NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

N 8200.122

Effective Date:
9/20/10

Cancellation Date:
9/20/11

SUBJ: Changes to FAA Order 8240.36M, Flight Inspection Report Processing System

1. Purpose of This Notice. This Notice provides interim guidance to FAA Order 8240.36M, Flight Inspection Report Processing System (FIRPS).

2. Audience. The audience for this notice is the Air Traffic Technical Operations Eastern, Central, and Western Service Areas; the NAS Implementation Centers; Aviation System Standards Flight Inspection Operations Group offices and crewmembers, Air Force Flight Standards Agency (AFFSA), and the 1st Air Force Reserves Unit; and users of FAA Order 8240.36.

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

4. Explanation of Policy Change. This Notice clarifies examples when entering data on a report, corrects reference locations, and updates report forms to match dated form currently used in FIRPS automated forms application.

5. Guidance. Please make the following pen and ink changes to FAA Order 8240.36M.

a. Chapter 3, Paragraph 21i. Change Example to "VOR/ R-090/ 45.0nm/ 16,000 ft Revalidation, SAT". Add, "Each component will have its own ESV entry. When DME is included in the ESV, it will be listed separately, 'DME/ R-090/ 45.0 nm/ 16,000 ft Revalidation, SAT' ".

b. Chapter 3. Delete "22 – 25. Reserved" from Page 18. Add new Paragraph 22 and FAA Form 8240-1 by adding Pages 19 (and 20)(attached). New Paragraph 22 reads, "**22. Flight Inspection Continuation Sheet.** When Block 5 "Remarks" is not adequate for all remarks pertaining to an inspection, the continuation sheet may be added as a supplemental page to any report to any form."

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

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

c. Appendix 1. Delete Page A1-3 (and 4). FAA Form 8240-1 is moved to Chapter 3, Paragraph 22.

d. Appendix 2, Paragraph 6a. Replace REF DATE sentence with, "Enter the date orbit is completed or, if the inspection takes multiple days to complete, enter the last day of the inspection."

e. Appendix 5, Page A5-1, 3rd paragraph, 2nd sentence. Change 2nd sentence FROM "Lights are used for lower minima on an approach (SIAP) and should be reported on the associated facility form." TO "Lights that are used for lower minima on an approach (SIAP) should be reported on the associated facility form."

f. Appendix 5, Paragraph 3f. Change reference FROM "Chapter 2, Paragraph 12m" TO "Chapter 2, Paragraph 12c". After 2nd sentence add, "...to safety exists.

> **NOTE:** A VGSI removed from service is considered out of service (OTS); Status of "Unusable" is not applicable. VGSI may be restricted for coverage.)"

g. Appendix 5, Paragraph 6c(3)(d). Change example in 2nd sentence FROM "For a 4-box system, enter only the angles of Box 2 and Box 3" TO "For a 4-Box system, Box 2 and Box 3 angles required; Box 1 and Box 4 may be reported when measured."

h. Appendix 6. FAA Form 8240-6, Flight Inspection Report—Precision Approach Radar, dated 7-2005 is replaced by form dated 7-2006 (attached).

i. Appendix 7. FAA Form 8240-7, Flight Inspection Report—ILS Worksheet dated 4/2000 is replaced by form dated 7-2005 (attached).

j. Appendix 12, Paragraph 3b. Change ground equipment type examples in the 2nd and 3rd sentences FROM "ASR/9" or "ASR/8" TO "ASR-9" or "ASR-8." The examples will then match how the facilities are entered on the facility data sheets and eliminate a QC question.

k. Appendix 17. FAA Form 8240-17, Flight Inspection Report—RNAV is replaced to make current FIRPS form and FAA Order 8240.36M match.

(1) Replace Paragraph 3k on Page A17-2 with the following,

"**k. FAS Vertical PA (Comm).** Enter the commissioned vertical path angle for the final approach segment (LNAV/ VNAV and LPV). For LNAV, LP, and GPS overlay approaches, leave blank."

(2) Replace Paragraph 3l on Page A17-2 with the following,

l. FAS Vertical PA (Actual). Enter the actual corrected vertical path for the LPV FAS data block. For LNAV, LNAV/ VNAV, LP, and GPS overlay approaches, leave blank.

l. Appendix 20, 2nd paragraph, 1 sentence. Remove 1st sentence and replace with, "This form, when required, must be sent to 'Aeronautical Data and Airspace Data Specialist' via the following email: **"9-AMC-AVN-DATACHANGE".** FAA Form 8240-20 changed to reflect email address change. Include facility ID, facility type, and stator or country code in the subject line of the email message.

m. Appendix 21. Attached FAA Form 8240-21, Flight Inspection Report—Controlling Obstacle Evaluations, is replacement so that current FIRPS form and Order 8240.36M match.

For additional technical information, contact Deborah Loveland, Flight Inspection Policy, 405-954-0154. For questions regarding FIRPS forms, please contact Sherri Cockrell, Flight Inspection Policy, 405-954-7936.

Thomas C. Accardi
Director of Aviation System Standards

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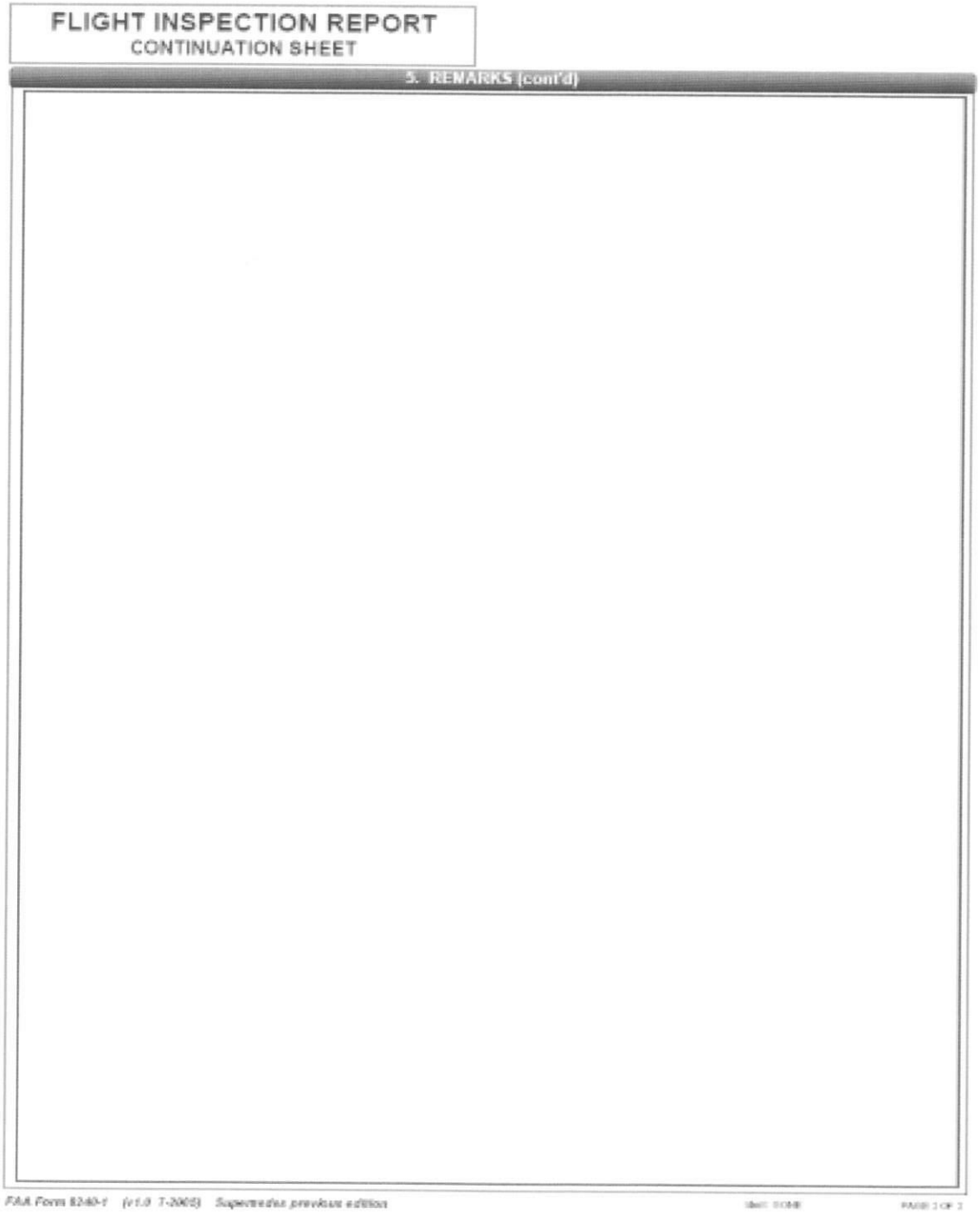
22. Flight Inspection Report Continuation Sheet. When Block 5 "Remarks" is not adequate for all remarks pertaining to an inspection, the continuation sheet may be added as a supplemental page to any report to any form.

Flight Inspection Report Continuation Sheet
FAA Form 8240-1


FLIGHT INSPECTION REPORT
CONTINUATION SHEET

5. REMARKS (cont'd)

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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 EQUIPMENT	
STANDBY POWER	
LIGHTING SYSTEMS	

FREQUENCIES USED	
FOUND SAT	
FOUND UNSAT	

FACILITY STATUS	Unusable
PUBLISHED ANGLE	
PUB ALTERNATE ANGLE	
EQUIPMENT TYPE	

4. GENERIC PAR APPROACH RUN CONFIGURATIONS

RUN	MTI		POLARIZATION		DESIRED TX CONFIGURATION		TX USED	ANGLE	RUN SAT OR UNSAT	CHECKS	
	ON	OFF	CP	LP	PRIM	STBY				C	P
"A" Cursor Prim	☐	☐	☐	☐	X		2		UNSAT	X	X
"B" Cursor Prim	☐	☐	☐	☐	X				UNSAT	X	X
"A" Cursor Stby	☐	☐	☐	☐		X			UNSAT	X	X
"B" Cursor Stby	☐	☐	☐	☐		X			UNSAT	X	X
AZ Only Apch	☐	☐	☐	☐					UNSAT	X	
Alternate Angle	☐	☐	☐	☐					UNSAT	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 SLOPE ALIGNMENT		
RANGE ACCURACY		
COVERAGE		

FAA Form 8240-6 (v1.0 7-2006) 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	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	X
"A" CURSOR PRIMARY	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
"A" CURSOR BK UP RC	☐	☐	☐	☐	☐	☐	B	2		UNSAT	X	X
"B" CURSOR BK UP RC	☐	☐	☐	☐	☐	☐	B	2		UNSAT	X	X
"B" CURSOR PRIMARY	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
STANDBY TX CHECK	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
BK UP DATABASE "A" CSR	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
BK UP DATABASE "A" CSR	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
BK UP DATABASE "B" CSR	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
AZ ONLY APCH	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	
ALTERNATE ANGLE "A" CSR	☐	☐	☐	☐	☐	☐	A	2		UNSAT	X	

* 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

FAA Form 8240-6 (v1.0 7-2006) Supersedes previous edition

Flight Inspection Report—Precision Approach Radar
Continuation Sheet

FLIGHT INSPECTION REPORT -- PAR

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	☐	☐	☐	☐	☐	☐	☐			X	X
B "B" CURSOR AUTO	☐	☐	☐	☐	☐	☐	☐			X	X
C "A" CURSOR AUTO	☐	☐	☐	☐	☐	☐	☐			X	X
D "B" CURSOR AUTO	☐	☐	☐	☐	☐	☐	☐			X	X
E "A" CURSOR MANUAL	☐	☐	☐	☐	☐	☐	☐			X	
F "A" CURSOR MANUAL	☐	☐	☐	☐	☐	☐	☐			X	
ALTERNATE TOUCHDOWN POINTS ON SAME RUNWAY HEADING											
G "A" CURSOR AUTO	☐	☐	☐	☐	☐	☐	☐			X	X
H "A" CURSOR MANUAL	☐	☐	☐	☐	☐	☐	☐			X	X
I "B" CURSOR MANUAL	☐	☐	☐	☐	☐	☐	☐			X	X
AZIMUTH ONLY PROCEDURE											
J AZ ONLY APPROACH	☐	☐	☐	☐	☐	☐	☐			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

FAA Form 8240-6 (v1.0 7-2006) Supersedes previous edition

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Flight Inspection Report—ILS Worksheet
FAA Form 8240-7

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		GDF		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 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 (v1.0 7-2005) Supersedes previous edition Idmt: null Page 1 of 2

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

IDENT

FLIGHT INSPECTION REPORT -- ILS CONTINUATION WORKSHEET

1 NOTES

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 (v1.0 7-2005) Formerly 8240-7-1

Ident null

Page 2 of 2

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

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 Ident PAGE 1 OF 1

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—AVN IS Data Change Submission (Part 1)

AVNIS Data Change Submission

1. TO: Flight Inspection Central Operations
   EMAIL: 9-AMC-AVN-DATACHANGE
   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 8-2010) Supersedes previous edition

Flight Inspection Report—AVN IS Data Change Submission (Part 2)

AVNIS Data Change Submission

1. TO: Flight Inspection Central Operations

   EMAIL: 9-AMC-AVN-DATACHANGE

   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 8-2010)

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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

1. FLIGHT INSPECTION REPORT HEADER

AIRPORT	RUNWAY	STATE	CTRY

REGION	INSPECTION DATE(S)	INSP TYPE
		IS/AA

2. CREW INFORMATION

PIC	SIC	MS	A/C NO

ACM	FIFO

3. PROCEDURE(S)

PROCEDURE NAME	IDENTIFICATION OF NEW CONTROLLING OBSTACLE		
	DESCRIPTION	LOCATION	ESTIMATE OF HEIGHT
		LAT/LON or RADIAL/BEARING & DISTANCE	MSL / AGL

4. REMARKS

FAA Form 8240-21 (v1.0 10-2005) Idem PAGE 1 OF 1