM (see Paragraph 21d). Include who was notified and when.

f. Approach Lighting System. When commissioning/ reconfiguration of an approach lighting system, either in conjunction with a NAVAID approach or as a separate system, enter the type of lighting system inspected and its status (e.g., ALSF-1, touchdown zone, and centerline lighting checked "satisfactory" or "unsatisfactory") (see Appendix 5, Paragraphs 3f and 5b).

g. Standard Instrument Approach Procedures (SIAP(s)). A periodic SIAP inspection includes all the standard requirements as listed in Chapter 6 of FAA Order 8200.1, except at Operational Network (OPSNET) airports. The obstacle verification will be scheduled by runway end. If procedural changes do not require recorded data, (Example: MDA raised, controlling obstacle changed with no change in minima, or fixes within the FISSV) include the statement, "No electronic data required."

> **Note:** If required, report the SIAP information in the following order: Airport name, city, state, SIAP(s), and amendment number (e.g., Tulsa Int'l, Tulsa OK, VOR Rwy 23, Amdt 1).

If one of the following circumstance(s) is applicable to the inspection of a SIAP(s), report the results of the inspection appropriately:

(1) Periodic Evaluation. Enter the following in Block 5, Remarks: "SIAP/ SIAP(s) verified IAW Order 8200.1, Chapter 6" or use dedicated SIAP field when provided, entering "SAT" or "UNSAT".

> **Note:** SIAP(s) at OPSNET airports do not require an obstacle evaluation to complete a **periodic** inspection. Obstacle evaluation will be by scheduled inspection(s).

(2) New or amended SIAP(s). Report the SIAP information with the statement "SIAP verified IAW Order 8200.1, Chapter 6."

(3) SIAP not checked. During an evaluation when all SIAP(s) are required and all are NOT checked, select SAT/ Incomplete*". In Remarks, record the incomplete SIAP name with the statement, "SIAP not inspected."

(4) SIAP found unsatisfactory. During an evaluation when all SIAP(s) are required, a SIAP is found satisfactory and another SIAP is found unsatisfactory, select "SAT/ UNSAT*". In Remarks, record the name of the unsatisfactory SIAP(s) and describe the condition in detail.

(5) More than one SIAP is identified on a single page of the DOD Flight Information Publication or United States Government Flight Information Publication. SIAP verification, when accomplished, must be entered on the appropriate form (i.e., If the SIAP is a compound type, such as an ILS/ TACAN RWY 17, report the ILS part on an ILS form and the TACAN part on a TACAN form).

(6) After Accident Reports. If the information is contained on the after **accident continuation sheet, an entry in this field is not required.**

h. AVNIS Facility Data. If the facility Location, Identifier, Owner, and/or Equipment is changed, report the revised data on the first facility inspection report following the change. The Remarks block will have the old and the new facility information.

i. Expanded Service Volume (ESV). Include appropriate remarks regarding the status of the ESV check (i.e., if unsatisfactory, explain why). When establishing a fix, state whether the fix displacement area is SAT/ UNSAT. Indicate if the ESV check is an original request or a revalidation.

VOR/ TACAN: Whenever the ESV is established or revalidated, define the lower limits by facility component, azimuth (radial From) or beginning and ending azimuth on an arc distance and minimum reception altitude (MRA). (Example: VOR/ DME/ R-090/ 45.0 nm/ 16,000' Revalidation, SAT). There is no requirement to document on a report the requested upper limit of the ESV; however, if the upper limit is flown or specifically requested to be checked on FAA Form 6050-4, the altitude must be reported.

ILS: Both upper and lower limits are required for localizers and TLS. Azimuth is not required on ILS. (Example: ILS/ L/ 6,000' – 2,000'/ 28.0 nm ORIG SAT).

j. 75 MHz Marker Beacons that Support an Instrument Approach Procedure. The operation of 75 MHz markers must be documented on the report that certifies the primary NAVAID, (e.g., VOR, ILS, NDB).

(1) Commissioning, change of transmitters or antennas: enter all checklist items checked and their status (Example: "Satisfactory" or "Unsatisfactory"). If dual equipment is installed, document the minor axis width for both transmitters.

(2) Periodic type inspections. For non-ILS, enter a statement to indicate the marker was checked satisfactorily (Example: 75 MHz marker system(s) checked "satisfactory" or "unsatisfactory").

k. Weather Broadcast Information. On commissioning reports only, list all weather broadcast capabilities for each facility inspected.

l. Other. Enter all other remarks required by the appendixes in this order.

m. Special Checks Which Meet Periodic Requirements. When a special check meets periodic requirements, enter the remark, "Periodic requirements met." (Updating the periodic inspection following an after-accident inspection has to meet specific conditions—see Appendix 14, Paragraph 2c). If necessary, identify which transmitter was completed (Example: xmtr #1—periodic requirements met; xmtr #2—out of service).

n. Critical Area Interference Checks. When a Critical Area Interference Check is accomplished, enter the following, "The FAA does not consider this flight inspection as a valid check of interference caused by aircraft/vehicles in the ILS critical zone."

o. Structure Tolerance (95% Rule). Notify the FICO when the structure tolerance 95% rule is applied to a Category II/ III facility. The FICO must notify the applicable service area or military command engineering staff upon initial application of these criteria. Enter in Remarks "FICO notified 95% rule applied". (Ref Order 8200.1, Paragraph 15.21.)

p. Rho-Theta Magnetic Variation Change Inspection. Include remarks detailing the published facility restriction, receiver checkpoint, and ESV radial changes based on the MAGVAR change. For example, a published coverage restriction of 210 - 250° would be changed to 214 - 254° after a MAGVAR change from 2° West to 6° West. Submit the appropriate changes to the Aeronautical Data Support Team on FAA Form 8240-20.

q. Completion of an Inspection Previously Reported as Incomplete. Enter a statement indicating the check completes the inspection requirements of the report dated mm/dd/yy (Example: This completes the requirements for the inspection dated 02/11/02).

r. RFI Checks. Enter a narrative description of checks performed and results obtained. Provide physical description and latitude/ longitude of suspected interference source. For incomplete or unsuccessful checks, report bearings obtained, and aircraft location; provide any information that may aid another crew in locating the source.

s. 1800 RVR. For CAT I ILS facilities that fail to support a SIAP that allows 1800 RVR authorization with the use of Flight Director (FD) or Autopilot (AP) or Heads-up Display (HUD) to Decision Altitude (DA), include a statement in Remarks, "System does not meet the 1800 RVR requirements. NOTAM issued through FICO, and Flight Inspection Policy notified (date)".

22 - 25. Reserved.

Appendix 1. Flight Inspection Forms

The FAA flight inspection report forms contained in this order are intended to be computer generated. If this process is not available, local reproduction of the forms included in each appendix is authorized. Handwritten reports must be uploaded to FIRPS by creating a worklist item for archiving purposes.

FAA Form	Date	Title
8240-1	7/2005	Flight Inspection Report – Continuation Sheet

Note: Use this continuation sheet when additional space is required to document facility performance. Use the same heading information as in the primary report.

8240-2	10/2005	Flight Inspection Report – VOR, VOR/DME, VORTAC, TACAN, VOT
8240-2	10/2005	Flight Inspection Report – VOR, VOR/DME, VORTAC, TACAN, VOT – Radial Data
8240-2	7/2005	Flight Inspection Report - VOR, VOR/DME, VORTAC, TACAN ORBITAL Data
8240-5	7/2005	Flight Inspection Report – Non-Directional Beacon, Direction Finding, Visual Aids, Communications
8240-6	7/2005	Flight Inspection Report – Precision Approach Radar
8240-6	7/2005	Flight Inspection Report – Precision Approach Radar GPN-22 / TPN-25 Continuation Sheet
8240-6	7/2005	Flight Inspection Report – Precision Approach Radar TPN-22 Continuation Sheet
8240-7	7/2005	Flight Inspection Report - ILS Worksheet
8240-7-1	7/2005	Flight Inspection Report - ILS Continuation Worksheet
8240-8	7/2005	Flight Inspection Report – Instrument Landing System
8240-8	7/2005	Flight Inspection Report – Instrument Landing System Azimuth Part I
8240-8	7/2005	Flight Inspection Report – Instrument Landing System Azimuth Part II
8240-8	7/2005	Flight Inspection Report - Endfire Glide Slope Transverse Structure Plot

FAA Form	Date	Title
8240-11	7/2005	Flight Inspection Report – ILS/ MLS Maintenance Alert
8240-12	12/2005	Flight Inspection Report – Surveillance Radar
8240-13	10/2005	Flight Inspection Report – General Characteristics
8240-14	7/2005	Flight Inspection Report – After-Accident Continuation Sheet
8240-16	7/2005	Flight Inspection Report – Microwave Landing System
8240-16	7/2005	Flight Inspection Report – MLS Commissioning Data Words
8240-17	12/2005	Flight Inspection Report - RNAV
8240-20	12/2005	AVNIS Data Change Submission
8240-21	10/2005	Flight Inspection Report – Controlling Obstacle Evaluation

Flight Inspection Report—Continuation Sheet
FAA Form 8240-1

FLIGHT INSPECTION REPORT
CONTINUATION SHEET

5. REMARKS (cont'd)

FAA Form 8240-1 (v1.0 7-2005) Supersedes previous edition

This Page Intentionally Left Blank

Appendix 2. Flight Inspection Report--VOR, VOR/ DME, VORTAC, TACAN, VOT FAA Form 8240-2

FAA Form 8240-2 will be used to report recorded inspection data collected during all flight inspections. When an applicable facility is the primary guidance for a procedure, this form will be used to track procedure amendments.

1. Block 1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12.

2. Block 2 - Aircrew Information. Complete as shown in IAW Chapter 2, Paragraph 12.

3. Block 3 - Facility Information.

a. VOR, TACAN, DME Coverage, DME Accuracy, and VOT Fields. Click the appropriate drop-down box to identify all components of the facility being reported. When a VOT is inspected using a PIR, choose "Inspected/ PIR" from the drop-down box. For DME, also indicate the status of the inspection (i.e."SAT" or "UNSAT").

b. Voice, Standby Power, and Ident. When any of these items are inspected, click on the drop-down box and select the appropriate entry. Select the type of voice transmission from the drop-down menu and operation status.

c. Type Facility. Use the drop-down menu and select the appropriate entry to indicate the type facility.

d. Facility Status. Use the drop-down menu and select the appropriate entry. Status is determined according to Order 8200.1, Chapter 5.

e. SIAP(s) Verified. Complete IAW Chapter 3, Paragraph 21. Click the drop-down menu and select the appropriate entry.

4. Block 4 - NOTAM(s). Complete as shown in Chapter 3, Paragraph 21.

5. Block 5 - Remarks. Complete IAW Chapter 3. Additionally, after commissioning or reestablishing a receiver checkpoint, describe it in this field. Include the airport name and state (if on an airport), altitude at which check is made (airborne checkpoints), azimuth in degrees magnetic, the distance in miles and the checkpoint description (e.g., Ground Checkpoint: University of IL-Willard, IL, 332°, 0.9nm, on runup pad Rwy 14; Airborne Checkpoint: 2,000', 175°, 8.0 nm, over grain elevator at Pesotum; VOT reference point: Approach end of Runway 35R). Notify the Aeronautical Information Specialist, via FAA Form 8240-20 (fill out form IAW the Aeronautical Data Management Order) of the establishment or cancellation of receiver Checkpoints.

a. Radial Alignment. Report when radial alignment is authorized by Flight Inspection Policy in lieu of an alignment orbit.

b. VOT. When commissioning a VOT, indicate the identification feature (dots or steady tone).

c. USAF VOR(s). For USAF VOR(s), enter the modulation values found on at least one radial or arc segment flown during the inspection. These values must be reported in the following format: modulations/ radial flown or arc/ start - stop radials/ distance(s) to the nearest mile/ MSL altitude divided by 100. Radial example: AM=30.8, FM=16.4, 9960=29.5/312/16-12/37. Orbital example: AM=30.9, FM=15.8, 9960=32.1/312 cw 349/40/25.

d. Reference Alignment. Indicate the date Maintenance was notified of ARR/ orbit reference alignment establishment/ re-establishment, IAW Order 8200.1, Chapter 11.

e. Transmitter Changes When Conducting an Alignment Orbit. Include the following remark, "Transmitter changes were accomplished during the alignment orbit IAW Order 8200.1, Paragraph 11.20f(1)(c), beginning with transmitter ___."

f. VOT Inspected Using a Portable ILS/ VOR Receiver.

(1) Record the PIR detected course deviation, modulation levels, and signal strength.

(2) Record the model, serial number, and calibration date of the PIR.

(3) Add the following statement, "Aviation System Standards Flight Inspection Policy Team authorized VOT flight inspection via PIR."

(4) Do not add any data in Field 7C (Radial Data) of FAA Form 8240-2-2.

(5) Place an asterisk in the "Aircraft Number" field.

6. Block 6 - Flight Inspection Data. For a periodic with orbit inspection, report the orbital data in 6A. Do not enter a date in the "Ref Date" field for periodic data. Completion of both 6A and 6B is required when the reference radial and mean orbital alignment are established/ re-established. This block should also be completed when there is a need to permanently change flight profiles (e.g., direction, distance and /or altitude). The Data Specialist will transfer data from the flight inspection report to the AVNIS data sheet whenever there is a date entered in the "Date Established" field.

Enter the azimuth monitor evaluation results when accomplished.

When out of tolerance condition(s) are found during an orbit, Block 8, Orbital Data, must be reported.

a. Orbital Data. Enter the mean alignment (e.g., + 0.2). Enter the maximum negative and the maximum positive alignment error (include the sign). FIRPS will automatically calculate and enter the "spread".

Enter the orbit direction (CW or CCW) under the DIR field.

Enter the altitude divided by 100 in this block when the altitude is the same during the entire orbit. If altitude changes were required during the orbit, annotate in Block 5 - Remarks indicating the different altitude(s) divided by 100 and the radial where the altitude change occurred (e.g., Altitude changed on alignment orbit 50/ 015-090, 60/ 091-135, etc.).

Enter the distance the alignment orbit was flown to the nearest tenth of a mile. If the distance changed during the alignment orbit, annotate in Block 5-Remarks indicating the distance changes and the radials where the distance change occurred (e.g., distance changed on alignment orbit 9.0/ 015-090, 8.5/ 091-135, etc).

REF DATE: Enter the date when a reference orbit is accomplished (month, day, and year; 01/04/05).

b. Reference Radial/ Monitor. Select “VOR” or “VOT”. This field requires no ARR data unless a new reference is accomplished or a monitor check is conducted. The ARR data will normally be in the Block 7 Radial Data block of the report.

(1) Reference Radial. For AFIS, enter the azimuth, the segment distance (to the nearest mile), and the altitude flown divided by 100 (Example: 270/ 20-15/ 45). When a Checkpoint is used, enter the azimuth and distance of the reference Checkpoint and the altitude flown divided by 100 (Example: 265.5/ 18.3/ 45).

For VOT, enter the azimuth 360°/ from (Example: 360/ from).

(2) Checkpoint. For VOR monitors evaluated airborne, enter the location as detailed above for the Reference Radial. If monitors are checked where the Reference Radial/ Checkpoint was evaluated, enter "Same." If the monitors are established on the ground, enter the azimuth, distance, and the term "Gnd" (Example: 041.1/6.7/Gnd). Describe the airport location in the Remarks field (carrying forward the airport location on subsequent reports is optional).

For VOT monitors, enter "VRP" if VOT Reference Point is used for monitor evaluation. If the “VRP” is not used, enter an * and describe, in Remarks, the Checkpoint location where the evaluation was accomplished.

(3) TX, Alignment, Alarm +, Alarm -. Use the appropriate fields to report the results of the Reference Radial/ monitors.

(a) “TX”. Enter the transmitter evaluated. If a facility has two tranmitters and both are checked, enter the transmitter number as in the example for Dual Transmitters.

(b) Enter the “normal condition” alignment error determined at the Reference Radial/ Checkpoint, or ARR if AFIS is used, in the Reference Radial “Alignment” column.

(c) When monitors are checked, enter the amount of shift. “Alarm +” is clockwise, AFIS code "R" and “Alarm -“ is counterclockwise, (AFIS code L) in the Checkpoint columns. The amount of shift must be referenced to the “normal condition” alignment error measured at the location the monitors are checked. The Checkpoint “Alignment” column will be left blank. See Examples 1 and 2.

Example 1. Single Transmitter

	TX	ALIGNMENT	ALARM +	ALARM -
Reference Radial 265.5/ 18.3/ 45	1	-0.4		
Checkpoint Same	1		0.9	0.9

Example 2. Dual Transmitter

	TX	ALIGNMENT	ALARM +	ALARM -
Reference Radial 270/ 20-15/ 45	1/ 2	-0.4/ -0.5		
Checkpoint 042.0/ 6.7 nm/ GND	1/ 2		0.9/ 0.8	0.8/ 0.7

(4) Date Established. Enter the month, day, and year that the reference radial alignment was established/ re-established for each facility/ component checked. When an inspection is conducted over multiple dates, do not enter a date until the check is complete. The date entered will be the final date (completion) of the inspection. (Example: Dates entered in Field 1 are: 10/18, 11/12-14, 11/21/94; the date to be entered in "Date Established" is: 11/21/94). When conducting monitor checks, leave the“Date Established” blank unless accomplished concurrently with the establishment of the Reference Radial/ Alignment Orbit.

7. Block 7 - Radial Data

a. Service Designation. Use the drop-down menu and select the appropriate facility.

b. Radial Use. Use the drop-down menu (see table below) for radial use selection. “ESV” or other abbreviations may be used if explained in the “Remarks” portion of the report. This field may be left blank.

Standard examples are as follow:

ARR	Automated Flight Inspection System (AFIS) Reference Radial
Ref	Reference Radial
V16	Airway
GCP	Ground Receiver Checkpoint
ACP	Airborne Receiver Checkpoint
Apch	Approach
IApch	Initial Approach
MApch	Missed Approach
Hold	Holding Pattern
J180	Jet Route
Dir	Direct Route
RNAV	Area Navigation (RNAV) Procedures
Null	Null Radial
5DEG	Offset (Special Check) of VOR APCH
FEDR	Feeder
INTX	Radial Used to Support a Fix or Intersection
STAR	Standard Terminal Arrival Route
SID	Standard Instrument Departure
COV	Coverage Radial
DP	Departure Procedure

c. Azimuth. Enter the magnetic azimuth from the facility (in whole degrees). For RNAV procedures, enter the procedure start/ stop azimuth in tenths of degrees (Example: 120.6 - 060.5). VOT azimuth is entered as "360/ from."

d. Transmitter (s). Identify the transmitter checked. If transmitters were alternated during one check, enter the transmitter with the greatest alignment error first, (Example: 2/ 1 with TX 2 having the greatest error).

e. MSL Altitude. Enter the altitude divided by 100 (e.g., "20" for 2,000 feet, "7.2" for 720 feet). If altitude changes occurred, enter the highest and lowest altitudes in the order checked (e.g., 20/ 7.2). Leave blank when reporting ground Checkpoints.

f. Distance From/ To. Show the starting point (From) and the termination point (To) in nautical miles from the facility.

g. Roughness/ Scalloping. For in tolerance parameters, enter the maximum amplitude to the nearest tenth of a degree and indicate the distance from the station (Example: 2.2/ 16.0).

For Out-of-tolerance (OT) parameters, enter the amplitude and distance closest to the facility. When reporting OT roughness/ scalloping that meets acceptable aggregate criteria, report the worst case of roughness/ scalloping, the mileage where it occurred, and place an asterisk in the reporting field, e.g., *5.0°/ 25.5. In the Remarks block, place a corresponding asterisk and state "Order 8200.1, Paragraph 11.60a (VOR) or 11.60b (TACAN) applied." If OT occurs multiple times on one radial in separate segments, enter each additional segment in the Remarks block.

For RNAV procedures, report maximum roughness/ scalloping and azimuth (Example: 1.5/ 010).

h. Bends/ CMA and Bends. For in tolerance parameters, enter the maximum Bend and Bend/ CMA amplitude to nearest tenth of a degree. Indicate the direction of the bend as “+” or “-“ value, and the distance from the facility where it occurs (Example: + 1.2/ 15.6).

For Out-of-tolerance (OT) paramenters, enter the OT amplitutde and distance closest to the facility. (See above subparagraph when entering multiple OT conditions.)

i. Polarization. Enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in Remarks.

j. Alignment Error. Enter the alignment error, as a "+" or "-" value, and the distance from the facility at which it occurs.

If AFIS average alignment is reported, indicate the alignment and the start-stop distance from the facility thoughout the entire area that was sampled (Example: + 0.5/ 10.2-65.5).

Visual references used in evaluating radial alignment to runway thresholds or airport environments will be reported as “SAT” (Satisfactory) or “UNSAT” (Unsatisfactory).

When an RNAV procedure is evaluated using AFIS orbital techniques, enter the average orbit alignment error and start-stop radials of measured arc.

k. Modulations. Enter "SAT" for satisfactory or "UNSAT" for unsatisfactory. For USAF VOR facilities, enter all modulation values in “Remarks”.

l. Transmitter Difference. Enter the difference of course alignment between transmitters, to the nearest tenth of a degree.

m. Signal Strength. For VOR signal strength in microvolts, enter the actual value. For OT levels, enter value with asterix (Example: "4*"). In Remarks, enter the distance OT occurred. Signal strength exceeding 300 μV may be reported as 300+.

Report TACAN signal strength as Satisfactory "SAT". For Unsatisfactory TACAN signal strength, enter "UNSAT*" and the distance nearest the facility it occurred (Example: UNSAT*/ 25). Enter Remarks "*Maintenance Briefed and date of briefing".

n. Interference. Enter "SAT" if no interference is observed; enter "UNSAT*" if interference occurs and document the area of interference in the Remarks Block.

8. Block 8 - Orbital Data

a. Block 8A, Transmitter Number (No). Select the appropriate transmitter for VOR and the appropriate transponder for TACAN.

b. Block 8B, DME Distance Unlock. Select the check box when there are unlocks and list the azimuth at which they occur (Example: 012-023, 350-001) in Block 8B.

c. Block 8C, TACAN Azimuth Unlock. Select the check box when there are unlocks and list the azimuth from the facility for the area where unlocks occur (Example: 012-023, 350-001).

d. Block 8D, Area of interference. Select the check box when there is an area of interference observed to have a detrimental effect on the usability of the facility. List the azimuth from the facility for the area the interference is observed (Example: 012-023, 350-001).

e. Block 8E, VOR Azimuth exceeds 2.5°. When radial displacement exceeds ± 2.5°, enter the maximum course displacement and azimuth of occurrence in the appropriate block. Each block represents a 10° segment of the orbit. In the "00" block, an entry of azimuth misalignment from 000 - 009 may be recorded (Example: 2.6/ 006) and in the "10"block, azimuth misalignment from 010 - 019 may be recorded (Example: 2.8/ 017).

f. Block 8F, TACAN Azimuth exceeds 2.5°. When a radial displacement exceeds ±2.5º, enter the maximum course displacement and azimuth of occurrence in the appropriate field. Each field represents a 10° segment of the orbit. In the "00" field, an entry of azimuth misalignment from 000 - 009 may be recorded (Example: 2.6/ 006) and in the "10" field, azimuth misalignment from 010 - 019º may be recorded (Example: 2.8/ 017).

g. Block 8G, VOR Coverage – Signal Strength. (Document levels below -93 dbm or 5 μV.) If the VOR signal strength drops below -93 dbm or 5 μV, enter the lowest value in the appropriate field. Each field represents a 10º segment of the orbit. In the "00" field, SS below 5 μV between radials 000 – 009 may be recorded (Example: 3/ 006) and in the "10" field, SS below 5 μV between radials 010 - 019º may be recorded (Example: 4/ 017).

h. Block 8H, TACAN Coverage-Signal Strength (at which Azimuth or Distance Unlock Occurs). When TACAN or DME (U.S. Navy shipboard TACAN) signal strength drops to a level which causes Azimuth or DME unlock, enter in the appropriate field following the example in Paragraph 8g above.

Flight Inspection Report--VOR, VOR/ DME, VORTAC, TACAN, VOT
FAA Form 8240-2

FLIGHT INSPECTION REPORT
VOR, VOR/DME, VORTAC, TACAN, VOT

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO

ACM	FIFO

3. FACILITY INFORMATION

VOR	
TACAN	
VOT	
DME COV.	
DME ACC.	

VOICE		
STANDBY POWER		
IDENT		
FACILITY TYPE		

FACILITY STATUS	
SIAP(s) VERIFIED	

4. NOTAMs

5. REMARKS

6. FLIGHT INSPECTION DATA

A. ORBITAL DATA

	MEAN	MAX +	MAX -	SPREAD	DIR	ALT	DIST	REF DATE
TX 1								
TX 2								
TP 1								
TP 2								

B. REFERENCE RADIAL/MONITORS

O VOR O VOT		TX	ALIGN	ALARM +	ALARM -	DATE ESTABLISHED
REFERENCE RADIAL						
CHECK POINT						
TAC		**TP**	**ALIGN**	**ALARM +**	**ALARM -**	**DATE ESTABLISHED**
REFERENCE RADIAL						
CHECK POINT						

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-2 (v1.0 10-2005) Supersedes previous edition

PAGE 1 OF 2

7. VOR, VOR/DME, VORTAC, TACAN, VOT - RADIAL DATA

Service Designation					
Radial Use					
Azimuth					
Transmitter(s)					
MSL Altitude					
Distance From					
Distance To					
Roughness/Scalloping					
Bend/CMA					
Bends					
Polarization					
Alignment Error					
Modulations					
Transmitter Diff.					
Signal Strength					
Interference					
Service Designation					
Radial Use					
Azimuth					
Transmitter(s)					
MSL Altitude					
Distance From					
Distance To					
Roughness/Scalloping					
Bend/CMA					
Bends					
Polarization					
Alignment Error					
Modulations					
Transmitter Diff.					
Signal Strength					
Interference					
Service Designation					
Radial Use					
Azimuth					
Transmitter(s)					
MSL Altitude					
Distance From					
Distance To					
Roughness/Scalloping					
Bend/CMA					
Bends					
Polarization					
Alignment Error					
Modulations					
Transmitter Diff.					
Signal Strength					
Interference					

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-2 (v1.0 10-2005) Supersedes previous edition

PAGE 2 OF 2

8. VOR, VOR/DME, VORTAC, TACAN, VOT - ORBITAL DATA

A. TRANSMITTER NO

- (•) TRANSMITTER 1
- ( ) TRANSMITTER 2
- ( ) TRANSPONDER 1
- ( ) TRANSPONDER 2

B. DME DISTANCE UNLOCK

[ ]

C. TACAN AZIMUTH UNLOCK

[ ]

D. AREA OF INTERFERENCE

[ ]

E. VOR AZIMUTH EXCEEDS 2.5 DEGREES

F. TAC AZIMUTH EXCEEDS 2.5 DEGREES

G. VOR COVERAGE SIGNAL STRENGTH (DOCUMENT LEVELS BELOW -93dbm OR 5 uV)

H. TACAN COVERAGE - SIGNAL STRENGTH (AT WHICH AZIMUTH OR DISTANCE UNLOCK OCCURS)

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-2 (v1.0 7-2005) Formerly 8240-4

Appendices 3 – 4

(Reserved)

This Page Intentionally Left Blank

Appendix 5. Flight Inspection Report— Nondirectional Beacon, Direction Finding, Visual Aids, Communications FAA Form 8240-5

FAA Form 8240-5 will be used to report all commissioning, periodic, special inspections, and after accidents of the aids listed on the form. All bearings will be reported as "FROM" the facility unless there is a specific need to report them as "TO" the facility.

Non-directional beacon (NDB) as a Compass Locator will be reported on FAA Form 8240-8 as part of the ILS inspection or when an associated NDB inspection impacts the ILS procedure. Two (2) reports will be required when NDB and ILS are separate inspections on an itinerary. (Example: An NDB has an approach and supports an ILS: one report is required when the periodic is conducted on the NDB approach only.)

Lights that do not support lower minima (e.g., Low Intensity Runway Light (LIRL), Medium Intensity Runway Light (MIRL), Precision Approach Path Indicator (PAPI), Visual Approach Slope Indicator (VASI), Runway End Indentifier Light (REIL)) and are not associated with Standard Instrument Approach Procedure (SIAP) will be reported on this form. Lights are used for lower minima on an approach (SIAP and should be reported on the associated facility form. (Example: Touchdown Zone (TDZ), Runway Centerline Lights (RCL), High Intensity Runway Light (HIRL) supporting Category I approach minima will be reported on the form associated with the SIAP.)

1. Block 1 – Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12. Exceptions:

a. Identifier (Ident)

(1) Instrument Flight Rules (IFR), airport night evaluations, and general airport lighting (i.e., taxiway lighting): use AVNIS airport identifier.

(3) CONUS visual aids: enter the AVNIS runway identifier. Runway lighting systems (HIRL(s), (MIRL(s), centerline lights, etc.) may require two reports, one report for each end of the same runway (Example: KSNA 19R and KSNA 01L).

(4) International visual aids, including runway lighting systems: enter the AVNIS runway identifier.

(5) Charted Visual Flight Procedures (CVFP(s)): enter the AVNIS airport identifier. Multiple procedures to the same airport may be reported on one report form.

(6) Communications: enter the AVNIS identifier for the facility being checked (Example: KSLC, ZLA)."

b. Location. Complete IAW Chapter 2, Paragraph 12, and include the NDB name in parenthesis if different than the NDB location name. For charted visual flight procedures (CVFP(s)), enter the location listed in the SIAP information.

2. Block 2 - Crew Information – Complete IAW Chapter 2, Paragraph 12.

3. Block 3 - Facility Information. Indicate facility/ component inspected status or as left condition, as appropriate. Use the drop-down menu to select the appropriate entry for the following:

a. Direction Finding

b. Communications

c. Visual aids

d. NDB

e. NDB/ DME

f. Facility Status. Complete IAW Chapter 2, Paragraph 12m. Apply Visual Aids status on restricted facilities only. Runway and approach lighting systems should not be classified with any type of restriction unless a hazard to safety exists. For Communications inspections, leave blank.

g. SIAP(s) Verified

4. Block 4 - NOTAM(s). Complete IAW Chapter 3, Paragraph 21d. If the NDB is associated with an ILS, the restrictions must be added to the ILS AVNIS data sheet.

5. Block 5 - Remarks. Complete IAW Chapter 3.

a. NDB(s). When routes are flown, enter the route name (if assigned), bearing, altitude, and distance flown (Example: B9 030/ 2800/ 45.0). When the NDB is also used as a compass locator associated with an ILS system, enter the ILS identification on commissioning reports only (e.g., compass locator/ LOM/ LMM associated with RGR ILS).

b. Visual Aids. Indicate if the inspection is a night evaluation and which lighting system was inspected. If the visual aid supports an ILS procedure, enter the ILS identification on commissioning reports only (e.g., approach lighting system (ALS) supports RGR ILS).

6. Block 6 - Flight Inspection Data

a. NDB. Complete Items 4 – 10 using the drop-down menu to select the appropriate entry. An Unsatisfactory condition requires an explanation in Remarks.

(1) Radio Class Code. Enter the applicable code as it appears on the AVNIS data sheet. Identify UHF facilities by adding "UHF." If inspecting the DME only of an NDB/ DME, leave blank.

(2) Frequency. Enter the frequency of the NDB.

(3) DME Channel. DME channel, when applicable.

.

(4) Identification

(5) Coverage

(6) Station Passage

(7) Interference

(8) Oscillations

(9) Standby Equipment

(10) Voice. UNSAT must be entered if one or more voice capabilities is OT.

(11) Bearing Accuracy. Required for UHF homing beacons. For other facilities, this field may be left blank.

(12) Standby Power

b. Direction Finding. Any unsatisfactory conditions identified on the report will be explained in Remarks.

(1) Station Passage. Select appropriate entry from drop-down menu. If not required, leave blank.

(2) Standby Power. Select appropriate entry from drop-down menu. If not checked, leave blank.

(3) Checkpoint. For AFIS, leave blank. For manual, describe checkpoints in Remarks.

(4) Aircraft Altitude. Enter the aircraft's altitude over the checkpoint, divided by 100 (e.g., "50" for 5,000 ft).

(5) Aircraft Distance. Enter the distance of the aircraft from the antenna to the nearest mile.

(6) Bearing/ Aircraft. Enter the aircraft's magnetic azimuth, to the nearest degree from the direction finding (DF) antenna.

(7) Bearing/ DF. Enter the bearing, to the nearest degree, issued by the controller.

(8) Bearing/ Error. Enter the difference between the aircraft azimuth and the bearing issued by the controller to the nearest whole degree (e.g., aircraft azimuth 331°, issued bearing 333°, the error is -2°).

(9) Frequency Used. Enter the frequency used to obtain the DF bearing.

Note: Whenever an alignment orbit is flown, it may require several pages of DF checkpoints to satisfy the requirements of a complete orbit.

c. Visual Aids. Multiple lighting systems for one airport may be reported on one form; however all items in this field must be common to all runways listed on one report. If these provisions cannot be met, complete separate forms.

Note: Complete Items 4 – 11 using the drop-down menu to select the appropriate entry. An Unsatisfactory condition requires an explanation in Remarks.

(1) Facility Inspected. Select the appropriate box/ boxes to indicate the light system(s) inspected. If the visual system inspected is not listed, use the "Other*" box and describe in Remarks. Lighting system will be described in detail in the Remarks section. (Example: "ALS" box checked, Remarks: "ALSF-2, HIRL, REILS commissioned SAT".)

(2) Runway(s) Served. Enter the designator(s) to the runways served by the lighting system(s) being reported.

(3) Glide Slope Angle

(a) Enter the commissioned angle and the angle determined during the inspection (Example: 3.00°/ 2.95°).

(b) When the commissioned angle is unknown and/or the angle is not determined during the inspection, enter an asterisk in the "glide slope angle" block (e.g., */ *) and explain in "Remarks".

(c) Use the drop-down menu and select the appropriate entry.

(d) For PAPI(s) systems, report individual box angles in Remarks. (Example: For a 2-box system, enter: Box 1 = 3.25°, Box 2 = 2.75°. For a 4-box system, enter only the angles of Box 2 and Box 3).

(4) Intensity

(5) Angular Coverage

(6) Sequence Flashers

(7) Obstacle Clearance (VGSI)

(8) Focus and Adjustment

(9) Coincidence (PAR/ ILS/ MLS)

(10) Runway Lights

(11) Radio Control System

d. Communications. Select the appropriate box/ boxes to indicate the communication service inspected. If the communication service inspected is not listed, use the "Other*" box and describe in Remarks.

The "Other*" box must be checked in cases where Pilot-to-Forecaster (P/R) or Combined Station Tower (CS/ T) was checked. Several frequencies may be listed on one line when all the results checked in the fields to the right are common to all frequencies listed. Indicate status by using the drop-down menu to select the appropriate entry.

Flight Inspection Report—NDB, DF, Visual Aids, Communications
FAA Form 8240-5

FLIGHT INSPECTION REPORT
NONDIRECTIONAL BEACON, DIRECTION FINDINDING, VISUAL AIDS, COMMUNICATIONS

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO

ACM	FIFO

3. FACILITY INFORMATION

DIRECTION FINDING		NDB		FACILITY STATUS	
COMMUNICATIONS		NDB/DME		SIAP(s) VERIFIED	
VISUAL AIDS					

4. NOTAMs

5. REMARKS

6. FLIGHT INSPECTION DATA

A. NONDIRECTIONAL BEACON

RADIO CLASS CODE		IDENTIFICATION		INTERFERENCE		VOICE	
FREQUENCY		COVERAGE		OSCILLATIONS		BRG ACCURACY	
DME CHANNEL		STA PASSAGE		STANDBY EQUIP.		STANDBY POWER	

B. DIRECTION FINDING STATION PASSAGE STANDBY POWER

CHECKPOINT	AIRCRAFT ALTITUDE	AIRCRAFT DISTANCE	BEARING			FREQUENCY USED
			AIRCRAFT	DF	ERROR	

C. VISUAL AIDS FACILITY INSPECTED ☐ ALS ☐ REIL ☐ VASI ☐ PAPI ☐ OTHER* ☐

RUNWAY(S) SERVED		INTENSITY		SEQUENCE FLASHERS		FOCUS AND ADJUST.		RUNWAY LIGHTS	
G.S. ANGLE		ANGULAR COVERAGE		OBST. CLEAR. (VGSI)		COINC. (PAR/ILS/MLS)		RADIO CTRL SYST.	

D. COMMUNICATIONS

APPROACH CONTROL ☐ FSS ☐ TOWER ☐ CENTER ☐ OTHER* ☐ P/F ☐ CS/T ☐

FREQUENCY USED	PRIMARY	SECONDARY	VOICE QUALITY	COVERAGE	STANDBY POWER

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-5 (v1.0 7-2005) Supersedes previous edition

This Page Intentionally Left Blank

Appendix 6. Flight Inspection Report--Precision Approach Radar, GPN-22/ TPN-25 Continuation Sheet, TPN-22 Continuation Sheet FAA Form 8240-6

Complete one FAA Form 8240-6, Precision Approach Radar, per runway identifier. When necessary, complete the appropriate PAR Continuation Sheet.

1. Block 1. Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12. Exceptions:

a. Identifier (Ident). Enter the ident listed in AVNIS for the specific runway. Report only one runway identifer per report.

b. Runway. Enter the applicable runway designator

2. Block 2. Crew Information – Complete IAW Chapter 2, Paragraph 12.

3. Block 3. Facility Information. Indicate facility/ component inspected status or as left condition as appropriate. Use the drop-down menu to select the appropriate entry for the following fields:

a. Controller Performance

b. ILS/ MLS/ VGSI Coincidence

c. Standby Equipment

d. Standby Power

e. Lighting System(s)

f. Frequencies Used. List the frequencies inspected in the appropriate block. If additional space is needed, enter in Remarks.

g. Facility Status. Complete IAW Chapter 2, Paragraph 12m.

h. Published Angle. Enter the "Published Angle" commissioned angle.

i. Published Alternate Angle. Enter the published alternate angle if one is approved.

j. Equipment Type. Enter the type of equipment inspected (Example: MPN-14K, GPN-22, or TPN-19).

4. Block 4. Generic PAR Approach Run Configurations. Do not enter data in this field when using a PAR Continuation Sheet for other than generic PAR(s).

a. Run: Cursor designation.

b. Moving Target Indicator (MTI). Select the appropriate box to indicate if the MTI feature was used during the approach.

c. Polarization. Select the appropriate box to indicate the type of polarization used during the approach for circular polarization (CP)/ Rain or linear polarization (LP)/ Clear).

d. Desired TX Configuration

e. Transmitter Inspected. From the drop-down menu, select the appropriate entry.

f. Angle (Actual Angle). Enter the measured PAR angle for each transmitter that was checked. If the "Actual Angle" was not determined, leave blank.

g. SAT/ UNSAT. Use the drop-down menu to select the appropriate entry.

h. The **"Checks"** columns show which runs are required to satisfy commissioning and periodic requirements.

5. Block 5. NOTAM(s). Complete as shown in Chapter 3, Paragraph 21d.

6. Block 6. Remarks. Complete as defined in Chapter 3. Enter additional remarks, such as:

- When PAR equipment has been replaced or when a major modification has been performed.
- When MTI is required on the final approach. (This requirement does not constitute a facility restriction.)

7. Block 7. Flight Inspection Data:

a. Azimuth Radar. For each transmitter type inspected, select the drop-down menu for the parameter checked. Select the appropriate entry for inspection results.

b. Elevation Radar. Glide Slope Alignment, Range Accuracy and Coverage. For each transmitter type inspected, select the drop-down menu for the parameter checked. Select the appropriate entry for inspection results.

8. Flight Inspection Report--Precision Approach Radar Continuation Sheets. When required, complete a separate form for each runway inspected.

Note: Abbreviations used in FAA Forms 8240-6 continuation sheets are as follow:

FTC	- Fast Time Constant
ACQ	- Acquisition
MTI	- Moving Target Indicator
RWY	- Runway
CK'S	- Checks Required
NOR	- Normal
BK UP	- Back Up
AUTO	- Automatic
COH	- Coherent
NON-COH	- Noncoherent
CFAR	- Constant False Alarm Rate
ALS	- Automatic Landing Subsystem
S/N	- Serial Number
C	- Commissioning
P	- Periodic
RCVR CHAN, RC	- Receiver Channel

8. Flight Inspection Report—Precision Approach Radar GPN-22/ TPN-25 Continuation Sheet

a. Block 1. General. Runway. Enter the runway designator.

b. Block 2. Computer-Generated Precision Approach Radar Run Configurations

(1) "R"s indicates the required configuration for each run.

(2) Select the appropriate blocks to indicate which configuration was inspected.

(3) Transmitter Used. Select the drop-down menu, and select the appropriate entry.

(4) Angle (Actual Angle). Enter the measured PAR angle for each transmitter inspected. If the "Actual Angle" was not determined, leave blank.

(5) RUN "SAT" or "UNSAT". Use the drop-down menu to select the appropriate entry to indicate if the approach was satisfactory or unsatisfactory.

(6) The **"Checks"** columns indicate which runs are required to satisfy commissioning and periodic requirements.

c. Block 3. Other Information. Enter Receiver Sensitivity, Clutter (rain) Reject, Transmitter Power, etc., in the blocks provided, as required in Order 8200.1, Paragraph 14.23b. Database Change (DBC).

9. Flight Inspection Report--Precision Approach Radar TPN-22 Continuation Sheet

a. Block 1 – General

(1) Runway. Enter the applicable runway designator.

(2) System Serial #. Enter the system serial number provided by Maintenance.

b. Block 2 - Computer Generated Precision Approach Radar Run Configurations.

(1) "R"s indicate the required configuration for each run.

(2) Select the appropriate blocks toindicate which configuration was inspected.

(3) The **"Checks "** columns indicate which runs arerequired to satisfy commissioning and periodic requirements.

c. Block 3 – Program Data. Enter transmitter Output Power, Receiver Sensitivity, etc., as required in Order 8200.1, Paragraph 14.23c, Database Change (DBC).

Flight Inspection Report--Precision Approach Radar
FAA Form 8240-6

FLIGHT INSPECTION REPORT
PRECISION APPROACH RADAR

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	COUNTRY	REGION	INSPECTION DATE(S)

LOCATION	RUNWAY	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO

ACM	FIFO

3. FACILITY INFORMATION

CONTROLLER PERF	
ILS/MLS/VGSI COINC.	
STANDBY EQIPMENT	
STANDBY POWER	
LIGHTING SYSTEMS	

FREQUENCIES USED	
FOUND SAT	
FOUND UNSAT	

FACILITY STATUS	
PUBLISHED ANGLE	
PUB ALTERNATE ANGLE	
EQUIPMENT TYPE	

4. GENERIC PAR APPROACH RUN CONFIGURATIONS

RUN	MTI		POLAR-IZATION		DESIRED TX CONFIGURATION		TX USED	ANGLE	RUN SAT OR UNSAT	CHECKS	
	ON	OFF	CP	LP	PRIM	STBY				C	P
"A" Cursor Prim	☐	☐	☐	☐	X					X	X
"B" Cursor Prim	☐	☐	☐	☐	X					X	X
"A" Cursor Stby	☐	☐	☐	☐		X				X	X
"B" Cursor Stby	☐	☐	☐	☐		X				X	X
AZ Only Apch	☐	☐	☐	☐						X	
Alternate Angle	☐	☐	☐	☐						X	

5. NOTAMs

6. REMARKS

7. FLIGHT INSPECTION DATA

A. AZIMUTH RADAR	PRIMARY TX	STBY TX
COURSE ALIGNMENT		
DEVIATION ACCURACY		
RANGE ACCURACY		
COVERAGE/USABLE DIST		

B. ELEVATION RADAR	PRIMARY TX	STBY TX
GLIDE SCOPE ALIGNMENT		
RANGE ACCURACY		
COVERAGE		

FAA Form 8240-6 (v1.0 7-2005) Supersedes previous edition

Flight Inspection Report--Precision Approach Radar
GPN-22 / TPN-25 Continuation Sheet

FLIGHT INSPECTION REPORT -- PAR
GPN-22/TPN-25 CONTINUATION SHEET

1. GENERAL

Runway _____

2. COMPUTER GENERATED PRECISION APPROACH RADAR RUN CONFIGUATIONS

Run	TRACK MODE		FTC		MTI		RCVR CHAN	TX USED	ANGLE	RUN "SAT" OR "UNSAT"	CHECKS	
	NOR	BK UP	ON	OFF	COH	NON-COH					C	P
"A" CURSOR PRIMARY	R ☐	☐	R ☐	☐	R ☐	☐	A				X	X
"A" CURSOR PRIMARY	☐	R ☐	☐	R ☐	☐	R ☐	A				X	
"A" CURSOR BK UP RC	R ☐	☐	R ☐	☐	R ☐	☐	B				X	X
"B" CURSOR BK UP RC	R ☐	☐	R ☐	☐	R ☐	☐	B				X	X
"B" CURSOR PRIMARY	R ☐	☐	R ☐	☐	R ☐	☐	A				X	
STANDBY TX CHECK	R ☐	☐	R ☐	☐	R ☐	☐	A				X	
BK UP DATABASE "A' CSR	R ☐	☐	R ☐	☐	R ☐	☐	A				X	
BK UP DATABASE "A" CSR	☐	R ☐	☐	R ☐	☐	R ☐	A				X	
BK UP DATABASE "B" CSR	R ☐	☐	R ☐	☐	R ☐	☐	A				X	
AZ ONLY APCH	R ☐	☐	R ☐	☐	R ☐	☐	A				X	
ALTERNATE ANGLE "A" CSR	R ☐	☐	R ☐	☐	R ☐	☐	A				X	

R Denotes required configuration

3. OTHER INFORMATION

A. Receiver Sensitivity

NOR _____

Non-COH _____

COH _____

B. Clutter (Rain) Reject

Yes _____

No _____

N/A _____

C Transmitter Power (db) _____

D. Usable Range on Radar _____

E. Firmware

Part# _____

Version # _____

F. Digital MTI Baseline Limiting Settings _____

Flight Inspection Report—Precision Approach Radar
TPN-22 Continuation Sheet

FLIGHT INSPECTION REPORT -- PAR
TPN-22 CONTINUATION SHEET

1. GENERAL

Runway

System Serial #

2. COMPUTER GENERATED PRECISION APPROACH RADAR RUN CONFIGUATIONS

RUN	MTI		CFAR		ALS PAR MODE		AZIMUTH 46-DEG SECTOR	USABLE DISTANCE	ANGLE	CHECKS	
	ON	OFF	ON	OFF	AUTO	MANUAL	ON			"C"	"P"
A. "A" CURSOR AUTO		R		R	R		R			X	X
B. "B" CURSOR AUTO		R		R	R		R			X	X
C. "A" CURSOR AUTO	R			R	R		R			X	X
D. "B" CURSOR AUTO	R			R	R		R			X	X
E. "A" CURSOR MANUAL		R	R			R	R			X	
F. "A" CURSOR MANUAL	R		R			R	R			X	
ALTERNATE TOUCHDOWN POINTS ON SAME RUNWAY HEADING											
G. "A" CURSOR AUTO		R		R	R		R			X	X
H. "A" CURSOR MANUAL		R		R		R	R			X	X
I. "B" CURSOR MANUAL		R		R		R	R			X	X
AZIMUTH ONLY PROCEDURE											
J. AZ ONLY APPROACH		R		R	R		R			X	

R Denotes required configuration

3. PROGRAM DATA

A. Name

B. Part Number

C. Version

D. Build Date

E. Transmitter Output Power

F. Receiver Sensitivity

This Page Intentionally Left Blank

Appendix 7. Flight Inspection Report--ILS Worksheet, FAA Form 8240-7 and ILS Continuation Worksheet, FAA Form 8240-7-1

FAA Form 8240-7 must be used for all ILS flight inspections. When printed from the itinerary several blocks are pre-filled from the Facility Data Sheet, allowing the Mission Specialist to complete the form manually as needed. It must be retained with the corresponding recordings. The quantity of information entered In Blocks 1 - 11 is not mandatory. Block 12 should contain sufficient detail to explain the checks completed and the results found.

1. FAA Form 8240-7, ILS Worksheet

a. Block 1 - Location. Complete IAW Chapter 2, Paragraph 12h.

b. Block 2 - Identification (Ident). Enter the 3-letter identifier of the ILS facility being inspected.

c. Block 3 - Runway No. Enter the runway number served by the ILS.

d. Block 4 – Date. Enter the date(s) as shown in Chapter 2, Paragraph 12g.

e. Block 5 - Owner. Complete as shown in Chapter 2, Paragraph 12e.

f. Block 6 - Type Check. Complete as shown in Chapter 2, Paragraph 12i.

g. Block 7 - Facility Inspected. Place an "X" in the appropriate block(s) to signify components have been inspected.

h. Block 8 - Facility Status. Enter an "X" in the appropriate block for the localizer front course (F/C), glide slope (GS), and localizer back course (B/C) if inspected.

i. Block 9 - Localizer Data

(1) Width: Enter commissioned course width

(2) CAT: Enter Category

(3) B: Enter Broad alarm maximum width for tolerance applied

(4) S: Enter Narrow (Sharp) alarm minimum width for tolerance applied

(5) Dual Freq: Enter Yes or No

(6) Dual Tx: Enter Yes or No

(7) Voice: Enter Yes or No

(8) ESV: Enter Yes or No

(9) Back Course: Circle Y or N.

j. Block 10 - Glide Slope Data

(1) Angle: Enter commissioned angle

(2) CAT: Enter category of facility

(3) H: Enter high angle limit (EF enter phase displacement in Remarks)

(4) L: Enter low angle limit (EF enter phase displacement in Remarks)

(5) GS Type: Enter glide slope equipment type (NR, CE, EF, etc.)

(6) Dual Tx: Enter "Y"es or "N"o

(7) ESV: Enter "Y"es or "N"o

(8) GRD Temp: Enter local area temperature used when conducting ILS-2 runs

(9) OAT: Enter outside air temperature used when conducting ILS-2 runs

(10) Baro: Enter barometric pressure used when conducting ILS-2 runs

(11) Alt: Enter MSL altitude ILS-2 runs were flown.

k. Block 11 - Notes: Enter any additional information that may be useful in interpreting the results of the flight inspection. For Best Fit Straight Line (BFSL), identify the runs used for BFSL reporting in Block 11.

l. Block 12 - Enter in chronological order the checks conducted and the results. Use enough detail that a qualified person can interpret the information and correlate the data to the flight inspection recordings.

(1) Run Number (#). Enter the numerical sequence of each check or test. RUN # entry does not have to match AFIS run number.

(2) Facility Configuration (CFG). Enter the number of the transmitter being inspected and the transmitter configuration code as listed below:

Localizer Transmitter Configuration	Code
Normal	N
Special Requirements	Z
Alignment Alarm Left	L
Alignment Alarm Right	R
Course Width Wide	W
Course Width Narrow	S
RF Power Alarm	P
Localizer, CRS Wide, CLR Wide	B
Localizer, CRS NAR, CLR Wide	C

Glide Slope Transmitter Configuration	Code
Normal	N
Wide	W
Wide and CLR Demodulation	B
Narrow	S
Dephase Advance	A
Dephase Retard	R
Attenuate Middle Antenna	M
Attenuate Upper Antenna	U
Low Angle Alarm	L
High Angle Alarm	H
RF Power Alarm	P
Special Requirements	Z
Transverse Structure (FAF ALT)	T
Phase Verification Main Sideband Advance Phase	PSA
Phase Verification Main Sideband Retard Phase	PSR
Phase Verification Middle Antenna Advance Phase	PMA
Phase Verification Middle Antenna Retard Phase	PM

Waveguide Glide Slope Configuration	Code
Main Sideband Advance	MA
Main Sideband Retard	MR
Upper Auxiliary Attenuate	UZ
Upper Auxiliary Advance	UA
Upper Auxiliary Retard	UR
Lower Auxiliary Attenuate	LZ
Upper and Lower Waveguide Advance	ULA
Upper and Lower Waveguide Retard	ULR
Main Waveguide Feed Advance	FA
Main Waveguide Feed Retard	FR
Lower Main Feed Attenuate	LMZ
Upper Main Feed Attenuate	UMZ

(3) **The remaining columns** are intended for use as designated. They may be altered if necessary.

(4) **Remarks/ Other Data**. Enter notes explaining exceptional runs.

Suggested abbreviations to be used when completing this form:

RWY	- Runway
FREQ	- Frequency
CW	- Commissioned or measured Course Width
CAT	- Category of ILS
CE	- Capture Effect
NR	- Null Reference
SBR	- Sideband Reference
EH	- Endfire Short
ED	- Endfire Standard
EU	- Endfire, Upslope Version
WG	- Waveguide
ANGLE	- Commissioned Glidepath
GND TEMP	- Ground Temperature
OAT	- Outside Air Temperature
BARO	- Barometric Altimeter Setting
ALTITUDE	- Altitude to Fly on ILS-2
PW	- Path Width
PA	- Path Angle
ALN	- Alignment
190 μA	- 190 Microamp Angle
Mod	- Modulation
90 Hz Sym	- Symmetry of 90 Hertz side of width
SBP	- Structure Below Path
Z1	- Localizer & Glide Slope Structure in Zone 1
Z2	- Localizer & Glide Slope Structure in Zone 2
Z3	- Localizer & Glide Slope Structure in Zone 3
Z4	- Localizer Structure in Zone 4
Z5	- Localizer Structure in Zone 5
POL	- Polarization
150 CLR	- Minimum localizer clearance on 150 Hz side of localizer
90 CLR	- Minimum localizer clearance on 90 Hz side of localizer

2. FAA Form 8240-7-1, ILS Continuation Worksheet

a. Block 1 - Notes. Enter any additional information that may be useful in interpreting the results of the flight inspection.

b. Block 2. Complete as detailed above in Paragraph 1l, Block 12.

Flight Inspection Report—ILS Worksheet
FAA Form 8240-7

PAGE of PAGES

FLIGHT INSPECTION REPORT - - ILS WORKSHEET

1. LOCATION:		2. IDENT:
3. RUNWAY NO:	4. DATE(S) OF INSPECTION:	5. OWNER:

6. TYPE OF INSPECTION		SITE EVALUATION		PERIODIC		SPECIAL
		COMMISSIONING		SURVEILLANCE		INCOMPLETE

7. FACILITY INSPECTED		LOCALIZER		SDF		GLIDE SLOPE		75 mHz MARKERS		DME
		LDA		TLS		LIGHTING SYSTEM		COMPASS LOCATORS		OTHER

8. FACILITY STATUS	F/C	G/S	B/C	9. LOCALIZER DATA		10. GLIDE SLOPE DATA	
UNRESTRICTED				WIDTH	CAT	ANGLE	CAT
				B	S	H	L
RESTRICTED				DUAL FREQ	DUAL TX	GS TYPE	
				VOICE	ESV	DUAL TX	ESV
UNUSABLE				BACK CRS Y / N	(B 7.02 / S 2.49)	GND TEMP	OAT
						BARO	ALT

11. NOTES: LOC - TH _____

12. RUN #	CFG	PA or ALN 150 CLR	PA (Corrected)	SBP 90 CLR/Z1	PW or CW Z2	SYM Z3	MOD Z4	REMARKS: Z5/POL

FAA FORM 8240 - 7 (4/2000) (FORMFLOW) (Formerly FAA Form 8240-21)

Flight Inspection Report—ILS Continuation Worksheet
FAA Form 8240-7-1

IDENT: PAGE _____ of _____PAGES

FLIGHT INSPECTION REPORT -- ILS CONTINUATION WORKSHEET

1. NOTES:

RUN #	CFG	PA or ALN 150 CLR	PA (Corrected)	SBP 90 CLR/Z1	PW or CW Z2	SYM Z3	MOD Z4	REMARKS: Z5 / POL

FAA FORM 8240 - 7 - 1 (3/2000) (FORMFLOW) (Formerly FAA Form 8240-21-1)

Appendix 8. Flight Inspection Report--Instrument Landing System FAA Form 8240-8

FAA Form 8240-8, Instrument Landing System, is used to report all the components or conditions of an instrument landing system (when necessary). For Transponder Landing Systems (TLS(s)), separate forms are required for each runway or separate approach procedure. This form will also be used to report an ILS SIAP Amendment, allowing the tracking of ILS procedure changes using facility Ident.

Note: Commissionings of visual aids, NDB(s), and after accident reports on NDB(s) must be reported on FAA Form 8240-5.

1. Block 1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12. Exceptions:

a. Runway. Enter the applicable runway designator

b. Category. Enter the lowest minima performance category of the facility (I, II, III).

2. Block 2 - Crew Information – Complete IAW Chapter 2, Paragraph 12.

3. Block 3 – Facility Information. Select the drop-down box and enter "Inspected," "Required/ Not Inspected," or if not required, leave blank.

a. Localizer

b. Offset (Offset Localizer)

c. Glideslope

d. LDA

e. SDF

f. TLS (When TLS is inspected, use Localizer and Glide Slope fields above to indicate which components are checked.)

g. Other*. Explain in Remarks.

h. DME. ILS DME: Select the appropriate entry for inspection results. When the DME for an ILS approach is provided by a VOR/ DME, VORTAC, or TACAN, enter the facility ident, type (e.g., BLV TAC), and inspection results.

i. Compass Locator. If the identifier of the NDB is different from the ILS (compare the broadcast idents, not the AVNIS idents), enter the identifier. If more than one NDB is a component of the ILS system, report the additional NDB(s) in the Remarks block.

j. **Lighting System** (All lighting required to support the lowest authorized visibility)

k. **75 MHz Markers.** Complete IAW Chapter 3, Paragraph 21j.

l. **SIAP(s).** Complete IAW Chapter 3, Paragraph 21g.

m. **Publications** (Check IAW Order 8200.1, Paragraph 4.34f).

n. **Commissioned (Com'd) Width.** Enter the tailored or standard course sector width.

o. **Commissioned (Com'd) Angle**. Enter the commissioned angle.

p. **Glide Slope Type.** Enter the type of glide slope (e.g., NR, SBR, etc.)

q. **Facility Status (F/C, G/S, B/C).** Status will be assigned to all components inspected. For internationally owned facilities, leave blank and in Remarks add, "Host nation assigns status." (An exception to international status may be by MOA.)

r. **ILS Classification System.** The classification system is a comprehensive method of describing ILS performance, including facility performance provided by Airway Facilities and operational requirements from Air Traffic. A facility's "Class" of performance is defined by using three characters. Flight inspection will report two of the three characters based on facility performance. When the inspection warrants a change in facility classification, FAA Form 8240-20 must be submitted to Data.

(1) **First Field: I, II, or III:** Select the category the facility is assigned after the performance requirements are proven by Flight Inspection. (CAT II/ III will not be assigned until the CAT II/ III Procedure passes flight inspection.)

"Special Authorization CAT II Operations to RVR 1600 or 1200" SIAP type inspections: When Flight Inspection Operations checklist items are Satisfactory, enter in Remarks, "This facility supports Facility Performance Class II." When published, the "Performance Class" field on the Facility Data Sheet will be changed by the Aeronautical Information Specialist from CAT I to CAT II. For future reports, enter CAT II into the ILS Classification System block.

(2) **Second Field: A, B, C, T (Threshold), D, or E:** Select the character that defines the ILS point to which the localizer conforms to the Facility Performance CAT III course structure tolerances.

Note 1: Performance classification of "D" and "E" must be determined solely by rollout procedures.

Note 2: Satisfactory comparability between rollout and low approach (50 ft): Low approach method may be used for subsequent classification.

Note 3: If the rollout check has been accomplished and documented on the data sheet as "U4/ Q4",, do not report an ILS classificationcode inside Point T, or if rollout has been accomplished and documented on the data sheet as "U5/ Q5", do not report an ILS classification code inside Point D.

References:

ICAO Annex 10, Facility Performance CAT III standards
FAA Order 6750.24, Appendix 2
FAA Order 8400.13, Appendix 1

(3) Inspection Criteria. When the inspection is performed to a higher standard than the official category because it has been published "Special Authorization CAT II Operations to RVR 1600 or 1200" SIAP, enter the higher standard category. If the facility is not inspected to a higher standard, leave blank.

(4) Rollout. When rollout procedures are established IAW Order 8200.1 for any localizer, document the rollout code. Select the drop-down menu and enter the appropriate code. The available codes include:

(a) **S =** Rollout accomplished; Rollout and the low approach meet CAT III comparability tolerances.

(b) **U4 =** Rollout accomplished; Zone 4 results do not meet Category II/ III tolerances.

(c) **U5 =** Rollout accomplished; Zone 5 results do not meet Category III tolerances.

(d) **R4 =** Rollout required for evaluation of Zone 4 and Zone 5. Rollout was accomplished; ground results meet Category II/ III requirements but do not compare with results of the 50 ft run in Zone 4.

(e) **R5 =** Rollout required only for evaluation of Zone 5. Rollout was accomplished; ground results meet Category III requirements; comparison with the 50 ft run was Satisfactory in Zone 4 but Unsatisfactory in Zone 5.

4. Block 4 - NOTAM(s). Complete IAW Chapter 3, Paragraph 21d. Restriction information for NDB(s) used only as Compass Locators must be reported. This restriction status must be entered in the Remarks section of the ILS AVNIS Facility Data Sheet.

5. Block 5 - Remarks. Complete IAW Chapter 3.

a. 75 MHz Marker Beacon(s). See Chapter 3, Paragraph 21.

b. Clearance Below Path. When evaluating clearances to runway threshold on CAT I glide slopes with runway centerline localizers, add Remark, "Clearance Below Path checks to Threshold are "Satisfactory"/ "Unsatisfactory".

c. Localizer Course Width/Clearance Comparability (Procedure 1 or Procedure 2). Document comparability check results on FAA Form 8240-20. Add Remark, "Course width and clearance comparability verified from an altitude of XXXX ft MSL up to XXXX ft MSL, using procedure X, IAW FAA Order 8200.1, Paragraph 15.21h", or "Course width and clearance checks must be conducted at an altitude of XXXX ft MSL".

d. Report localizer phasing (e.g., enter the start/ stop distance from the localizer antenna, the course sector side (90 Hz or 150 Hz), the offset from centerline (in degrees), and the MSL altitude flown).

e. Distance references other than standard used in AFIS require a remark indicating location of distance reference and which reported data is affected by this reference.

6. Block 6 – Instrument Landing System Data- Azimuth (Part I). When type of inspection requires localizer data to be reported, complete this block. Enter results of the check in the appropriate transmitter column. If the localizer transmitter cannot be determined, indicate in Remarks, "LOC TX unknown" and use TX 1 column.

a. ILS-1 Altitude. Leave blank unless an altitude other than the Lower Standard Altitude (LSA) or the established altitude annotated on the datasheet is flown. A comment must also be added in the Remarks section of the report explaining the deviation from LSA or the established altitude. FAA Form 8240-20 will be required if establishing an altitude other than LSA or changing from a previously established true altitude. FAA Form 8240-20 is not required for weather or ATC deviations.

b. TX1/ TX2 CD (Code) Column. Under the appropriate transmitter number enter:
"X" for any out-of-tolerance condition found and not corrected during the inspection
"C" for any out-of-tolerance condition found and corrected during the inspection.
"SS" when structure is "SAT" per Order 8200.1, Paragraph 15.51a.
"CS" when clearance is "SAT" per Order 8200.1, Paragraph 15.51c.

Note: An "X" or "C" is not to be entered for any out-of-tolerance found in Zone 4 and 5 on a CAT I localizer (Zone 5 for Category II localizer) when the structure is analyzed for the purpose of defining a facility's "Class" of performance.

c. TX1/ TX2 Initial Column. Enter the "as found" operating condition in this column, if this parameter was changed or adjusted during the inspection.

d. TX1/ TX2 Final Column. Enter the operating condition at the completion of the inspection. (Use this column to report the results of after accident checks.)

e. Course Width. Enter the measured, normal course sector width.

f. Symmetry. Enter the percent of symmetry of the 90 Hz side.

g. Modulation. Enter the "on course" modulation level in percent.

h. Clearance 150. Enter the minimum value in microamperes and the nearest whole degree from the course on the 150 Hz side (front or back). (Example: 180/ 20.0 means the minimum clearance was 180 µA at 20.0° from the course.)

When a facility is restricted, enter the minimum clearance value found in the unrestricted area in Block 6. In Remarks, report the minimum clearance found within the restricted area (except when restriction is based on terrain or obstacles).

Note: Do not report the algebraic sign applied to clearances by AFIS.

For a TLS, indicate "S" for Satisfactory or "U" for Unsatisfactory. Explain Unsatisfactory conditions in Remarks. Clearance plots are not required for TLS.

i. Clearance 90. Enter the 90 Hz side results as shown in Subparagraph 6h above.

j. Course Structure - Z1, Z2, Z3, Z4, Z5. Report the maximum course displacement in microamperes and the distance from the threshold. (Report distance from the antenna on backcourse.) (Example Z2: 5/ 0.7 indicates the displacement was 5 µA at 0.7 nm.)

When a facility is restricted from a point in a zone, enter the maximum course displacement in the unrestricted portion of the zone in Block 6. Report the maximum structure found within the restricted area in Remarks.

If distances are referenced to the MAP note in Remarks. When necessary to more accurately locate a structure value in a particular zone, report mileage to the nearest hundredth.

(1) When zones have tolerances which have linear rates of change, report the structure closest to the tolerance limit.

(2) Report the out-of-tolerance furthest from the threshold, antenna (back course), or missed approach point. Report additional out-of-tolerance structure closer to the threshold, antenna (back course), or missed approach in Remarks, if appropriate.

k. Course Structure Rollout. Zone 4 and 5 structure, which is analyzed for the purpose of defining a facility's "Class" of performance must be reported unless restricted or the data sheet indicates a rollout code of "U4/ 5" or Q4/ 5". The zones used to identify the normal "Category" of the system must be used to assign facility class. For inspections where Zone 4 and Zone 5 structure are evaluated both through rollout and airborne (50 ft), report the rollout results in this field and the airborne results in Remarks.

l. Vertical Polarization. Enter "S" if Satisfactory or "U" if Unsatisfactory. Enter microamp displacement for unsatisfactory condition in Remarks.

m. Alignment. Enter the course displacement in microamperes, add suffix "L" (left) or "R" (right) from designed course. (Example: 3R is 3 µA right of the course. Enter "CL" (centerline) for no alignment error.)

LDA(s) oriented to a non-descript point-in-space must be reported either Satisfactory (S) or Unsatisfactory (U) (When visual checkpoints are inadequate and AFIS runway updates are impractical).

n. Identification. Enter "S" if Satisfactory or "U" if Unsatisfactory.

o. Power Ratio. Enter the power ratio value in dB.

p. Localizer Only Structure. Report localizer only approach final segment maximum structure. Report the structure closest to the tolerance limit (Example: localizer only structure 14/ 0.4 miles).

7. Block 7 - Instrument Landing System Data – Glide Slope (Part I)). When the type of inspection requires Glide Slope data to be reported, complete this block. Enter the results of check in the appropriate transmitter column. If the Glide Slope transmitter cannot be determined, indicated in Remarks "G/ S TX unknown" and use TX 1 column.

a. ILS-2 Altitude. Leave blank unless an altitude other than the established altitude corrected to true is flown. A comment must also be added in the Remarks section of the report explaining the deviation from the established true altitude. FAA Form 8240-20 will be required if establishing an altitude other than LSA or changing from a previously established altitude. FAA Form 8240-20 is not required for weather or ATC deviations.

b. TX1/ TX2 CD (Code) Column:
"X" for any out-of-tolerance condition found and not corrected
"C" for any out-of-tolerance condition found and corrected
"SS" when structure is "SAT" per Order 8200.1, Paragraph 15.51a.

c. TX1/ TX2 Initial Column. Enter the "as found" operating condition in this column, if this parameter was changed or adjusted during the inspection.

d. TX1/ TX2 Final Column. Enter the operating condition at the completion of the inspection. (Use this column to report the results of after accident checks.)

e. Angle. Enter the measured, actual glidepath angle.

f. Modulation. Enter the "on path"modulation level in percent.

g. Width. Enter the width of the glidepath envelope in Normal.

h. Structure Below Path. Enter the angle where 190 μA of fly-up signal occurs in Normal.

i. Symmetry. Enter the 90 Hz side symmetry of the Normal glidepath envelope in percent.

j. Path Structure Z1, Z2, Z3. Report the maximum on-path displacement in microamperes for each zone and the distance from the threshold. (Example Z2 5/ 0.7 indicates the displacement was 5 μA at 0.7 nm). If it is necessary to more accurately identify structure in a particular zone, report mileage to the nearest hundredth.

If a facility is restricted from a point in a zone, enter the maximum on-path displacement in the unrestricted portion of the zone in this field.

(1) When zones have tolerances that have linear rates of change, report the structure closest to the tolerance limit.

(2) Report the out of tolerance furthest from the threshold. Report any additional out-of-tolerance structure closer to the threshold in Remarks, if appropriate.

k. Angle Alignment "B – C". This value represents the worst (with respect to tolerances) average deviation of Zone 3 best fit straight line angle from commissioned glide slope angle, as measured from Point B to Point C. Report polarity of displacement + or - (Example: +27/ 0.36 is +27 microamps at .36 nm).

l. Angle Alignment "C – T". This value represents the worst (with respect to tolerances) average deviation of Zone 3 best fit straight line angle from commissioned glide slope angle, as measured from Point C to Threshold. Report polarity of displacement + or - (Example: +42/ 0.11 is +42 microamps at 11 nm).

m. Angle Alignment "T". This value represents the Zone 3 μA value at Point T and the Zone 3 BFSL deviation from the commissioned glide slope angle at Point T in feet. Report polarity of displacement + or - (Example: -63/ -16 is -63 microamps and -16 feet).

8. Block 8 - Instrument Landing System Data – Marker Width(s) -- Outer Marker, Middle Marker, or Inner Marker. For commissioning or reconfiguration flight inspections, enter the minor axis width in feet (optional for any other type inspection).

9. Block 9 - Instrument Landing System Data – Azimuth (Part II). When the type of inspection requires all or any part of a localizer's monitor(s) to be inspected, complete the appropriate transmitter fields to report the monitor results of the front and/ or back course azimuth.

a. TX1/ TX2 CD (Code) Column
"X" for any out-of-tolerance condition found and not corrected during the inspection
"C" for any out-of-tolerance condition found and corrected during the inspection
"CS" when clearance is "SAT" per Order 8200.1, Paragraph 15.51c.

b. TX1/ TX2 Initial Column. Enter the "as found" operating condition in this column, if this parameter was changed or adjusted during the inspection.

c. TX1/ TX2 Final Column. Enter the operating condition at the completion of the inspection. (Use this column to report the results of after accident checks.)

d. Usable Distance/ PWR Setting. For Service Volume including an ESV RF power monitor inspection, enter the maximum distance in nautical miles from the antenna where the check was Satisfactory and the power setting in watts.
Single transmitter (Example 18.0/ 12.0)
Dual frequency transmitter: Add the power setting of the clearance transmitter (Example: 25.0/ 12/0/ 2.0).

e. Course Width (Wide). Enter the measured course sector width when evaluating the monitor reference configuration.

f. Clearance 150. Enter as shown in Subparagraph 6h, the minimum clearance measured on the 150 Hz side, when the facility is in wide monitor reference configuration.

g. Clearance 90. Enter as shown in Subparagraph 6h, the minimum clearance measured on the 90 Hz side, when the facility is in wide monitor reference configuration.

h. Course Width (Narrow). Enter the course sector width when the facility is in narrow monitor reference configuration.

i. Clearance 150. Enter as shown in Subparagraph 6h, the minimum clearance measured on the 150 Hz side, when the facility is in the narrow monitor reference configuration.

j. Clearance 90. Enter as shown in Subparagraph 6h, the minimum clearance measured on the 90 Hz side, when the facility is in the narrow monitor reference configuration.

k. Alignment R. Enter the course displacement in microamperes, with the course alignment shifted to the right (150 Hz side) monitor reference configuration. Reference the displacement to the designed azimuth alignment or modulation balance reference.

l. Alignment L. Enter the course displacement in microamperes, with the course alignment shifted to the left (90 Hz side) monitor reference configuration. Reference the displacement to the designed azimuth alignment or modulation balance reference.

10. Block 10 – Instrument Landing System Data – Glide Slope(Part II). When the type of inspection requires all or any part of a Glide Slope's monitor(s) to be inspected, complete the appropriate transmitter fields. Enter the applicable path angle, path width, and structure below path for each condition outlined below.

Note: If the actual path angle was determined during the inspection, apply the correction factor per Order 8200.1, Chapter 15 to all reported level run angles.

a. Block A – Antenna Dephase

(1) Advance TX1/ TX2

(2) Retard TX1/ TX2

b. Block B – Main Sideband Dephase

(1) Advance TX1/ TX2

(2) Retard TX1/ TX2

c. Block C – Path Angle Lowered to Limit. For a sideband reference glide slope where the low angle limit is set by attenuating the upper antenna, enter the amount of attenuation in the "Atten. Upper Ant to Limit" block in dB(s).

d. Block D - Path Angle Raised to Limit

e. Block E - Path Width Narrowed to Limit

f. Block F - Path Width Widened to Limit

g. Block G - Attenuate Middle Antenna to Limit TX1/ TX2. Also enter the amount of attenuation in dB(s).

h. Block H - Attenuate Upper Antenna to the Limit TX1/ TX2. Also enter the amount of attenuation in dB(s).

i. Block I. - Usable Distance/ Power Settings. When Standard or Expanded Service Volume is evaluated in RF power monitor configuration, enter the maximum distance requested in miles from the antenna where the level was Satisfactory. Enter the RF level in watts. For dual frequency equipment, enter the primary transmitter power setting first, followed by the clearance (Example: 18 nm/ 3.0/ 0.350).

j. Block J - Clearance Below Path TX1/ TX2. Enter "S" if all clearances below path runs are Satisfactory. For Unsatisfactory results, place an asterisk in this field and explain in Remarks.

k. Block K - Modulation Equality TX1/ TX2. Enter the maximum crosspointer deflection in microamps and the predominant 90 Hz or 150 Hz modulation for each transmitter. Enter zero if obtained.

l. Block L - Phasing TX1/ TX2. Enter the maximum crosspointer deflection in microamps and the predominant 90 Hz or 150 Hz modulation for each transmitter. Enter zero if obtained.

m. Block M - Front Course Area Where Phasing Was Conducted. Enter the segment distance in nautical miles from the glide slope antenna where phasing repeatability existed (Example: 10.0 – 1.0). Enter the altitude flown above mean sea level.

n. Block N – Mean Width/ Symmetry. Enter the transmitter checked, angle found above, angle found below, the mean width, and the mean symmetry of the 90 Hz side.

o. Block O – Tilt. Enter the transmitter, angle found on the 150 Hz side, and angle found on the 90 Hz side.

p. Block P – Best Fit Straight Line. Include the following information in the Remarks field of the Facility Datasheet:

(1) Achieved Reference Datum Height (ARDH). Enter the ARDH in whole feet, followed by feet and hundredths of feet in parentheses (Example: 54 (53.99)).

(2) Achieved GPI to Threshold Distance. Enter the GPI to threshold distance in feet.

(3) RDH. Enter the RDH in whole feet, followed by feet and hundredths of feet in parentheses (Example: 54 (53.99)).

(4) Aiming Point Elevation. Enter the final aiming point elevation in feet.

(5) Offset. Enter into OFFSET Field “CL” for centerline abeam or feet offset (Example: 450L).

q. Block Q – Glide Slope Aiming Point (Glide Slope Coordinate Standardization (AFIS/ AVNIS)). Document the glide slope aiming point coordinates (i.e., centerline abeam or offset) used when applying FAA Order 8240.47, or anytime the glide slope aiming point coordinates are changed thereafter. Include this information in the Remarks Field of the Facility Datasheet.

r. Block R - Transverse Structure. Complete when endfire glide slope transverse structure is evaluated. Block 11, Transverse Structure Plot, is required on commissioning or other checks that are used as baseline data for later checks.

(1) Establish Localizer centerline crossing point on the Glide Slope (GS) raw crosspointer trace. This is the zero (0) reference point to determine the GS crosspointer deflection at the Localizer 150 µA points Left (90 Hz) and Right (150 Hz) of localizer centerline (Example: On the Right-side localizer 150 µA point, the received value is 15 µA of GS 150 Hz. The reported value in the "Right of CL" section of the Transverse Structure block must be 15 µA/ 150Hz.)

(2) In the "RADIUS" block, enter the distance in nautical miles from abeam the glide slope on the localizer centerline.

(4) In the "ALTITUDE" block, enter the altitude flown, divided by 100.

s. Block S - Radio Altimeter. On commissioning, report the radio altimeter indication at the published CAT II Decision Height.

11. Block 11 - Instrument Landing System Data – Transverse Structure Plot

a. Block A. - Antenna Type. Enter the type of glide slope antenna from the Facility Datasheet.

b. Block B - SITE ELEV. Enter the site elevation in feet above Mean Sea Level (MSL).

c. Block C - TX. Identify the transmitter number for each plot (e.g., 1 or 2).

d. Block D - CFG. Enter the configuration of both the course and clearance transmitters, using the codes in Appendix 7, Paragraph 1l(2) (e.g., Course Normal and Clearance Power Reduced would be entered as N/P). Use "OFF" as an additional code. Do not use Code "T" on this form.

e. Block E - ALT. Enter the altitude used, divided by 100, during each evaluation that is plotted (e.g., 2,500' MSL would be 25).

f. Block F - RADIUS. Enter the radius in nautical miles. The distance must be referenced to localizer centerline abeam the glide slope.

g. Block G - FLT DIRECTION. Enter the flight direction (CW or CCW) of the run.

h. Block H - GS WIDTH. Enter the normal width of the glide slope as measured on a level run.

i. Block I - GLIDE SLOPE ANGLE. Enter the actual angle measured on an ILS-3.

j. Block J - Degrees from LOC-CL Abeam GOP (Degrees). Enter the glide slope deflection to 12° each side of localizer centerline in half-degree increments. Average any short-term (less than one second) variations in the signal. Enter the glide slope deflection as a positive or negative number using the value found on the localizer centerline as the Zero Reference Baseline (Zero Ref Baseline). For example, at localizer centerline, the received glide slope value is 10 μA/ 90 Hz, and at 3.5° left of course, the received value is 15 μA/ 150 Hz. The entry at 3.5°/ Localizer 90 Hz would be “-25”.

k. Block K - Upon completion of data entry into required blocks of Field J, the data will eventually be auto-plotted on the graph. Until the automation process is developed, this field will not be plotted.

Flight Inspection Report—Instrument Landing System
FAA Form 8240-8

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	RUNWAY	CATEGORY	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO

ACM	FIFO

3. FACILITY INFORMATION

LOCALIZER	
OFFSET	
GLIDE SLOPE	
LDA	
SDF	
TLS	
OTHER*	

DME	
COMPASS LOCATOR	
LIGHTING SYSTEM	
75 mHz MARKERS	
SIAP	
PUBLICATIONS	

COMD WIDTH	
COMD ANGLE	
GLIDE SLOPE TYPE	

FACILITY STATUS
F/C
G/S
B/C
ILS CLASS. SYS.
INSP. CRITERIA
ROLLOUT

4. NOTAMs

5. REMARKS

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-8 (v1.0 7-2005) Supersedes previous edition

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Structure-Z 4						
Structure-Z 5						
Vert. Polar.						
Alignment						
Identification						
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle						
Modulation						
Width						
Structure Below Path						
Symmetry						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Angle Alignment "B-C"						
Angle Alignment "C-T"						
Angle Alignment "T"						

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(s)

A. OM

B. MM

C. IM

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-8 (v1.0 7-2005) Supersedes previous edition

9. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART II)

A. FRONT COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL	B. BACK COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL
Usable Dis./Pwr Setting							Usable Dis./Pwr Setting						
Course Width (Wide)							Course Width (Wide)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Course Width (Narrow)							Course Width (Narrow)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Alignment R													
Alignment L													

10. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART II)

		TX 1	TX 2	PATH ANGLE				PATH WIDTH				STRUCTURE BELOW PATH			
				TX 1 INITIAL	TX 1 FINAL	TX 2 INITIAL	TX 2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL
A. ANTENNA DEPHASE	ADVANCE														
	RETARD														
B. MAIN SIDEBAND DEPHASE	ADVANCE														
	RETARD														
C. PATH ANGLE LOWERED TO LIMIT															
D. PATH ANGLE RAISED TO LIMIT															
E. PATH WIDTH NARROWED TO LIMIT															
F. PATH WIDTH WIDENED TO LIMIT															
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANTTO LIMIT															

	TX 1	TX 2
I. USABLE DISTANCE / PWR SET.		
J. CLEARANCE BELOW PATH		
K. MODULATION EQUALITY		
L. PHASING		

N. MEAN WIDTH/SYMMETRY		
TX	ANGLE ABOVE	
	ANGLE BELOW	
	WIDTH	
	SYMMETRY	

M. Front Course Area Where Phasing Was Conducted	
NM	MSL

O. TILT		
TX	150 Hz	90 Hz

P. BEST FIT STRAIGHT LINE				
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET

R. TRANSVERSE STRUCTURE			TX1 uA	TX1 Hz	TX2 uA	TX2 Hz
RADIUS	ALT	LEFT OF CL				
		RIGHT OF CL				

Q. GLIDE SLOPE AIMING POINT	
LATITUDE	LONGITUDE

S. RADIO ALTIMETER	

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-8 (v1.0 7-2005) Formerly 8240-9

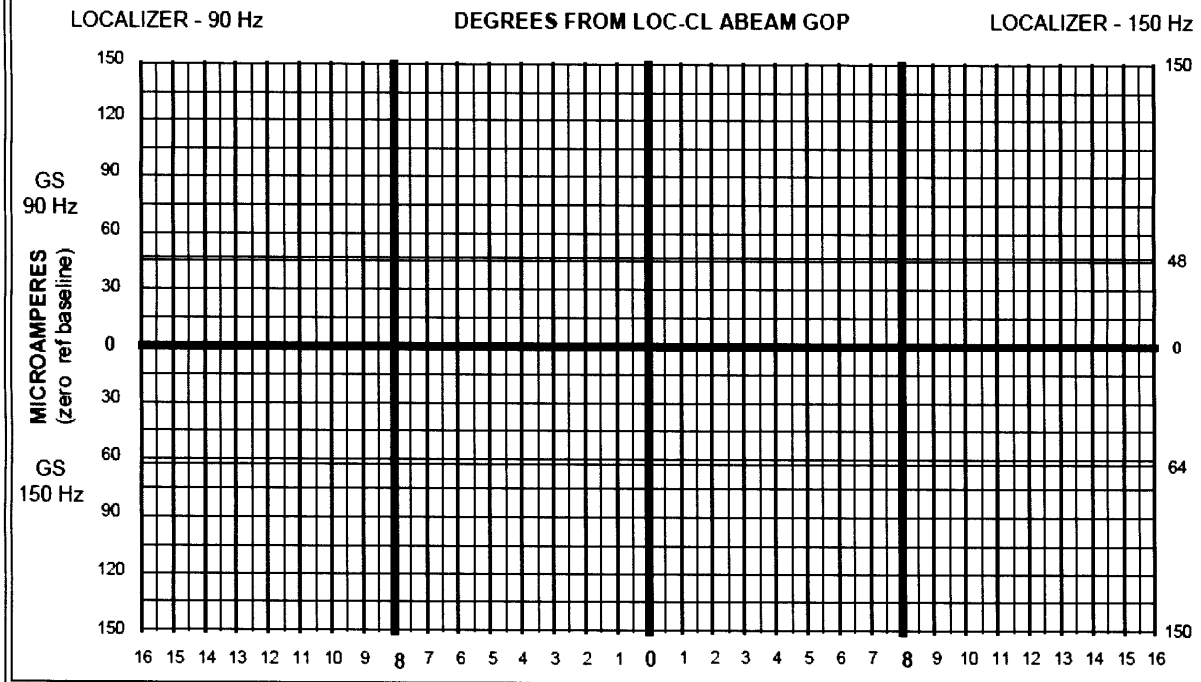
11. INSTRUMENT LANDING SYSTEM DATA - TRANSVERSE STRUCTURE PLOT

A. ANT TYPE		D. CFG		G. FLT DIRECT.	
B. SITE ELEV.		E. ALT		H. GS WIDTH	
C. TX		F. RADIUS		I. GS ANGLE	

J. DEGREES FROM LOC-CL ABEAM GOP (DEGREES)

LOCALIZER - 90 Hz		LOCALIZER - 90 Hz		LOCALIZER - 150 Hz		LOCALIZER - 150 Hz	
12.0		5.5		0.0		6.5	
11.5		5.0		0.5		7.0	
11.0		4.5		1.0		7.5	
10.5		4.0		1.5		8.0	
10.0		3.5		2.0		8.5	
9.5		3.0		2.5		9.0	
9.0		2.5		3.0		9.5	
8.5		2.0		3.5		10.0	
8.0		1.5		4.0		10.5	
7.5		1.0		4.5		11.0	
7.0		0.5		5.0		11.5	
6.5		0.0		5.5		12.0	
6.0				6.0			

K.



** Remarks are required for fields marked with an asterisk*

FAA Form 8240-8 (v1.0 7-2005) Formerly 8240-19

Appendices 9 – 10

(Reserved)

This Page Intentionally Left Blank

Appendix 11. Flight Inspection Report—ILS/ MLS Maintenance Alert FAA Form 8240-11

FAA Form 8240-11 is used to report any ILS/ MLS maintenance measured flight inspection parameter equal to or greater than 60 percent of the flight inspection tolerance when the condition is found during a Periodic inspection of a facility maintained IAW Order 6750.49 and USAF facilities. This form must also be used when a CAT III ILS facility is found operating beyond the "adjust and maintain" limits specified in Order 8200.1, Paragraph 15.51f.

The Flight Inspection crew will contact Flight Inspection Central Operations (FICO), informing them of all facility parameters meeting the 60% criteria. The FICO will complete FAA Form 8240-11 and forward it to the Flight Inspection Records Team (AJW-335A) for distribution.

1. Block 1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12.

2. Block 2 - Crew Information. Complete IAW Chapter 2, Paragraph 12.

3. Block 3 - Remarks. FICO will contact the Air Traffic Technical Operations Service Area Engineer or the appropriate military authority by telephone to report facility parameters listed in Block 4. FICO will enter the name of the person contacted and date in the Remarks block. Other pertinent information about the inspection should also be entered in this block.

4. Block 4 - Flight Inspection Data

a. Parameter. Enter a description of the parameter under evaluation that does not meet the defined tolerance criteria. Any value equal to or exceeding MX-ALERT values on the data sheet will require issuance of an ILS maintenance alert. Enter transmitter number if available (Example: Glide Slope Path Width .083º, TX 1).

b. Alert Received by: Enter the name of the person at the FICO who received alert results from the flight crew and passed the results to Technical Operations.

Flight Inspection Report—ILS/ MLS Maintenance Alert
FAA Form 8240-11

FLIGHT INSPECTION REPORT
ILS/MLS MAINTENANCE ALERT

1. FLIGHT INSPECTION REPORT HEADER

IDENT | OWNER | STATE | CTRY | REGION | INSPECTION DATE(S)

LOCATION | INSP TYPE

2. CREW INFORMATION

PIC | SIC | MS | A/C NO

ACM | FIFO

3. REMARKS

4. FLIGHT INSPECTION DATA

PARAMETER	= OR > 60% OF FI TOLERANCE

ALERT RECEIVED BY

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-11 (v1.0 7-2005) Supersedes previous edition

Appendix 12. Flight Inspection Report—Surveillance Radar FAA Form 8240-12

FAA Form 8240-12 is designed as a one-page report for surveillance radar inspections.

1. Block 1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12. Exceptions:

a. Identifier (IDENT). Enter the location identifier published in Order 7350.5 for the location shown in Field 1, except for ARSR facilities. An ARSR facility will use the identifier of the controlling ARTCC, with an alpha subcode, of the radar location in Block 1 (e.g., the Fort Worth, Texas, ARTCC location identifier is ZFW and the alpha subcode is "A" = ZFWA).

> **Note 1:** Where more than one ASR is installed at the same location, each will be identified by the facility identifier plus an alpha subcode (Example: TIKA, TIKB).
>
> **Note 2:** Where more than one ARSR serves one ARTCC, each will be identified by the ARTCC identifier plus an alpha subcode (Example: ZFWA, ZFWB).

b. Location. Enter the location as shown on the AVNIS Data Sheet. If there are multiple radar antenna inputs and more space is required, place an asterisk in this block and explain in Remarks.

2. Block 2 - Crew Information – Complete as shown in Chapter 2, Paragraph 12.

3. Block 3 - Facility Information:

a. ASR, ARSR, SECRA, MSAW. Use the drop-down menu to select the appropriate entry to indicate type(s) of facilities, “Inspected“ or “Required/ Not Inspected”. **(If MSAW is the only check accomplished, use the MSAW block only).**

b. Ground Equipment Type. Insert the designation of the ground equipment type (e.g., FPN-47 for primary and ATCBI-3 for secondary radar will be entered as FPN-47/ ATCBI-3). ASR/ 9 or ASR/ 8 radar facilities installed with Mode S capability will be designated as equipment type ASR/ 9 /Mode S or ASR/ 8/ Mode S. If the radar facility is Mode S capable but operating in Interim Beacon Interrogator (IBI) Mode, report as follows: ASR/ 9 or ASR/ 8/ Mode S (IBI).

c. Scope Location. Enter the location of the controller scope (Example: Washington, D.C. ARTCC; Scott AFB, IL. RAPCON).

d. Standby Power. Use the drop-down menu to select the appropriate entry. If not checked, leave blank."

e. Facility Status. Use the drop-down menu to select the appropriate entry.

f. SIAP(s) Verified. For SIAP(s) checked IAW Order 8200.1, Chapter 6, use the drop-down menu to select the appropriate entry which indicates the results of the inspection.

g. Antenna Tilt: PRI (primary ASR antenna)/ SEC (SECRA antenna). Use the drop-down menu to select the appropriate entry. When the antenna tilt is controlled from a remote position, use Variable (VAR).

h. Block 6 - Optimum Angle. Enter the optimum mechanical antenna tilt angle established during installation.

4. Block 4 – NOTAM(s). Complete the NOTAM(s) block as directed in Chapter 3, Paragraph 21d.

5. Block 5 - Remarks. Complete as shown in Chapter 3. When appropriate, list:

a. When a major modification has been performed.

b. When MTI is required for the ASR approach. (This requirement does not constitute a facility restriction.)

c. When an air traffic control radar beacon system (ATCRBS) power optimization check is performed, report the interrogator power values. If dual equipment is installed, report the value for each transponder.

d. When equipment changes/modifications are made and the inspection is used to reestablish the coverage (Example: "This inspection reestablishes the coverage and performance of the (ASR/ ARSR/ ACTRBS). The results found on this inspection will be the basis for subsequent performance."

6. Block 6 - Flight Inspection Data

a. Block 6A - Fix Coverage

(1) Fix Name. Identify the radar fix inspected.

(2) Airway. Identify the airway associated with the fix. (Example: V47, J123W).

(3) Altitude. Enter the lowest altitude checked at which coverage is satisfactory. Enter the altitude divided by 100.

(4) Channel. Enter the radar channel evaluated.

(5) Satisfactory/ Unsatisfactory (SAT/ UNSAT). Use the drop-down menu to select the appropriate entry to indicate the status of the fix.

b. Block 6B - Fixed (Fix) Target Identification (Ident)/ Orientation Checkpoint.

(1) Checkpoint. A numerical listing is assigned to each checkpoint.

(2) Channel. Enter the radar channel used during the checks.

(3) Azimuth (Radar/Chart). Enter the azimuth bearing from the radar antenna, as determined at the radarscope, and the actual azimuth bearing determined from a chart or AFIS.

(4) Distance (Radar/Chart). Enter the distance from the radar antenna as determined at the radarscope and the actual distance, determined from a chart or AFIS.

c. Block 6C - Route Coverage

(1) Route. Enter the inspected route's designator.

(2) From/ To. Enter the distance, in nautical miles, of the route checked or the name of the fix inspected.

(3) Channel (CHAN). Enter the radar channel evaluated.

(4) Altitude (ALT). Enter the lowest satisfactory coverage altitude checked. Enter the altitude divided by 100.

(5) Polarization (POLAR). Enter the type of polarization used during the check. For MPN-25, indicate rain mode or clear mode, as appropriate.

(6) Moving Target Indicator (MTI). Enter "Yes" or "No" to indicate if the MTI feature was in use.

(7) Secondary Radar (SECRA). Enter "Yes" or "No" if the SECRA was operating satisfactorily during the inspection of the route.

(8) Satisfactory (SAT)/ Unsatisfactory (UNSAT). Use the drop-down menu to select the appropriate entry to indicate the status of the route.

d. Block 6D - Surveillance Approaches

(1) Airport. Enter the ICAO identifier of the airport where each approach terminates.

(2) Runway (Rwy). Indicate the runway where the approach terminates.

(3) Approach Condition. List any condition that adversely affected the approach or radar operation (Example: adverse weather).

(4) Position (POS) - Map. Indicate the position of the aircraft (in feet) relative to the runway edge extended, at the procedural missed-approach point. (Example: An aircraft 300 feet left of the runway edge, at a missed approach point that is 0.5 nm from the runway threshold, would be reported as: 300 L/ 0.5 nm).

(5) Polarization (POLAR). Indicate the type of polarization used during the approach. For MPN-25, indicate rain mode or clear mode, as appropriate.

(6) Moving Target Indicator (MTI). Enter "Yes" or "No" to indicate if the MTI feature was used.

(7) Channel (CHAN). Enter the radar channel evaluated.

(8) Satisfactory (SAT)/ Unsatisfactory (UNSAT). Use the drop-down menu to select the appropriate entry to indicate the status of each approach.

Flight Inspection Report—Surveillance Radar
FAA Form 8240-12

FLIGHT INSPECTION REPORT
SURVEILLANCE RADAR

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
		N/A	

ACM	FIFO

3. FACILITY INFORMATION

ASR		GROUND EQUIPMENT TYPE		FACILITY STATUS	
ARSR				SIAP(s) VERIFIED	
SECRA		SCOPE LOCATION		ANTENNA TILT	PRI / SEC
MSAW		STANDBY POWER		OPTIMUM ANGLE	

4. NOTAMs

5. REMARKS

6. FLIGHT INSPECTION DATA

A. FIX COVERAGE

FIX NAME	AIRWAY	ALTITUDE	CHANNEL	SAT/UNSAT	FIX NAME	AIRWAY	ALTITUDE	CHANNEL	SAT/UNSAT

B. FIX TARGET IDENT/ORIENTATION CHECK POINT

CHECK POINT	CHANNEL	AZIMUTH		DISTANCE	
		RADAR	CHART	RADAR	CHART

C. ROUTE COVERAGE

ROUTE	FROM	TO	CHAN	ALT	POLAR	MTI	SECRA	SAT/UNSAT

D. SURVEILLANCE APPROACHES

AIRPORT	RWY	APPROACH CONDITION	POS - MAP	POLAR	MTI	CHAN	SAT/UNSAT
			NM				
			NM				
			NM				
			NM				
			NM				
			NM				

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-12 (v1.1 12-2005) Supersedes previous edition

This Page Intentionally Left Blank

Appendix 13. Flight Inspection Report—General Characteristics FAA Form 8240-13

FAA Form 8240-13 is used to report conditions which cannot be reported on the other forms or to report facilities which are not routinely inspected (Example: markings, general airport characteristics, airport services, publication errors, etc.). This form is not a substitute for the data reporting requirements directed in the Aeronautical Data Management order.

1. Block 1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12.

2. Block 2 - Crew Information. Complete IAW Chapter 2, Paragraph 12.

3. Block 3 - Facility Information:

a. Airports. (Not required)

b. Lighting Systems. Discrepancies for lights not included on FAA Form 8240-5 may be reported on this form. Use the drop-down menu to select "Inspected".

c. Other (Explain)*. If the facility inspected is other than lights, use the drop-down menu to select "Inspected".

d. Facility Type and Class, SID, or Unnamed Departure Procedure. Enter the facility type and class if appropriate. Enter the name of the ODP or the words "Obstacle Departure Procedure" for unnamed instrument departure procedures.

e. Facility Status. (Not required)

f. SIAP(s) Verified. For SIAP(s) check IAW Order 8200.1, Chapter 6, click on the drop-down menu to select the appropriate entry to indicate whether inspected and condition (Example: "SAT" or "UNSAT*").

4. Block 4 – NOTAM(s). Complete NOTAM(s) block IAW Chapter 3, Paragraph 21d.

5. Block 5 - Remarks. Complete IAW Chapter 3.

6. Block 6 - Flight Inspection Data

A - Out-of-Tolerance Conditions Initially Found. List all discrepancies not covered by a current, published NOTAM. Use the drop-down menu to select the appropriate entry to indicate if the discrepancies were corrected or not.

B - Was a NOTAM Issued Based on the Results of This Inspection? Use the drop-down menu to select the appropriate entry (Block 4 must be completed "YES").

C - Is There a Previous NOTAM in Effect? Use the drop-down menu to select the appropriate entry.

Flight Inspection Report—General Characteristics
FAA Form 8240-13

FLIGHT INSPECTION REPORT
GENERAL CHARACTERISTICS

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
		N/A	

ACM	FIFO

3. FACILITY INFORMATION

AIRPORTS	
LIGHTING SYSTEMS	
OTHER (EXPLAIN)*	

FACILITY TYPE AND CLASS, SID, OR UNNAMED DEPARTURE PROCEDURE	

FACILITY STATUS	
SIAP(s) VERIFIED	

4. NOTAMs

5. REMARKS

6. FLIGHT INSPECTION DATA

A. OUT OF TOLERANCE CONDITIONS FOUND (Except those covered by previous NOTAM)

	CORRECTED

B. Was a NOTAM issued based on the results of this inspection?

C. Is there a previous NOTAM in effect?

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-13 (v1.0 10-2005) Supersedes previous edition

Appendix 14. Flight Inspection Report—After Accident Continuation Sheet FAA Form 8240-14

1. Purpose. The flight inspection after accident report (AA) must contain facility performance information and other conditions related to an accident or near mid-air collision or incident. The reported information must be obtained during a special AA inspection.

2. Reporting. Complete a flight inspection facility performance report (see Paragraph 4 of this appendix) and FAA Form 8240-14, Flight Inspection Report--After Accident Continuation Sheet, (see Paragraph 5 of this appendix) for each facility inspection requested following the accident or incident. The objective of the AA reporting procedure is to ensure that each report is complete, accurate, and reflects only the facility performance and status, as measured during the AA inspection. Therefore, report only "as found" conditions. The AA report commands the highest priority for a pre-distribution review and final approval. Special distribution requirements for this type of report are described in Chapter 2, Paragraph 15b; and special review procedures are described in Paragraph 3 of this appendix.

a. Incomplete Inspections. If all the requirements of the AA inspection cannot be completed in one inspection (i.e., a visual check of the site area is required but cannot be made due to weather or other factors), the final report must contain the dates and information from all previous inspections.

b. Reporting Corrected Out-of-Tolerance Conditions. Out-of-tolerance conditions found during an AA inspection must not be corrected until after the AA inspection is completed. An AA report will contain the as found condition of the facility and associated equipment (i.e., markers, lights, etc.) Report the out-of-tolerance condition, the corrected condition, and the results of any additional checks on a separate "special" maintenance request (MR) report. Explain the reason for this check in the Remarks block (e.g., special inspection to correct out-of-tolerance conditions found during the AA inspection of (date)).

c. Periodic Update. An after-accident inspection may be used to update the periodic interval if two conditions are met.

- No out-of-tolerance conditions are found.
- All periodic requirements were completed.

In this case, state in the remarks field of the facility performance report that periodic requirements were met.

3. Special Report Review. The Flight Inspector must complete the AA report in FIRPS. Report completion procedures and QC must be accomplished within three (3) days of the AA inspection. The Flight Inspection Records Team will mark the report "Specialist Review" (SR) in FIRPS, and notify Flight Inspection Policy when an AA report is entered into SR status. Flight Inspection Policy will review and recommend changes when needed. If the report is satisfactory, it will be returned to the Flight Inspection Records Team for archiving and distribution. If unsatisfactory, it will be returned to the originator for changes. Flight Inspection Policy will notify the flight inspector and the office manager of the results of the review. A copy of the final report, along with the worksheets and recordings, must be sent to the Flight Inspection Records Team within 7 days of completion of the inspection. Final distribution will be made according to Chapter 2, Paragraph 15b.

4. Facility Performance Report Completion. To complete the facility performance portion of the AA report, use the guidelines as described in Chapters 2 and 3 and the appropriate appendixes for the type facility inspected. Assign a facility classification (status) based on the results of the AA inspection.

5. FAA Form 8240-14, Flight Inspection Report--After Accident Continuation Sheet, Completion.

a. Block 1 - General

(1) Location. Information in this block will be the same as the corresponding block on the facility performance report.

(2) Identification (Ident). Enter the facility identifier.

(3) Facility Type. Enter the facility type.

(4) Date(s) of Inspection. Complete IAW Chapter 2, Paragraph 12.

(5) Date & Time of Accident. Enter the month, day, year, and universal coordinated time (UTC) of the accident (e.g., 1/12/89, 1400Z). If the date and time are unknown, enter "UNKNOWN."

(6) Aircraft Type & Number. Enter the aircraft manufacturer, model number, and aircraft registration number (Example: Beechcraft Bonanza/ BE 35/ N000SL) of the aircraft involved in the accident.

b. Block 2 - Other Information

(1) Procedures in Use at Time of Accident. Enter the procedure being used by the aircraft at the time of the accident (Example: Nashville Metropolitan Airport, Nashville, TN, ILS Rwy 02L, Amdt. 1). If this information is not available, enter "UNKNOWN." A "SAT" or "UNSAT" entry is not required.

(2) Equipment in Use at Time of Accident. Enter the facility transmitter, receiver, or channel number that was in use at the time of accident. If the facility has a single transmitter, state so. For coordinate-based RNAV procedures, leave blank.

(3) Date and Time of After Accident Inspection. Enter the date and UTC the AA flight inspection was started (Example: 11/17/89, 1626Z).

(4) Weather Conditions at Time of Inspection. Enter the weather conditions prevailing at the start of the inspection. Use plain English; do not use symbols.

(5) Procedures Inspected and Extent of Inspection. Enter the procedure(s) inspected. If the entry is the same as in Block A, enter the note, "Same as Block A" and describe the extent of the SIAP inspected (Example: "evaluated the final approach segment). A "SAT" or "UNSAT" is not required.

(6) SIAP Obstacle Clearance Checked. Check the SIAP for compliance with Order 8200.1, Chapter 6. Select the appropriate entry from the drop-down menu.

(7) Name and Routing Symbol of Accident Coordinator/ Investigator. Enter the name and routing symbol of the person acting in the capacity of the accident coordinator/ investigator for the accident being reported. If this person is not an FAA employee, enter the name and business or military address.

c. Block 3 - Remarks. Enter any information required to clarify data in Blocks 1--14. When all facility parameters are found within tolerance and no performance discrepancies are discovered, enter the following statement: "Facility operation found satisfactory." For coordinate-based RNAV procedures, enter “RNAV performance found satisfactory”. When there is a request to check the MSAW (Minimum Safe Altitude Warning) system as part of the AA inspection, enter a remark indicating the results.

Flight Inspection Report—After Accident Continuation Sheet
FAA Form 8240-14

FLIGHT INSPECTION REPORT
AFTER ACCIDENT CONTINUATION SHEET

1. GENERAL

A. Location	
B. Ident	
C. Facility Type	
D. Date(s) of Inspection	
E. Date & Time of Accident	
F. Aircraft Type & Number	

2. OTHER INFORMATION

A. Procedures In Use at Time of Accident	
B. Equipment In Use at Time of Accident	
C. Date & Time of After Accident Inspection	
D. Weather Conditions at Time of Accident	
E. Procedures Inspected and Extent of Inspection	
F. SIAP	
G. Name & Routing Symbol of Accident Coordinator/Investigator	

3. REMARKS

FAA Form 8240-14 (v1.0 7-2005) Supersedes previous edition

Appendix 15

(Reserved)

This Page Intentionally Left Blank

Appendix 16. Flight Inspection Report—Microwave Landing System FAA Form 8240-16

FAA Form 8240-16 will be used for all MLS inspections.

1. Block1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12. Exceptions:

a. Runway. Enter the applicable runway designator

b. Category. Enter the lowest minima performance category of the facility (I, II, III).

2. Block 2 - Crew Information. Complete IAW Chapter 2, Paragraph 12.

3. Block 3 - Facility Information. Use the drop-down menus to select the appropriate entries.

a. Front Azimuth

b. Back Azimuth

c. Elevation

d. DME

e. Lighting System

f. Azimuth (AZ) Course (CRS) Bearing (BRG). Enter the designed front azimuth course bearing(s) that support the procedure(s). If an offset aziumuth is inspected, enter a statement in Remarks.

g. Back Azimuth (BAZ) Course (CRS) Bearing (BRG). Enter the designed back azimuth course bearing(s) that support the procedure(s).

h. Minimum Glidepath (MGP). Enter the commissioned minimum glidepath angle in degrees.

i. Facility Status (AZ, ELEV, BAZ)

j. SIAP(s) Verified. IAW Order 8200.1, Chapter 6

4. Block 4 - NOTAM(s). Complete NOTAM(s) block IAW Chapter 3, Paragraph 21d.

5. Block 5 – Remarks:

a. Exempted Structure. When out-of-tolerance Path Following Error (PFE), Path Following Noise (PFN), or Control Motion Noise (CMN) is exempted by the provisions of Order 8200.1, Paragraph 16.21, place an asterisk in the "OT" column next to the particular structure to be exempted and explain in Remarks (Example: "PFE SAT IAW Order 8200.1, Paragraph 16.22").

b. Standby Control Electronic Unit (CEU): Enter the serial numbers of the primary and standby CEU at commissioning and any time the unit is replaced.

c. Collocated MMLS. When pseudo runway threshold is used, report the coordinates. Report a description of markers used for NCU updating and suitability of those markers for use without the Television Positioning System.

6. Block 6. Microwave Landing System Data – Azimuth:

a. Block A/ B - Front Azimuth/ Back Azimuth (TX1/ TX2). These columns are used to report specific operational parameters for each transmitter. Use the "OT", "INITIAL", and "FINAL" columns as directed in Appendix 8, Paragraphs 6b, c, and d.

(1) Mean Course Error (MCE). Enter the alignment of the approach course azimuth to hundredths of a degree. When determined by manual methods, designate left or right (Example: 0.04L indicates the course is 0.04° left of the designated approach azimuth). When alignment error is determined by AFIS, a negative sign indicates course alignment is right of the designated azimuth. (For mobile MLS facilities, under the "Initial" column, enter the alignment as found at the beginning of the flight check.

(2) Path Following Error (PFE). Enter the most significant error in hundredths of a degree and tenths of a mile. (Example: 0.04/ 0.8 indicates a 0.04° error at 0.8 nm from threshold).

(3) Path Following Noise (PFN). Enter the most significant error in hundredths of a degree and tenths of a mile. (Example: 0.04/ 0.8 indicates a 0.04° error at 0.8 nm from threshold)

(4) Control Motion Noise (CMN). Enter the most significant error in hundredths of a degree and tenths of a mile. (Example: 0.04/ 0.8 indicates a 0.04° error at 0.8 nm from threshold).

(5) Out-of-Coverage Indications (OCI). When OCI equipment is installed, use the drop-down menu to select "SAT" or "UNSAT", as appropriate.

(6) Clearance. When clearance equipment is installed, use the drop-down menu to select "SAT" or “UNSAT”, as appropriate. Leave blank for mobile MLS facilities.

(7) Basic Data Words. Enter "SAT" to signify all basic words transmitted by the facility are within specified limits. Enter “UNSAT” If words are missing, incorrect, incomplete, or cannot be verified by other means. When commissioning mobile MLS facilities, under the “Initial” column, enter the status of the Data Words as found at the beginning of the inspection.

(8) Auxiliary Data Words. Enter "SAT" to signify all auxiliary words transmitted by the facility are within specified limits. Enter “UNSAT” if words are missing, incorrect, incomplete, or cannot be verified by other means." When commissioning mobile MLS facilities, under the “Initial” column, enter the status of the Data Words as found at the beginning of the inspection.

(9) Proportional (Prop) Guidance - Left. Enter the commissioned maximum proportional guidance angle left of the procedural azimuth.

(10) Proportional (Prop) Guidance - Right. Enter the commissioned maximum proportional guidance angle right of the procedural azimuth.

(11) Identification. Enter "SAT" if the coded identification is satisfactory. Enter "UNSAT" if unsatisfactory.

(12) Usable Distance. For Minimum RF Power, enter the maximum distance from the Achieved Reference Datum (ARD) where the check was satisfactory.

(13) Monitor:

(a) MCE - Left (L) Reference. Enter the course displacement from the as found normal MCE.

(b) PFE - Left (L) Reference. Enter the maximum PFE throughout the approach, as indicated in Paragraph 6a(2), with the course shifted left.

(c) MCE - Right (R) Reference. Enter the course displacement from the as found normal MCE.

(d) PFE - Right (R) Reference. Enter the maximum PFE throughout the approach, as indicated in Paragraph 6a(2), with the course shifted right.

7. Block 7 - Microwave Landing System Data - Runway Azimuth. Report the operational characteristics of the azimuth portion of the MLS in the runway environment.

a. Zone-4/ Zone-5. Complete each column as defined in Appendix 8, Paragraphs 6b, c, and d.

b. PFE, PFN, CMN. Enter the most significant error in tenths of a foot and hundredths of a mile to runway threshold, for each zone (Example: 4.2/ 0.80 indicates a 4.2 foot error at 0.80 nm from threshold).

8. Block 8 - Microwave Landing System – Elevation:

a. Elevation Angle. Enter the measured, actual elevation angle to hundredths of a degree. If the reported angle is not the actual angle, explain in Block 5. For mobile MLS facilities, under the “Initial” column, enter the angle as found at the beginning of the inspection.

b. PFE. Enter the most significant error in hundredths of a degree and tenths of a mile (Example: 0.04/0.8 indicates a 0.04° error at 0.8 nm from threshold).

c. PFN. Enter the most significant error in hundredths of a degree and tenths of a mile (Example: 0.04/0.8 indicates a 0.04° error at 0.8 nm from threshold).

d. CMN. Enter the most significant error in hundredths of a degree and tenths of a mile (Example: 0.04/0.8 indicates a 0.04° error at 0.8 nm from threshold).

e. OCI. When OCI equipment is installed, use the drop-down menu to select “SAT" or “UNSAT”, as appropriate.

f. Below MGP Clearance. Enter "SAT" if clearance below the minimum glidepath is satisfactory. Enter "UNSAT" if unsatisfactory.

g. Usable Distance. For Minimum RF Power, enter the maximum distance from the Achieved Reference Datum (ARD) where the check was satisfactory.

h. Monitor:

(1) PFE-Angle High. Enter the maximum PFE throughout the approach, as indicated in Paragraph 6a(2), with the angle shifted high.

(2) Elevation (EL) Angle High Reference. Enter the elevation angle, in hundredths of a degree, with the elevation at high angle limit.

(3) Elevation Angle Low - Monitor Reference. Enter the elevation angle, in hundredths of a degree, with the elevation at low angle limit.

(4) PFE-Angle Low. Enter the maximum PFE throughout the approach, as indicated in Paragraph 6a(2), with the angle at low angle limit

9. Block 9. MLS Commissioning Data Words. All MLS or MMLS commissioning inspections require completion of Basic and AUX forms.

Flight Inspection Report—Microwave Landing System
FAA Form 8240-16

FLIGHT INSPECTION REPORT
MICROWAVE LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	RUNWAY	CATEGORY	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO

ACM	FIFO

3. FACILITY INFORMATION

FRONT AZIMUTH	
BACK AZIMUTH	
ELEVATION	

DME	
LIGHTING SYSTEM	
AZ CRS. BRG.	
BAZ CRS. BRG.	
MGP	

FACILITY STATUS
AZ
ELEV
BAZ
SIAP(s) VERIFIED

4. NOTAMs

5. REMARKS

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-16 (v1.0 7-2005) Supersedes previous edition

6. MICROWAVE LANDING SYSTEM DATA - AZIMUTH

A. FRONT AZIMUTH	TX 1			TX 2		
	OT	INITIAL	FINAL	OT	INITIAL	FINAL
MCE						
PFE						
PFN						
CMN						
OCI						
Clearance						
Basic Data Words						
Aux Data Words						
Prop Guid-L.						
Prop Guid-R.						
Identification						
Usable Distance						
MONITOR						
MCE-L. Ref.						
PFE L. Align.						
MCE-R. Ref.						
PFE R. Align.						

.B. BACK AZIMUTH	TX 1			TX 2		
	OT	INITIAL	FINAL	OT	INITIAL	FINAL
MCE						
PFE						
PFN						
CMN						
OCI						
Clearance						
Basic Data Words						
Aux Data Words						
Prop Guid-L.						
Prop Guid-R.						
Identification						
Usable Distance						
MONITOR						
MCE-L. Ref.						
PFE L. Align.						
MCE-R. Ref.						
PFE R. Align.						

7. MICROWAVE LANDING SYSTEM DATA - RUNWAY AZIMUTH

A. ZONE 4	TX 1			TX 2		
	OT	INITIAL	FINAL	OT	INITIAL	FINAL
PFE						
PFN						
CMN						

B. ZONE 5	TX 1			TX 2		
	OT	INITIAL	FINAL	OT	INITIAL	FINAL
PFE						
PFN						
CMN						

8. MICROWAVE LANDING SYSTEM DATA - ELEVATION

	TX 1			TX 2		
	OT	INITIAL	FINAL	OT	INITIAL	FINAL
Elevation Angle						
PFE						
PFN						
CMN						
OCI						
Below MGP Guidance						
Usable Distance						

MONITOR	TX 1			TX 2		
	OT	INITIAL	FINAL	OT	INITIAL	FINAL
El. Angle H. Ref						
PFE H. Angle						
El. Angle L. Ref						
PFE L. Angle						

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-16 (v1.0 7-2005) Supersedes previous edition

9. MICROWAVE LANDING SYSTEM - COMMISSIONING DATA WORDS

A. FACILITY TYPE	

B. MLS BASIC WORD 1	**EXAMPLE**	
F DIS	200 MTR	
AZ PROP COV	-40 TO +40 DEG	
CLEARANCE SIGNAL TYPE	SB	
C. MLS BASIC WORD 2	**EXAMPLE**	
MIN GLIDE PATH	3.0 DEG	
STATUS: AZ	NORMAL	
EL	NORMAL	
BZ	OFF/TEST	
DME	FA, STD 1 AVAIL	
D. MLS BASIC WORD 3,4, & 6	**EXAMPLE**	
AZ BEAMWIDTH	3.0 DEG	
EL BEAMWIDTH	2.0 DEG	
DME DISTANCE	0.0 MTR	
AZ ZERO-DEG PLANE	173 DEG	
BZ ZERO-DEG PLANE	353 DEG	
GND EQUIP IDENT		
E. MLS AUXA WORD 1	**EXAMPLE**	
AZ ANTENNA OFFSET	-89 MTR	
AZ TO DATUM PT DIST	6210 MTR	
AZ TO DATUM HEIGHT	0 MTR	
AZ ANT/RUNWAY ALIGN	0.00 DEG	
AZ ANT COORDINATE	CONICAL/PLANAR	
AZ ANT HEIGHT	4 MTR	
F. MLS AUXA WORD 2	**EXAMPLE**	
EL ANTENNA OFFSET	-91 MTR	
THRESHOLD TO DATUM POINT	233 MTR	
EL ANTENNA HEIGHT	5.5 MTR	
DATUM POINT ELEVATION	387 MTR	
THRESHOLD HEIGHT	0.7 MTR	
G. MLS AUXA WORD 3	**EXAMPLE**	
DME OFFSET	-89 MTR	
DME TO DATUM POINT	0 MTR	
DME ANTENNA HEIGHT	5 MTR	
RUNWAY STOP END DIST	673 MTR	
H. MLS MISC		
CHANNEL/FREQ		
DESIGNED PROCEDURAL AZIMUTH		
DME CHANNEL		

**** Remarks are required for fields marked with an asterisk***

FAA Form 8240-16 (v1.0 7-2005) Formerly 8240-16-1

This Page Intentionally Left Blank

Appendix 17. Flight Inspection Report--RNAV
FAA Form 8240-17

FAA Form 8240-17 must be used for reporting RNAV site, commissioning, periodic, and special inspections. Periodic inspections do not require a report unless an unsatisfactory condition is found.

1. Block 1 - Flight Inspection Report Header. Complete IAW Chapter 2, Paragraph 12. Exceptions:

a. Identification (Ident). For an approach, enter the identifier provided on the itinerary. If the procedure is to a point in space, enter the airport identifier assigned to the procedure by the National Flight Data Center (NFDC). If no ident is assigned, leave blank.

For a stand-alone point in space fix, enter the fix name.

For routes, enter name (Example: Q501)

For a DP or STAR, enter the procedure name (Example: IDALE)

b. Location. Complete IAW Chapter 2, Paragraph 12.

c. Runway. For an approach, enter the runway served by the procedure. If the procedure is not to a specific runway, leave blank.

d. Ctrl Number. Leave blank

e. Inspection Type. Complete IAW Chapter 2, Paragraph 12, except for GPS overlay procedures when the primary facility VOR or NDB is out of service or decommissioned. If that is the case, list the type of inspection as a "Special/ Proc". Use the drop-down menu to select the appropriate entry.

2. Block 2 - Crew Information – Complete IAW Chapter 2, Paragraph 12.

3. Block 3 - Facility Information:

a. Procedure Type. Indicate the type of RNAV inspected by using one of the following abbreviations:

DP	RNAV Departure Procedure
GPS PS	GPS Point in Space
LPV	Wide Area Augmentation System
LNAV	Lateral Navigation
LNAV/ VNAV	Lateral Navigation/ Vertical Navigation
RNP	Required Navigation Performance
Route	Airway or Off-Airway En Route Procedure
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
Other	

If “Other” is entered, indicate component inspected in Remarks. Enter “Other” for GPS overlay procedures as described in Block 1, Paragraph e.

b. Procedure Name. Enter procedure name (Example: RNAV (GPS) Rwy 19R, AACES RNAV TWO, Q505, Bismarck 1.) For a stand-alone point-in-space fix, enter the fix name (i.e., NOISY)

c. Procedure Modified. Enter a “Yes” in this field when changes to a SIAP have been made during the inspection. Include a comment in Remarks to indicate the specific change. Enter a “No” in this field if no changes have been made to a SIAP during the inspection.

d. Sensor Status. For RAIM availability, or sensor status appropriate to the type system (i.e., WAAS, LAAS) use the drop-down menu to select appropriate entry to indicate “SAT” or “UNSAT”.

e. ARINC 424 Coding. ARINC 424 coding reflected on the appropriate procedure paperwork produces the ground track evaluated by the flight procedure specialist and is accurately reflected in the procedure text (i.e., missed approach, departure route description). Use the drop-down menu to select appropriate entry to indicate “SAT” or “UNSAT”.

f. Additional (Add.) Runways. Enter additional airport names and runways when there is insufficient space in the Runway block in Block 1.

g. RNP. Enter the most critical RNP value for RNAV (RNP) procedures. When not specified, leave blank.

h. WAAS HPL (For RNAV WAAS LPV). Enter the largest received value (in meters) in the Final Approach Segment (FAS).

i. WAAS VPL (For RNAV WAAS LPV). Enter the largest received value (in meters) in the FAS.

j. GEO SNR (For RNAV WAAS LPV). Enter the lowest value received in db(s)) in the FAS.

k. FAS Vertical PA (Comm) – Enter the commissioned vertical path angle for the FAS. For LNAV only approaches, leave blank. For GPS overlay procedures, leave blank.

l. FAS Vertical PA (Actual) - Enter the actual vertical path angle for the LPV and VNAV. For LNAV only approaches, leave blank.

m. Procedure Evaluation. Complete the following blocks using the drop-down menu to select the appropriate entry to indicate “SAT” or “UNSAT*”.

(1) Human Factors Cockpit Workload. Complete using Order 8200.1, Paragraph 6.15c as a guideline.

(2) Obstacle Verification

(3) Communications

(4) Lighting Systems

(5) Procedure Flyability

4. Block 4 - NOTAM(s). Complete IAW Chapter 3, Paragraph 21d.

5. Block 5 - Remarks. Complete IAW Chapter 3, Paragraph 21. If applicable, enter the reimbursable agreement number and owner name. For an RNAV SIAP with LPV minima, include course alignment error (CS-ER), threshold crossing height (TCH), and cyclic redundancy check (CRC) remainder code. When an RNAV GNSS-DME/ DME-IRU type procedure flight inspection is accomplished, enter the following remark: "Procedure Satisfactory for GNSS operations, DME/ DME waiting AFS/ WAJR post analysis." For GPS overlay procedures as described in Block 1, Paragraph e, report the SIAP information and add "Overlay" after the amendment number (Example: Tulsa, OK, VOR OR GPS RWY 23, Amdt 1, Overlay. TUL VOR OTS).

6. Block 6 - Flight Inspection Data:

a. Block A. Route, SID, STAR, DP, or SIAP. Click on the appropriate radio button to select type inspection.

(1) SIAP. Initial Approach Waypoint (IAWP), Intermediate Waypoint (IWP), Final Approach Waypoint (FAWP), Missed Approach Waypoint (MAWP), Missed Approach Turning Waypoint (MATWP), Step Down Fix (final approach segment) (SDF/F), Step Down Fix (Intermediate)(SDF/I), and Missed Approach Holding Waypoint (MAHWP). Each waypoint must be reported when inspected.

(a) Waypoint Name – Enter waypoint name. For a facility as a waypoint, enter the ident of the facility as the waypoint name.

(b) SAT/ UNSAT – Use the drop-down menu to select the appropriate entry to indicate data accuracy.

(2) Route, SID, STAR, and DP

(a) Waypoint Name –When a facility is used to identify a waypoint, enter the ident of the facility as the waypoint name.

(b) SAT/ UNSAT – Use the drop-down box menu to select the appropriate entry to indicate data accuracy.

(3) Stand-Alone Point-in-Space Fix – Click on the "Route – SID – STAR – DP" radio button, enter the fix name, and select the appropriate "SAT/ UNSAT" entry to indicate data accuracy.

b. Block B – DME Facilities Supporting Procedure. Enter the ident of each DME recorded. Enter additional facilities in Remarks.

Flight Inspection Report--RNAV
FAA Form 8240-17

FLIGHT INSPECTION REPORT
RNAV

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)

LOCATION	RUNWAY	CTRL NUMBER	INSP TYPE

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
		N/A	

ACM	FIFO

3. FACILITY INFORMATION

PROCEDURE TYPE	
PROCEDURE NAME	
PROC MODIFIED	
SENSOR STATUS	
AIRINC 424 CODING	
ADD. RUNWAYS	

RNP	
WAAS HPL	
WAAS VPL	
GEO SNR	
FAS VERT. P.A. (Comm)	
FAS VERT. P.A. (Actual)	

PROCEDURE EVALUATION	
HUMAN FACTORS	
OBSTACLE VERIF.	
COMMUNICATIONS	
LIGHTING SYSTEMS	
PROC FLYABILITY	

4. NOTAMs

5. REMARKS

6. FLIGHT INSPECTION DATA

A. ⊙ ROUTE - SID - STAR - DP ○ SIAP

	WAYPOINT NAME	SAT/UNSAT
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		
WP		

B. DME FACILITIES SUPPORTING PROCEDURE

** Remarks are required for fields marked with an asterisk*

FAA Form 8240-17 (v1.1 12-2005) Supersedes previous edition

Appendices 18 – 19

(Reserved)

This Page Intentionally Left Blank

Appendix 20. Flight Inspection Report—AVNIS Data Change Submission FAA Form 8240-20, Parts 1 & 2

FAA Form 8240-20-1 is to be completed for all change requests to the AVNIS database. If there is not an appropriate block for entering the specific change, Part 2 may be submitted individually (see Paragraph 7 below).

This form must be sent directly to the Aeronautical Data Support Team (ADST) by fax to (405) 954-3164 (alternate 1329) **or** as an attachment to an **email** to mailbox: 9-AMC-AVN-AVN210-DATA. Changes to checkpoints, restrictions, and other critical information must be submitted within five (5) working days of the flight inspection event. Other routine changes to the AVN database may be submitted no later than the submission of the flight inspection report. Part 1 or 2 may be deleted, allowing the submission of only the part that contains information regarding a change request.

1. Block 1. Heading. This block provides the destination information for the form.

a. Attention. Enter the name of the Aeronautical Information Specialist (AIS) responsible for the area where the facility is located, or, if unknown, enter "AIS".

b. Location. Enter the name of the city associated with the facility. If more than one airport is located in the city, add the ICAO identifier.

c. Identification (Ident). Enter the facility ident.

d. Type. Enter facility type (i.e., VOR, ILS, etc.)

2. Block 2. Cancel. This block is dedicated to canceling restrictions and/or checkpoints in the AVNIS database. An individual restriction may be listed by Component (CMPNT) and DATE or all restrictions cancelled by entering "ALL" in the "Remarks" column. If more space is required, multiple pages may be submitted.

a. Facility Restriction to to be removed:

(1) CMPT: Example "VTAC/V".

(2) Date: Enter date from the data sheet of restriction being canceled.

(3) From: Starting radial of restriction (CW direction).

(4) To: Ending radial of restriction (CW direction).

(5) BYD: Start of restriction in nautical miles.

(6) Below: Upper level altitude of restriction reported in MSL.

(7) Remarks: Note any additional information needed.

b. **Checkpoint:** Ground or airborne receiver checkpoint to be canceled.

(1) **Type**: Enter type of checkpoint (GCP or ACP)

(2) **Airport**: Enter airport name.

(3) **RAD**: Enter radial in degrees.

(4) **DIST**: Enter distance in nautical miles.

(5) **ALT**: Enter the altitude in feet MSL.

(6) **Description**: Enter location of the checkpoint.

3. **Block 3. Publish.** This block is completed for new/ original entries. Enter all data as described in Paragraph 2 above, except the date field must contain the date of the inspection the restriction was established.

4. **Block 4. Rollout/ GS CBP.** This block will provide tracking of rollout and GS CBP results. Items A, C, and E are to be completed by the flight crew. Items B, D, F, and G are to be completed by Flight Inspection Policy.

a. **RO Code.** The rollout code indicates the quality of localizer signal along the runway surface area. Refer to FAA Order 8200.1 (latest edition), Paragraph 15.20g (2) and enter the appropriate localizer code.

b. **Assigned Code** To be completed by Flight Inspection Policy.

c. **Actual Class.** Enter the ILS performance classification obtained as a result of the flight inspection. It may or may not be the same as the published ILS performance class in the A/FD.

d. **Published Class:** The published facility performance class found in the A/FD. If there is not a published facility performance class in the A/ FD, enter "None".

e. **GS CBP Code:** Enter the appropriate code based on the flight inspection results.

(1) **S.** Indicates all normal and monitor reference configurations have Satisfactory glide slope clearance below path to the threshold.

(2) **U**. Indicates the glide slope clearance below path between Point C and threshold was Unsatisfactory in one or more of the configurations.

(3) **N**. Indicates the glide slope clearance below path between Point C and threshold has not been checked.

(4) **AC.** Awaiting Check (Same as N)

f. **Verification *)*:** To be initialed and dated by Flight Inspection Policy. The information in Field 4 on FAA Form 8240-20 had been verified to be correct on the corresponding Flight Inspection Report.

g. Upgrade Number *(For Flight Inspection Policy use only)***:** The number of inspections that indicate the facility classification performs better than published in the A/ FD.

(1) Only one inspection is required to downgrade a facility.

(2) Three consecutive inspections indicating an improvement of the facility are required to upgrade a facility, or a corrective action has been made to improve the facility performance.

5. Block 5. REMARKS. Use Field 5 to clarify any pertinent information completed in Fields 1 through 4. Submit all other changes not covered on Part 1 using FAA Form 8240-20 Part 2. Provide an explanation for the change when there is no report or recordings supporting the change request. Example: "Recordings not required". In general, add a remark when it will help explain a facility restriction that is not obviously related to facility performance.

6. Block 6. Itinerary Data: A/C and crew information.

a. Date of Inspection: Enter last day of inspection requiring this form.

b. Aircraft No: Aircraft tail number.

c. Pilot: Pilot in Command last name and crew number.

d. MS: Mission Specialist last name and crew number.

e. Date Sent: Date this form is submitted.

FAA Form 8240-20-2 may be submitted individually or used as a continuation sheet with Part 1.

7. Block 1. Heading. Complete using instruction from Paragraph 1 above.

8. Block 2. Data Sheet Changes. This field is used for data change requests not included in Part 1.

a. When a "Remark" is to be added to the facility data sheet, list the change as it should appear on the AVNIS data sheet.

b. Clarification should be provided to any entry when appropriate.

9. Block 3. Itinerary Data. Complete using instruction from Paragraph 6 above.

Flight Inspection Report—AVNIS Data Change Submission (Part 1)

AVNIS Data Change Submission

1. TO: Flight Inspection Central Operations

FAX: (405) 954-3164 **EMAIL: 9-AMC-AVN-AVN210-DATA**

ATTENTION: _____

Please submit the following changes for incorporation into the appropriate flight publications.

LOCATION: _____ ID: _____ TYPE: _____

2. *CANCEL:* **FACILITY RESTRICTION** ("FROM" CW "TO")

CMPNT	DATE	FROM	TO	BYD	BELOW	REMARKS

CHECKPOINT:

TYPE	AIRPORT	RAD	DIST	ALT	DESCRIPTION

3. *PUBLISH:* **FACILITY RESTRICTION** ("FROM" CW "TO")

CMPNT	DATE	FROM	TO	BYD	BELOW	REMARKS

CHECKPOINT:

TYPE	AIRPORT	RAD	DIST	ALT	DESCRIPTION

4. ROLLOUT/GS CBP:

A. R.O. CODE: _____ C. ACTUAL CLASS: _____ E. GS CBP CODE: _____

B. TSS ASSIGNED CODE: _____ D. PUBLISHED CLASS: _____ F. TSS VERIFICATION: _____

.G. UPGRADE NUMBER: _____

5. REMARKS:

6. DATE OF INSPECTION: _____ AIRCRAFT NO: _____ DATE SENT: _____

PILOT: _____ MISSION SPECIALIST: _____

FAA Form 8240-20-1 (v1.1 12-2005) Supersedes previous edition

Flight Inspection Report—AVNIS Data Change Submission (Part 2)

AVNIS Data Change Submission

1. **TO: Flight Inspection Central Operations**

   FAX: (405) 954-3164 **EMAIL: 9-AMC-AVN-AVN210-DATA**

   ATTENTION: _____

   Please submit the following changes for incorporation into the appropriate flight publications.

   LOCATION: _____ ID: _____ TYPE: _____

2. **DATA SHEET CHANGES:**

3. DATE OF INSPECTION: _____ AIRCRAFT NO: _____ DATE SENT: _____

   PILOT: _____ MISSION SPECIALIST: _____

FAA Form 8240-20-2 (v1.1 12-2005)

This Page Intentionally Left Blank

Appendix 21. Flight Inspection Report—Controlling Obstacle Evaluation FAA Form 8240-21

FAA Form 8240-21 is to be completed when a new obstacle is observed that could potentially become the controlling obstacle of the procedure under inspection. Multiple procedures or obstacles may be listed on this form when they are in the same airport environment.

1. Block 1 – Airport. Enter the airport identifier as specified on the AVNIS Data Sheet.

2. Block 2 – Runway. Enter the runway number or "Circling" for a circling approach.

3. Block 3 – State. Enter the state code.

4. Block 4 – Date(s) of Inspection. Complete IAW Chapter 2, Paragraph 12.

5. Block 5 – Type of Inspection. Complete IAW Chapter 2, Paragraph 12.

6. Block 6 – Procedure(s). When new potentially controlling obstructions not identified in the procedure package are discovered, enter the following information:

a. Procedure Name. Enter the procedure name.

b. Description. Enter a brief description of the new obstacle.

c. Location. Enter the latitude/ longitude or radial/ bearing and distance from a known facility.

d. Estimate of Height. When evaluated, enter the in-flight height in feet MSL. In Remarks, enter the method used to determine obstacle height. Where possible, note the AGL elevation.

7. Field 7 – Remarks. Enter any information needed to clarify entries in the above fields.

Flight Inspection Report—Controlling Obstacle Evaluation
FAA Form 8240-21

FLIGHT INSPECTION REPORT-CONTROLLING OBSTACLE EVALUATIONS | REVIEW INITIALS

1. AIRPORT:	2. RUNWAY:	3. STATE	4. DATE(S) OF INSPECTION:

5. TYPE OF INSPECTION		PERIODIC		SPECIAL

6. PROCEDURE(S)

	IDENTIFICATION OF NEW CONTROLLING OBSTACLE			
PROCEDURE NAME	DESCRIPTION	LOCATION	ESTIMATE OF HEIGHT	
		LAT/LON or RADIAL/BEARING & DISTANCE	MSL	AGL

7. REMARKS:

REGION:	FLIGHT INSPECTOR 'S SIGNATURE:	MISSION SPECIALIST'S SIGNATURE:	AIRCRAFT NO:
FIFO:			

FAA FORM 8240 - 21 (10/2005) (FORMFLOW)

Date Completed: