

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Technical Operations
Aviation System Standards

N JW-3 8200.41

Effective Date:
9/18/09

Cancellation Date:
9/18/10

SUBJ: Changes to Order JW-3 8200.6B

1. **Purpose of This Notice.** This notice provides interim policy to Order JW-3 8200.6B, Coordination of Flight Inspection Procedure Packages, dated May 22, 2009. It provides guidance for coordinating Instrument Flight Procedure (IFP) packages between the AeroNav Services Flight Procedures Office and the Flight Inspection Operations Group.
2. **Audience.** This Notice is distributed to the AeroNav Services Flight Procedures and Flight Inspection Operations Offices in Aviation System Standards; the U.S. Army Aviation Center, Fort Rucker, Alabama; and the U.S. Air Force Flight Standards Agency.
3. **Where Can I Find This Notice?** You can find this notice on the AVN website: <http://www.avn.faa.gov/index.asp?xml=fioo/info>
4. **Guidance.** Please make the following changes to Order JW-3 8200.6B:
 - a. **Page 3, Paragraph 6d, Maps.** Change to read:

“d. Maps. Color copies of maps will clearly depict the obstruction areas and controlling obstacles. Procedural segments must be easily distinguished from the background and other features. Each controlling obstacle will be clearly marked and numbered to match the obstacles listed on the corresponding FAA form. The following items will be included:

 - (1) When more than one type final approach segment is combined in one instrument approach procedure, a 1:100,000 scale map depicting each final trapezoid (“trap”), initial portion of the missed approach, and the controlling obstacle for the associated final (e.g., LP, LPV, LNAV/ VNAV, LNAV minimums may all be included in one SIAP proposal, each type of final trap may have differing dimensions and different controlling obstacles requiring separate maps for each type of minimums). These maps will be printed on 8 ½” x 11” bond paper.

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(2) All procedures must contain a 1:100,000 scale map depicting the final segment, circling areas, and as much of the missed approach as possible, or the first portion of the departure procedure (DP). These maps will be printed on 8 ½” x 11” bond paper.

(3) A 1:500,000 scale map depicting all procedure segments. More than one map of this scale may be included if all segments cannot be clearly depicted on a single map. These maps will be printed on 8 ½” x 11” bond paper.

(4) For airways, applicable portions of the en route high/ low altitude airway on a sectional aeronautical chart printed on 8 ½” x 11” bond paper. When more than one page is required, label the pages 1 through end number, either starting west to east or north to south, in order.

(5) For STAR(s) and Charted Visual Flight Procedures (CVFP(s)), only those items provided to Air Traffic (AT) are included.”

b. Page 5, Paragraph 8, FIOG Responsibilities for Package Processing. Add a last sentence, “The flight inspector will complete the Inspection Date block and the Inspector Signature block with the flight inspector’s name signed and PRINTED.”

c. Page A-1, Appendix A, DME/ DME Inspections. In the Process Steps below the flow chart, add to the end of Process 1, “(A DME/ DME Analysis is not required to be sent with a procedure amendment when no changes have been made to the courses, distances, altitudes, or waypoints that would impact the coding of the procedure.)”

These changes will be incorporated into the next update to Order JW-3 8200.6.

/s/ Cheryl A. Bothwell for

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