



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

ORDER
8240.36N

Effective Date:
08/30/2015

SUBJ: Flight Inspection Report Processing System (FIRPS)

This order provides policy, guidance, and distribution requirements to personnel using the electronic Flight Inspection Report Processing System (FIRPS).

Federal Aviation Administration (FAA) personnel will protect and archive federal records. Flight inspection reports, data sheets, recordings, electronic media, photographs, and correspondence generated during the flight inspection of navigational aid (NAVAID) facilities and instrument flight procedures are examples of federal records. Reference FAA Order 1350.14, Records Management, for record retention and destruction requirements.

In accordance with the Freedom of Information Act, Title 5, United States Code, Section 552, the public may request access to federal records upon written request, unless classified by specific authority.

References to manuals, orders, or technical issuances pertain to the latest published revisions and/or changes. The reader will consider current and active notices and/or technical information when applying this order.

Donald L. Hagen

pr Edward W. Lucke, Jr.
Director
Flight Inspection Services

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. Identifying Changes to this Order | 1 |
| 7. Definitions | 1 |

Chapter 2. General Information

| | |
|--|---|
| 1. FIRPS Access | 3 |
| 2. FIRPS Description | 3 |
| 3. FIRPS Report Life-Cycle | 3 |
| 4. DFL & Underlying NAVAIDs | 4 |
| 5. Grouping FIRPS Line Items | 4 |
| 6. Creating a New FIRPS Report | 4 |
| 7. Adding Report Continuation Sheets | 4 |
| 8. General Characteristics Form | 4 |
| 9. Flight Inspection Results | 4 |
| 10. Report Editing | 5 |
| 11. Report Amendments | 6 |
| 12. Radio Frequency Interference (RFI) Reports | 6 |
| 13. Surveillance Inspection Reports | 6 |
| 14. Incomplete Inspection | 6 |
| 15. ILS/MLS Maintenance Alert Report | 6 |
| 16. AIRNAV Data Changes | 6 |
| 17. Security Classification | 6 |
| 18. Shipping Recorded Data | 7 |
| 19. Lost Recordings Coordination | 8 |
| 20. Report Distribution | 8 |

Chapter 3. Common Report Information

| | |
|--|----|
| 1. Flight Inspection Report Header | 9 |
| a. Ident | 9 |
| b. State & Ctry | 9 |
| c. Inspection Date(s) | 10 |
| d. Location | 10 |
| f. Runway | 10 |
| e. Category | 10 |
| g. Ctrl Number | 10 |
| h. Insp Type | 10 |

| | |
|--|---------------|
| 2. Crew Information..... | 12 |
| a. PIC, SIC, MS, and ACM | 12 |
| b. A/C NO. | 12 |
| c. FIFO | 12 |
| 3. Facility Information | 12 |
| 4. NOTAMs | 12 |
| 5. Remarks | 12 |
| a. IFP Statement..... | 13 |
| b. SIAP(s) Verified | 13 |
| c. Site Evaluation, NAVAID Commissioning, and Special FI Reports | 14 |
| d. Periodic Requirements | 14 |
| e. SIAP required, but not inspected | 14 |
| f. ARINC Coding Meets Gold Standard | 14 |
| g. Lighting Systems | 14 |
| h. Unsatisfactory Vertical Descent Angle (VDA) | 15 |
| i. Contingency or Natural Disaster Flight Inspection | 15 |
| j. No Electronic Data Required | 15 |
| k. Reference Affiliated Reports | 15 |
| l. Out of Tolerance Conditions..... | 15 |
| m. Narrative Remarks | 15 |
| n. Data Change Remarks..... | 16 |
| o. Expanded Service Volume (ESV) | 16 |
| p. 75 MHz Marker Beacons | 16 |
| q. Weather Broadcast Information..... | 16 |
| r. Critical Area Interference Checks..... | 17 |
| s. Structure Tolerance (95% Rule) | 17 |
| t. MAGVAR Change Inspection..... | 17 |
| u. Completion of Previously Incompleted Inspection..... | 17 |
| v. RFI Checks..... | 17 |
| w. 1800 RVR | 17 |
| x. Other | 17 |
| Chapter 4. Quality Checklists..... | 19 |
| Appendix A. FAA Flight Inspection Report Forms | |
| Flight Inspection Report Form List | A-1 |
| Continuation Sheet (FAA Form 8240-1) | A-3 |
| Rho-Theta Systems (FAA Form 8240-2) | A-5 |
| GBAS (FAA Form 8240-4) | A-9 |
| NDB, DF, Lights, Comm (FAA Form 8240-5) | A-11 |
| PAR (FAA Form 8240-6) | A-13 |
| ILS Worksheet (FAA Form 8240-7)..... | A-17 |
| ILS (FAA Form 8240-8)..... | A-19 |

| | |
|---|------------|
| ILS/MLS Maintenance Alert (FAA Form 8240-11)..... | A-23 |
| ASR/ ATCRBS (FAA Form 8240-12) | A-25 |
| General Characteristics (FAA Form 8240-13) | A-27 |
| After Accident Continuation Sheet (FAA Form 8240-14) | A-29 |
| MLS (FAA Form 8240-16)..... | A-31 |
| RNAV (FAA Form 8240-17)..... | A-35 |
| Data Change Submission (FAA Form 8240-20) | A-37 |
| Obstacle Evaluation (FAA Form 8240-21)..... | A-39 |
| PRM/FMA (FAA Form 8240-23)..... | A-41 |
| Appendix B. Rho-Theta Systems | B-1 |
| Appendix C. Ground-Based Augmentation System (GBAS) | C-1 |
| Appendix D. NDB, DF, Lights, and Communications | D-1 |
| Appendix E. Precision Runway Monitor and Final Monitor Aid (PRM/FMA) | E-1 |
| Appendix F. Precision Approach Radar (PAR) | F-1 |
| Appendix G. ILS Worksheet | G-1 |
| Appendix H. Instrument Landing System (ILS) | H-1 |
| Appendix I. ILS/MLS Maintenance Alert | I-1 |
| Appendix J. Surveillance Radar (ASR, ATCRBS) | J-1 |
| Appendix K. General Characteristics | K-1 |
| Appendix L. After Accident Continuation Sheet | L-1 |
| Appendix M. Microwave Landing System (MLS) | M-1 |
| Appendix N. Area Navigation (RNAV) | N-1 |
| Appendix O. Data Change Submission | O-1 |
| Appendix P. Obstacle Evaluation | P-1 |
| Appendix Q. Administrative Information | Q-1 |

This Page Intentionally Left Blank

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.** All FAA employees who use FIRPS and its associated forms.
- 3. Where Can I Find This Order?** This order can be found on the Directives Management System (DMS) website at https://employees.faa.gov/tools_resources/orders_notices/.
- 4. What This Order Cancels.** This order cancels FAA Order 8240.36M, and all previous versions.
- 5. Explanation of Policy Changes.** This is a comprehensive revision. Added FIRPS web-based interface guidance to Chapter 2, “General Information”. Chapter 3, renamed “Common Report Information” and relocated report guidance to this chapter; revised report remarks guidance. Updated NOTAM guidance. Added Chapter 4, Quality Checklists. Revised all Appendices; consolidated forms to Appendix A; updated PAR report forms; verbiage updated in Appendices B-Q.
- 6. Identifying Changes to this Order.** Vertical bars in margin are used to identify changes to the original text. Vertical bars are not used in complete rewrites of the basic Order.
- 7. Definitions.** This order contains policy and guidance material. Directive verbs are used.
 - a. Use **MUST** when an action is mandatory.
 - b. Use **WILL** when it is understood the action is required.
 - c. Use **SHOULD** when an action is desirable but not mandatory.
 - d. Use **MAY** when an action is permissible.

This Page Intentionally Left Blank

Chapter 2. General Information

1. FIRPS Access. Flight Inspection Field Office Managers will request individual access to the web-based FIRPS interface in accordance with the FIRPS User Manual (select HELP on the main menu to access the FIRPS User Manual). Access FIRPS via the KSN Mission Planning website, or at <http://fiog.faa.gov/firps/>. Contact the Technical Services Team (405-954-1234) or the ATO Help Desk (405-954-4002) if having trouble accessing FIRPS.

2. FIRPS Description. FIRPS is a web-based system which simplifies the flight inspection reporting, storage, and data retrieval process. The system standardizes reports, expedites the reporting timeline, reduces errors, and tracks changes. FIRPS incorporates up-to-date computer-generated forms and auto-fills common data from the Flight Operations Management System (FOMS), Daily Flight Log (DFL), and the AIRNAV database.

3. FIRPS Report Life-Cycle. Flight Inspection Reports follow a five-stage life-cycle, each stage with its own status identifiers as shown:

Stage 1: Create Report (Crew)

- Pending (P)
- Rejected (R)

Stage 2: Report Review (Crew)

- PIC Review (PR)
- Tech Review (TR)

Stage 3: Quality Control Review (FIFO)

- Quality Control (QC)

Stage 4: Records Review (FIS Administration)

- Records Review (RR)
- Specialist Review (SR)
- Awaiting Recordings (AR)
- Recordings Sent (RS)

Stage 5: Archive Report (FIS Administration)

Stage 1 begins the date of final inspection, as determined by the DFL. The designated Airspace System Inspection Pilot (normally the PIC) is responsible for on-time report completion. A report is considered incomplete until it reaches the “Awaiting Recordings” status in Stage 4. If a report is rejected, it returns to Stage 1 for crew edit, and is still considered incomplete. Reports not reaching AR status within 60 calendar days of the inspection date are considered “overdue.”

EXCEPTION: The crew must submit after-accident reports no later than 72 hours after the flight inspection. The Flight Inspection Services Technical Services Team will review the report, and ensure it is Archived not later than seven (7) calendar days after the flight inspection. See Appendix L for After Accident reporting requirements.

4. DFL & Underlying NAVAIDs. FIRPS is dependent upon complete and accurate DFL entries. DFL changes may affect FIRPS line items. Therefore, the PIC and MS will ensure reports accurately reflect DFL changes until the report reaches the “Awaiting Recordings” status in Stage 4. When completing the DFL, include an instance of each inspected underlying NAVAID with the appropriate Instrument Flight Procedure (IFP). If multiple instances of the same NAVAID appear on a DFL, select “skip report” on all but the first instance of that NAVAID, unless the crew intends to create separate reports for the NAVAID.

5. Grouping FIRPS Line Items. Group supporting NAVAIDs together in FIRPS (e.g., LOC & GS, or VOR & TACAN). Group only one underlying NAVAID with one or more associated IFP. When more than one NAVAID facility is associated with IFP inspection(s), group IFP(s) with the primary NAVAID, if applicable. Report the additional NAVAIDs separately.

Example 1: Cat I, Cat II, and Cat III ILS Procedures are grouped with the LOC and GS, and reported on an ILS form.

Example 2: Reconfigured GS antenna may be grouped with a LOC periodic inspection of the same ILS facility.

Example 3: VOR ABC and XYZ are underlying NAVAIDS to 3 inspected STAR procedures. ABC seems to be the primary NAVAID. Group ABC with the STARs, then report XYZ separately.

6. Creating a New FIRPS Report. Click on “Select Action” then “Create Report” from the dropdown list. Select the appropriate report form. Verify the correct radio button is highlighted before making the final selection.

7. Adding Report Continuation Sheets. Once the form is created, open the form and select the green “plus” in the upper right corner. Select the appropriate continuation sheet.

8. General Characteristics Form. Report textual departure procedures (ODPs), Wide Area Multilateration (WAM), and Automatic Dependent Surveillance-Broadcast (ADS-B) inspections on the General Characteristics form. Note: Report ADS-B inspections in accordance with FAA Order 8200.45. Use the General Characteristics form when no other form applies.

9. Flight Inspection Results. Report results (measured and/or observed) as required by the flight inspection checklists contained in FAA Order 8200.1. For special inspections, convey in the remarks the flight inspection requirements and final results.

a. Satisfactory/Unsatisfactory. Satisfactory may be designated “SAT” or “S” and Unsatisfactory may be designated “UNSAT” or “U.” Explain unsatisfactory results in the remarks.

b. Asterisk (*). An asterisk identifies items requiring clarification and/or explanation in the remarks. Other symbols may be used to avoid confusion (e.g., #, \$, +).

c. Non-Applicable Items. Leave items blank when not applicable to the inspection, unless specified otherwise.

d. Accuracies. Unless otherwise stated, report numerical data using the following accuracies:

- (1) Microamperes - Nearest whole microampere
- (2) Altitude - Nearest foot, mean sea level (MSL)
- (3) Azimuth - Nearest tenth of a degree
- (4) Percent - Nearest tenth of a percent
- (5) Mileage - Nearest tenth of a nautical mile (NM)
- (6) Angle - Nearest hundredth of a degree
- (7) Width - Nearest hundredth of a degree
- (8) Coordinates - Degrees, minutes, seconds, and hundredths of a second

(9) Rounding – Round in accordance with FAA Order 8200.1, United States Standard Flight Inspection Manual, paragraph A2.11.b. When averaging multiple measurements, do not apply rounding criteria until the final calculation. Round 1 - 5 DOWN to zero. Round 6 - 9 UP to the next higher value. Exception: If a measurement exceeds the tolerance prior to rounding, do not round into tolerance.

Examples:

Glidepath Course Width: $0.755^{\circ} = 0.75^{\circ}$

$0.756^{\circ} = 0.76^{\circ}$

PAPI Measurements: *Run 1 - 3.23° & $2.74^{\circ} = \text{Angle } 2.985^{\circ}$*

Run 2 - 3.25° & $2.70^{\circ} = \text{Angle } 2.975^{\circ}$

Averaged Angle: 2.98° (not 2.97°)

Glidepath Course Width: *0.903° is out of tolerance*

10. Report Editing. The crew may edit a report while it is in Stages 1-4. However, when a report reaches “Records Review/Specialist Review” in Stage 4, the crew must contact the Flight Inspection Records Team (405-954-1862) and request the report be returned for editing. The report will appear in the “Rejected” list and return to Stage 1 for crew editing. The report is incomplete until reaching the “Awaiting Recordings” status in Stage 4.

11. Report Amendments. Reports reaching “Awaiting Recordings” status in Stage 4 are considered “Archived” and can no longer be edited. Therefore, any change(s) will be recorded on an amended report. Search for the archived report in FIRPS and click on “Select Action.” Select “Amend Archived Report” to generate a new worklist item, as identified by the “Push Pin” icon. The report status will become “Pending” (P), and the amendment number will appear at the top of the report form. Explain the reason(s) for the amendment as well as the extent of the changes in the remarks. Amended reports follow the same flow through FIRPS, but will remain on the original timeline. Complete amendments as soon as possible. NOTE: For After Accident (AA) amendments, notify the Flight Inspection Records Team (405-954-1862). The most current AA report will be the final report submitted to the investigating authority.

12. Radio Frequency Interference (RFI) Reports. Report RFI investigations on the form designated for the type facility impacted by suspected interference.

13. Surveillance Inspection Reports. Report surveillance inspections on the appropriate facility form (e.g., ILS, VOR, LIGHTS, etc.).

14. Incomplete Inspection. When a crew is unable to complete an inspection, explain exactly what was inspected in the remarks, and the status. The crew completing the inspection may include these results on the final inspection report, and will include a remark referencing the incomplete inspection report(s).

15. ILS/MLS Maintenance Alert Report. In the event maintenance personnel are not on site during the ILS inspection, the flight inspection crew will submit ILS/MLS Maintenance Alert data to the FICO no later than the end of the duty day. The FICO will complete and submit the ILS/MLS Maintenance Alert Report within 24 hours of the inspection, as required by FAA Order 8200.1, Chapter 15, paragraph f, and in accordance with Appendix I of this Order.

16. AIRNAV Data Changes. Submit AIRNAV data changes as directed by FAA Order 8200.1, and in accordance with Appendix O of this Order. Explain in the remarks any data changes affecting the flight inspection (reference Chapter 3, paragraph 5.n).

17. Security Classification.

a. Guidance. The military organization requiring flight inspection report classification must provide guidance to FIS by letter or message. FIS must maintain this guidance 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 when the report may be declassified will also be provided (if it can be determined). Specific marking instructions can be obtained from the servicing FAA security office. Do not list military unit designations or operational details in flight inspection reports.

c. Report Control. 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.

18. Shipping Recorded Data. The Mission Specialist will upload digital flight inspection data files directly into the Flight Operations Management System (FOMS) within one business day of return from a mission itinerary. The Mission Specialist will ship legacy flight inspection recordings (i.e., paper) to the Flight Inspection Records team no later than 15 days after the report reaches Stage 4 “Awaiting Recordings” (AR) status. Ship using the following guidance:

a. Securely tape a copy of the first page of the flight inspection report (draft or final) to the outside of the recordings or envelope, or annotate the following information on the cover page of each recording:

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

b. Securely tape the recordings (all 4 sides) together. For a large stack of recordings, an envelope may be used.

c. Place a copy of the AIRNAV datasheets used, worksheets, and other required paperwork inside the recording folds. Include a copy of any data changes (FAA Form 8240-20), as applicable.

d. Ship in a box or fabric mailer. Do not use padded envelopes.

e. Include the contents listing with each shipment. The list will include facility idents, facility type, and the inspection date(s). Retain a copy of the contents listing and e-mail a copy to the Flight Inspection Records Team (FIRPS@faa.gov) . Discard the contents listing when the Flight Inspection Records Team confirms shipment receipt.

f. Shipment tracking is mandatory. Ship via USPS registered mail or FedEx to the following address:

U.S. Postal Service

FAA/ MMAC/ AJW-335A
ARB, Room 117
P.O. Box 25082
Oklahoma City OK 73125

FedEx

FAA/ MMAC/ AJW-335A
ARB, Room 117
6500 S. MacArthur
Oklahoma City OK 73169

19. Lost Recordings Coordination. When recordings are lost or rendered unusable, the MS will complete Form VN200 8200-1, “Lost Recordings Coordination,” and submit to the Flight Inspection Records Team. The Flight Inspection Records Team will place the form in the recording storage in lieu of the missing recordings. The FICO may issue a Special inspection to replace the lost data, or confirm operational status by subsequent inspection. To access form VN200 8200-1, select “Forms” and “Lost Recordings Coordination” from the FIRPS main menu.

20. Report Distribution. The Flight Inspection Records Team is responsible for flight inspection report distribution, and will mail or e-mail archived reports to the owning and/or servicing organizations.

a. FAA-Owned Facility Reports. Distribute reports to the following:

- (1) Service Area with facility jurisdiction
- (2) Technical Operations with facility jurisdiction.

b. Military Reports. The Flight Inspection Program Services Group will maintain a list of DoD organizations requesting flight inspection services. The listing will include the organization name, location, point of contact phone number, and e-mail address. Distribute DoD reports to the requesting organization(s) on file.

c. International Reports. If the FAA has a Memorandum of Understanding or Agreement (MOU/MOA) with a Host Nation, distribute reports in accordance with the MOU/MOA, and/or send to the address provided by the customer.

d. Privately Owned Facility/IFP Reports. Distribute to the owning and/or servicing organization specified in the Memorandum of Agreement.

e. General Characteristics Reports. Distribute to the airport authority, military command, or designated organization responsible for the procedure or inspected item.

f. After Accident Reports. Within 14 days of the inspection, send the report, FAA Form 8240-14 “After-Accident Continuation Sheet,” and the two (2) preceding flight inspection reports which met periodic requirements to the Accident Coordinator/ Investigator listed on FAA Form 8240-14.

g. Controlling Obstacle Evaluation Report. Distribute to the National Flight Procedures Office.

h. Radio Frequency Interference Report. Distribute to the Spectrum Engineering Services Office.

Chapter 3. Common Report Information

1. Flight Inspection Report Header. Reports headers contain similar fields, most of which are automatically filled. The Pilot in Command (PIC) and Mission Specialist (MS) will review each pre-filled block for accuracy, and make necessary corrections. Use the following guidance when completing the header block.

a. Ident. Enter the NAVAID, Instrument Flight Procedure, Route, FIX, or “Ident” as listed on the Flight Itinerary and DFL. The following specific guidance applies.

(1) NAVAID. Use the identifier listed on the AIRNAV datasheet. For ARSR facilities, use the identifier of the controlling ARTCC, with the appropriate alpha subcode. For example, Kansas City ARTCC identifier is ZKC, and the subcode may be “A” = ZKCA. For PAR facilities, enter the ident listed on the AIRNAV datasheet for the specific runway. Report only one runway identifier per PAR report.

(2) Procedure(s) or FIX. If grouped with a facility report, use the facility identifier. For RNAV procedures, use the identifier specified on the itinerary. Note: Amended RNAV procedures may include a decimal number identifier, corresponding to the revision (e.g., KDFW35C.03).

(3) Charted Visual Flight Procedure (CVFP). Use the airport identifier, as listed on the AIRNAV datasheet.

(4) Lighting Systems. Requires separate reports for each runway end inspected. The lighting system identifier will normally be the airport identifier (as listed on the AIRNAV datasheet) plus the runway number (e.g., KOKC35L). For general lighting not affiliated with a runway or approach (i.e., taxiways), use the airport identifier.

(5) Controlling Obstacle Evaluation. Use the airport identifier, as listed on the AIRNAV datasheet.

(6) Communications. Use the controlling facility identifier, as listed on the AIRNAV datasheet. For example, ZFW, KSLC.

b. State & Ctry. Select the appropriate state and country dropdown entry. Leave the STATE field blank if not in the U.S. The country must match the AIRNAV datasheet.

c. Inspection Date(s). The inspection date is based on actual Coordinated Universal Time (UTC) and date(s) listed on the Daily Flight Log (DFL). Use the following examples:

| Inspection Description | Example |
|--|----------------------|
| Single Day Inspection | 02/01/2014 |
| Multiple, Consecutive Days | 01/12-15/2014 |
| Multiple, Non-Consecutive Days | 08/06, 08, 10/2014 |
| Multiple, Consecutive & Non-Consecutive Days | 09/30, 11/02-03/2014 |

d. Location.

(1) Ground-based Facility Reports (ILS, VOR, NDB, ASR, etc.). Enter the facility location as listed on the AIRNAV datasheet. If a radar facility has more than one location, and the locations do not fit in the field, place an asterisk and explain in the remarks. *Do not confuse ASR antenna location with ASR scope location.*

(2) IFPs Reported on a General Characteristics or RNAV form. The location is the city as listed on the Flight Inspection Procedure Control (FIPC) form.

(3) Routes and Stand-Alone Point-in-Space Fixes. Leave the location blank.

(4) Shipboard TACAN. Enter the ship name and hull number. For example, USS Princeton – CVL-23.

e. Runway. Applicable to PAR, ILS, MLS and RNAV reports only. Enter the runway listed in the SIAP title. For circling approaches, SIDs, or STARs, leave blank.

f. Category. Applicable to ILS and MLS reports only. Enter the category as specified on the AIRNAV datasheet (CAT I, II, or III).

g. Ctrl Number. This field (on the RNAV form only) is no longer used. List each applicable special control number in the remarks.

h. Insp Type. There are five basic flight inspection categories: Site Evaluation, Commissioning, Specials, Periodic, and Surveillance. Specials include Reconfiguration, After Accident, RFI, Scheduled, and Unscheduled inspections. Reports may include multiple inspection items, but must have a single inspection type code. The inspection type code may include one or more suffix code(s). Use Table 3-1 to determine the proper inspection type code and suffix(es). Give preference to the code highest on the list, to prevent essential data from being incorrectly purged from FIRPS. For example, a commissioning inspection supersedes a special inspection. Likewise, a reconfiguration special supersedes a scheduled special and/or periodic inspection.

NOTE: This hierarchy is not to be confused with the “Priorities of Flight Inspections,” listed in FAA Order 8200.1, Chapter 4.

Table 3-1. Inspection Type Codes

| INSPECTION TYPE CODES | |
|------------------------------|--|
| E | SITE EVALUATION |
| C | COMMISSIONING INSPECTION |
| | SPECIALS: |
| R | Reconfiguration (Usually a commissioning type inspection) |
| A | After Accident (Includes “Near Mid-Air” RADAR inspections) |
| Z | Radio Frequency Interference |
| S | Scheduled (Shipboard TACAN Special inspections are always “complete”) |
| U | Unscheduled |
| P | PERIODIC INSPECTION |
| V | SURVEILLANCE INSPECTION (Surveillance Inspections are always “complete”) |
| SUFFIXES | |
| I | Incomplete Inspection: Indicates one or more inspection requirement is incomplete. Explain in the remarks. NOTE: When the inspection is completed, all report requirements may be consolidated onto the final report. FOMS special control number remains “open.” |
| U | Unsatisfactory Procedure: Applies only to Instrument Flight Procedure inspections. Does not apply to facility inspections (VOR, ILS, ASR, etc.). Indicates the inspection requirement is completed but unsatisfactory. FIS will return the procedure to the designer for rework. FOMS special control number is “closed.” |
| C | Changes to Procedure: Applies only to Instrument Flight Procedure inspections. Does not apply to facility inspections (VOR, ILS, ASR, etc.) Indicates the inspection requirement is completed and satisfactory, so long as the listed changes are incorporated into the procedure prior to publication. An additional flight inspection is not required. |
| G | Gold Standard Procedure: Applies only to ARINC 424 coded Instrument Flight Procedures. Indicates the inspection requirement is completed and satisfactory in accordance with the Flight Inspection Services Gold Standard process. NOTE: This suffix may be used in combination with the "Changes" suffix only when the changes will not affect the ARINC 424 coding. |

2. Crew Information. Each form contains similar Crew Information blocks. Apply the following guidance, as applicable:

a. PIC, SIC, MS, and ACM. Enter the pilot-in-command (PIC), second-in-command (SIC), Mission Specialist (MS), and additional crew member (ACM) crew numbers (VN###), as applicable. If the MS did not record data during the inspection, “NA” may replace the MS crew number. The PIC and MS (when listed) certify the reported technical data is complete, accurate, and conforms to U.S. standards and specifications. The PIC certifies the operational status of the facility and the degree to which the facility supports the inspected instrument flight procedure(s).

(1) If the PIC was not the ASIP responsible for the inspection, list the ASIP crew number either in the ACM field or remarks block, with explanation.

(2) If the flight inspection was completed over multiple days with different crews, the data may be combined onto a single report. List the final PIC in block 2. The other PIC(s) and MS(s) may be listed (by position) along with their crew number in the remarks, with explanation.

(3) When a VOT is inspected using a portable ILS/VOR receiver, leave the PIC and SIC fields blank unless a NOTAM was issued as a result of the inspection. If a NOTAM was issued, enter the PIC crew number.

b. A/C NO. Enter the aircraft tail number (e.g., N34) as listed on the DFL. If multiple aircraft were used for the inspection, enter the final aircraft number in this block. List the other tail numbers in the remarks.

c. FIFO. Enter the PIC’s Flight Inspection Field Office (FIFO) 3-letter code, or “ARMY” if Army personnel accomplished the inspection. USAF Det 1 and 1-ASF will enter “OKC.” For other non-FAA inspections, enter “OTHER” and explain in the remarks.

3. Facility Information. Complete this block in accordance with the report-specific guidance contained in the appendices of this Order.

4. NOTAMs. List each issued, revised, or cancelled NOTAM (verbatim) as a result of the facility and/or IFP inspection, and the date. For military facilities/IFPs, list the recommended verbiage given to the military authority and the initials of the recipient, or list the NOTAM issued by the military. For unchanged, active NOTAM(s) remaining in effect, enter “Existing NOTAM remains in effect: [list existing NOTAM].”

5. Remarks. Use FAA Form 8240-1 “Continuation Sheet” if the inspection remarks will not fit in block 5. In addition to remarks required by FAA Order 8200.1, click on the “common remarks list” icon to select standardized remarks, as applicable.

a. IFP Statement. For new, amended or changed IFPs (i.e., SIAP, SID, STAR, ODP, etc.) associated with an airport, add a remark including the following information:

FICO Control Number, Primary Airport, City, State (or Country), Procedure Name, Amdt (if applicable), and Status.

Examples:

- Special Number: OP-03-116-13. Huntsville Muni, Huntsville, AR, VOR/DME RWY 12, Amdt 2, Sat.
- Special Number: BP-11-001-13. Sidney Muni, Sidney, OH, T/O Mins and ODP, Amdt 3, satisfactory.
- Special Number: YP-09-148-13. Baltimore/Washington Int'l Thurgood Marshall, Baltimore, MD, RIPKN ONE ARRIVAL, incomplete.
- Special Number: AP-06-386-13. Rutherford Co – Marchman Field, Rutherfordton, NC, T/O Mins and ODP, Amdt 3, unsatisfactory.
- Special Number: YP-11-260-13. Norfolk Int'l, Norfolk, VA, KISSR TWO DEPARTURE, satisfactory with changes to the ESV request.

b. SIAP(s) Verified. Use the “SIAP(s) Verified” field (or “Procedure Evaluation” fields on the RNAV report) to indicate the procedure was inspected in accordance with FAA Order 8200.1, Chapter 6. Leave the field blank when the procedure was inspected using other guidance (e.g., Contingency, Natural Disaster, or other) and explain in the remarks.

(1) Sat – SIAP(s) verified satisfactory in accordance with FAA Order 8200.1, Chapter 6.

(2) Sat/Unsat* – Multiple SIAPs inspected. Explain the status of each Unsat SIAP in the remarks.

(3) Sat/Unsat/Incomplete* – Multiple SIAPs inspected. Explain the status of each Unsat and Incomplete SIAP in the remarks.

(4) Sat/Incomplete* – Multiple SIAPs inspected. Explain the status of each Incomplete SIAP in the remarks.

(5) Unsat* – SIAP(s) not usable. Explain in the remarks.

(6) Unsat/Incomplete* – Multiple SIAPs inspected. Explain the status of each inspected SIAP in the remarks.

(7) -* – Explain in the remarks.

NOTE: Include an IFP statement in the remarks for new, changed or amended SIAPs; see paragraph 5.a. above.

c. Site Evaluation, NAVAID Commissioning, and Special Flight Inspection Reports. In addition to the FICO special control number, explain the reason for the inspection, ensuring remarks are concise and easy to understand. (e.g., “Reconfiguration for new FAS data and circling mins” or “Special for VOR antenna replacement.”) Explanations are not required for shipboard TACAN inspections.

d. Periodic Requirements. When a Special, Reconfiguration, or Surveillance type inspection meets periodic requirements, enter a statement in the remarks.

Examples:

- Periodic requirements met
- Periodic with orbit requirements met
- Periodic with monitors requirements met
- LOC periodic with monitors met
- GS periodic with monitors met
- XMTR #1 – Periodic requirements met; XMTR #2 – Out of Service

NOTE: For After Accident inspections, reference Appendix L when updating periodicity.

NOTE: For OPSNET and/or specially designated “Night Inspection” airports/runways, the FICO schedules SIAP obstacle evaluations using the DFL code “ROC” (also known as the “A” check) during daylight hours, independent from nighttime periodic inspections. If periodic requirements were met during night ops, with the exception of the obstacle verification, remark “periodic requirements met, except for obstacle verification.”

e. SIAP required, but not inspected. Enter a remark identifying the name of the SIAP(s) and the statement, “required, but not inspected.” Give an explanation.

f. ARINC Coding Meets Gold Standard. If the ARINC coding passed the Flight Inspection Services Coding Preflight Validation (CPV) process, and was verified satisfactory by flight inspection, the INSP TYPE should contain a G suffix. This also applies when the procedure is “SAT w/Changes,” so long as the changes do not affect the ARINC coding.

g. Lighting Systems. Use the “Lighting Systems” field (if present) to report the status of already-commissioned lighting systems designed to support reduced visibility minima. These systems include Approach Light Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and Runway Centerline Lighting Systems (CL). Select SAT if the lighting system(s) safely supported the SIAP. Leave blank if this type lighting system is not installed, or was not inspected. If a hazard to safety was found, select UNSAT and enter a remark identifying the type lighting system and the discrepancy details. If a “Lighting Systems” field is not present and a hazard to safety was found, a remark is required (e.g., “MALSR Rwy 27, UNSAT; threshold light bar and RAIL inoperative”).

NOTE: Lighting System Commissioning, Reconfiguration, or Special inspections are reported on FAA Form 8240-5 (see Appendix D).

h. Unsatisfactory Vertical Descent Angle (VDA). When VDA advisory guidance is unsatisfactory for obstacle clearance, but the remaining ARINC coding and SIAP are satisfactory, include the remark "SIAP verified SAT IAW FAA Order 8200.1, USSFIM, except VDA data must be removed from ARINC coding and not charted." Do not use the G suffix on the INSP TYPE, since the coding does not meet the Gold Standard. Include specific details about the location and description of the obstacle(s) penetrating the VDA. Coordinates are desirable, however distance from threshold and offset from centerline is acceptable.

i. Contingency or Natural Disaster Flight Inspection. For military contingency or natural disaster flight inspections, do not select "SAT" in the "SIAP(s) Verified" field. Instead, enter one of the following statements:

- SIAP(s) inspected IAW Military Contingency Flight Inspection Procedures
- SIAP(s) inspected IAW Natural Disaster Flight Inspection Procedures

j. No Electronic Data Required. When procedure changes do not require recorded data (Example: MDA raised; controlling obstacle changed with no minima change; fix added within the FISSV), include the statement, "No electronic data required."

k. Reference Affiliated Reports. When multiple facilities are inspected, each affiliated with a common IFP but not grouped together on a single report, add a remark to each report. For example:

- ABC Report: "Reference XYZ report, 10/15/2014, for additional data."
- XYZ Report: "Part of Special # OP-01-011-14, HAPPY 2 ARRIVAL. Reference ABC report, same date."

l. Out-of-Tolerance Conditions.

(1) Identify and describe each out-of-tolerance or unsatisfactory condition. Where there is no provision to identify an out-of-tolerance condition (e.g., FAA Form 8240-2, Field 7), place a symbol next to the "as left" data. In the remarks, place a corresponding symbol and describe the condition and/or status (corrected/ uncorrected).

(2) Military Facilities. For an out-of-tolerance condition found on a military-owned facility or procedure, remark who the crew advised, the initials of military representative (if available), and the date (e.g., "Notified tower controller, "JB", 04/26/2015").

m. Narrative Remarks. Use factual statements and plain language when describing flight inspection results, restrictions, unsatisfactory conditions, unusable facilities/IFPs, etc. Do not go into detail regarding adjustments to obtain the final result (unless the inspection was an engineering project designed specifically to determine the effect of adjustments or facility configurations). Do not attempt to determine causal relationships based on observations. For example:

(1) Observation (Permissible): "The facility structure deteriorated at 210°. Crew observed in-progress highway construction southwest of the NAVAID toward the bad sector."

(2) Unsubstantiated Conclusion (Prohibited): "Highway construction southwest of the NAVAID is causing course structure deterioration at 210°."

n. Data Change Remarks. If the AIRNAV datasheet location, identifier and/or equipment changed, include a remark containing both the old and new information on the first report following the change. Explain the reason for the change, if known.

o. Expanded Service Volume (ESV). Include an ESV remark on the primary facility report. The remark should contain the inspection details, the fix name (if applicable), and whether the inspection was an original or revalidation ESV request. If unsatisfactory, provide an explanation.

(1) VOR/TACAN/NDB. List the facility ident, facility component/ azimuth (radial, or starting and ending radials bounding an arc)/ ESV distance (in NM)/ minimum ESV reception altitude (lower limit), and status. A TACAN ESV reported SAT implies both the azimuth and DME were satisfactory. However, if only one component of the TACAN is inspected, or the status differs between the azimuth and DME, create separate remarks for each component (i.e., TAC/DME or TAC/AZ). Report the ESV upper limit only if inspected (by request).

Examples:

"ESV: IRW / VOR / R-090 / 45.0NM / 16,000ft / Original / SAT"

"ESV: IRW / DME / R-090 / 45.0NM / 16,000ft / Revalidation / UNSAT. Numerous unlocks beyond 41.0 NM"

(2) LOC/GS/ILSDME. Both lower and upper limits are required for LOC, ILS-DME, and TLS ESVs. Azimuth is not required if the ESV extends along the LOC course.

Examples:

"ESV: LAX / LOC / "FUELR" fix / 27.0NM / 7,000-17,500ft / Orig / SAT"

"ESV: LAX / ILS-DME / "FUELR" fix / 27.0NM / 4,600-9,700ft / Revalidation / SAT"

"ESV: LAX / GS / 27.0NM / 8,100ft / Orig / SAT"

p. 75 MHz Marker Beacons. Document on the primary NAVAID report, (e.g., VOR, ILS, NDB).

(1) Commissioning and Reconfigurations. List each checklist item inspected and the status. If dual equipment is installed, document the minor axis width for both transmitters.

(2) Periodic Inspections. For non-ILS, enter a statement to indicate the marker was checked satisfactorily (Example: 75 MHz marker checked, SAT). For ILS, use the designated field in block 3.

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

r. Critical Area Interference Checks. When accomplished, add the remark “The FAA does not consider this flight inspection as a valid check of interference caused by aircraft/vehicles in the ILS critical zone.”

s. 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. Add the remark “FICO notified, 95% rule applied.” (Reference FAA Order 8200.1, Chapter 15).

t. MAGVAR Change Inspection. For rho-theta and NDB magnetic variation change inspections, add 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.

u. Completion of Previously Incompleted Inspection. Add a remark 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). (Reference Chapter 2, Paragraph 14.)

v. RFI Checks. Enter a narrative describing the reason for the inspection, checks performed, and the results obtained. Provide a 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 help another crew locate the RFI source.

w. 1800 RVR. When a CAT I ILS facility fails to support a SIAP authorizing approaches with 1800 RVR, using a Flight Director (FD), Autopilot (AP), or Heads-up Display (HUD) to the Decision Altitude (DA), include the remark, “System does not meet the 1800 RVR requirements. NOTAM issued through FICO, and Flight Inspection Technical Services Team notified (date)”. Include a copy of the NOTAM on the report.

x. Other. Reference the applicable appendix for additional required remarks.

This Page Intentionally Left Blank

Chapter 4. Quality Checklists

Use the following checklists as a quick reference when quality-checking reports in FIRPS. Cross-reference applicable AIRNAV datasheets, DFLs, FOMS, and report line items during the QC process. If a discrepancy is found, reject the report with a comment explaining the reason, along with a reference.

| | |
|--|---------------|
| Report Header & Crew Information | Checklist #1 |
| Rho-Theta Systems | Checklist #2 |
| GBAS | Checklist #3 |
| NDB, DF, Lights, and Comm | Checklist #4 |
| PAR | Checklist #5 |
| ILS | Checklist #6 |
| ASR/ ATCRBS | Checklist #7 |
| General Characteristics | Checklist #8 |
| MLS | Checklist #9 |
| RNAV | Checklist #10 |

CHECKLIST #1

| Applicable to most Flight Inspection Reports | |
|--|--|
| BLOCK 1. FLIGHT INSPECTION REPORT HEADER | |
| <i>Reference: Chapter 3. Common Report Information</i> | |
| 1. | IDENT: Matches DFL and/or AIRNAV Datasheet. |
| 2. | STATE & CTRY: Matches AIRNAV Datasheet. STATE is blank when not in the USA. |
| 3. | INSPECTION DATE(S): UTC date matches DFL. |
| 4. | LOCATION: Matches AIRNAV Datasheet (not necessarily the airport name). |
| 5. | RUNWAY: Inspected runway number(s) for PAR/ ILS/ MLS/ RNAV SIAPs only. <i>Note: Not applicable to SIDs, STARs or ODPs.</i> |
| 6. | INSP TYPE: Matches DFL and includes correct suffix (I, U, C, G) |
| BLOCK 2. CREW INFORMATION | |
| <i>Reference: Chapter 3. Common Report Information</i> | |
| 7. | PIC: Crew number matches DFL. If the PIC was not the ASIP in charge, ensure remarks include details. |
| 8. | SIC: Crew number matches DFL. |
| 9. | MS: Crew number matches DFL. "NA" may replace crew number if no data was collected. |
| 10. | A/C NO: Matches DFL. |
| 11. | ACM: Crew number if essential to the inspection, not including maintenance personnel. |
| 12. | FIFO. PIC's field office (e.g., OKC), ARMY, or OTHER |

CHECKLIST #2

| RHO-THETA SYSTEMS (Form 8240-2) | |
|---|---|
| BLOCK 3. FACILITY INFORMATION | |
| <i>Reference: Appendix B. Rho-Theta Systems</i> | |
| 1. | VOR, TACAN, VOT, DME Coverage, DME Accuracy: Inspected items selected. For “Required, Not Inspected*,” ensure a remark exists. |
| 2. | VOICE, STANDBY POWER and IDENT: Type voice inspected and status. Check remarks for additional information. |
| 3. | STANDBY POWER & IDENT: Status of inspected items. Check remarks for additional information. |
| 4. | FACILITY TYPE, FACILITY STATUS: Facility type matches AIRNAV datasheet. Status is the “as left” condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 5. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |

CHECKLIST #3

| GBAS (Form 8240-4) | |
|--|---|
| BLOCK 3. FACILITY INFORMATION | |
| <i>Reference: Appendix C. Ground-Based Augmentation System (GBAS).</i> | |
| 1. | PROFILE: Direction of flight. |
| 2. | ALTITUDE: Minimum altitude or the highest and lowest altitudes, in the order checked (altitude in ft/100; e.g., 2,000 ft listed as “20”). |
| 3. | RADIUS: Distance (NM) from reference point. |
| 4. | SIGNAL STRENGTH: Minimum field strength (dB). |
| 5. | Dmax NM: Maximum use distance (tenths of NM), defined by GBAS facility. If restricted, look for a remark. |
| 6. | GBAS FREQUENCY: Correct GBAS Frequency listed. |
| 7. | POLARIZATION: Type of polarization associated with the GBAS facility. |
| 8. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |
| 9. | FACILITY STATUS: “As Left” condition. Remarks and NOTAMS reflect restrictions and/or additional information. |

CHECKLIST #4

| NDB, DF, Lights, and Comm (Form 8240-5) | |
|--|---|
| BLOCK 3. FACILITY INFORMATION | |
| <i>Reference: Appendix D. NDB, DF, Lights, and Communications.</i> | |
| 1. | DIRECTION FINDING, COMMUNICATIONS, VISUAL AIDS, NDB and NDB/ DME: Indicates the facility/component inspected, and the inspection result. Those items not associated with the IDENT are blank, unless a discrepancy was reported (check remarks). |
| 2. | FACILITY STATUS: "As Left" condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 3. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |

CHECKLIST #5

| PAR (Form 8240-6) | |
|---|---|
| BLOCK 3. FACILITY INFORMATION | |
| <i>Reference: Appendix F. Precision Approach Radar (PAR).</i> | |
| 1. | CONTROLLER PERF: Matches inspection results. Blank if not required and not inspected. Remarks reflect additional information, if necessary. |
| 2. | ILS/ MLS/ VGSI COINC.: PAR glidepath is/is-not coincident with selected items. If not inspected, then blank. Remarks reflect additional information, if necessary. |
| 3. | STANDBY EQUIPMENT and STANDBY POWER: Status of inspection items. Blank if not required and not inspected. Check remarks if required, but not inspected. |
| 4. | LIGHTING SYSTEMS: ALS, HIRL, TDZL, and/or RCLS inspected. Blank if not installed or not inspected. Check remarks if hazard to safety was found. |
| 5. | FREQUENCIES USED: List of each frequency inspected. Remarks may include frequencies if additional space was needed. |
| 6. | FACILITY STATUS: "As Left" condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 7. | PUBLISHED ANGLE, PUB. ALTERNATE ANGLE. Angles match AIRNAV datasheet and Terminal Procedures Publication. |
| 8. | EQUIPMENT TYPE: Matches AIRNAV datasheet. |
| 9. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |

CHECKLIST #6**ILS (Form 8240-8)****BLOCK 3. FACILITY INFORMATION***Reference: Appendix H. Instrument Landing System (ILS).*

| | |
|-----|--|
| 1. | LOCALIZER, OFFSET, GLIDESLOPE, LDA, SDF, TLS, Other*: Inspected items selected. For “Required, Not Inspected*” ensure a remark exists. TLS includes LOC and/or GS entries. See remarks for Other* remarks. |
| 2. | DME: If not part of the ILS system, DME facility IDENT and TYPE is listed. Ensure DME inspection result is selected. |
| 3. | COMPASS LOCATOR: Broadcasted IDENT and status. If more than one NDB is associated with ILS/LOC system, additional info is in the remarks. |
| 4. | LIGHTING SYSTEM: ALS, HIRL, TDZL, and/or RCLS inspected. Blank if not installed or not inspected. Check remarks if hazard to safety was found. |
| 5. | 75 MHz MARKERS: Selected if installed and inspected. If required/not inspected, check remarks for explanation. |
| 6. | SIAP(s) Verified: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |
| 7. | PUBLICATIONS: Status of Terminal Procedures Publications review. |
| 8. | COMD WIDTH/ANGLE, GLIDE SLOPE TYPE: Matches AIRNAV datasheet. |
| 9. | FACILITY STATUS (F/C, G/S, B/C): “As Left” condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 10. | ILS CLASS. SYS: <ul style="list-style-type: none"> - First Field (I, II, or III) matches AIRNAV datasheet. <i>Note: Cat II & III have special requirements. See Appendix H.</i> - Second Field (A/B/C/T/D/E) is the point where LOC conformed to CAT III structure tolerance. - Remarks contain additional information, as required. |
| 11. | INSP. CRITERIA: Entry if inspected to higher CAT standard, otherwise blank. |
| 12. | ROLLOUT: When performed/required, contains appropriate rollout code (S/U4/U5/R4/R5). |

CHECKLIST #7**ASR/ ATCRBS (Form 8240-12)****BLOCK 3. FACILITY INFORMATION***Reference: Appendix J. Surveillance Radar (ASR, ATCRBS).*

| | |
|----|---|
| 1. | ASR, ARSR, SECRA and MSAW: Inspected items selected. For “Required, Not Inspected*” ensure a remark exists. |
| 2. | GROUND EQUIPMENT TYPE: Matches AIRNAV datasheet. |
| 3. | SCOPE LOCATION: Matches AIRNAV datasheet. Ensure scope location is not confused with RADAR location. |
| 4. | STANDBY POWER: Selected if inspected, otherwise left blank. |
| 5. | FACILITY STATUS: “As Left” condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 6. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |
| 7. | ANTENNA TILT: Primary and Secondary tilt matches AIRNAV datasheet (FIXED or VAR) |
| 8. | OPTIMUM ANGLE: Matches AIRNAV datasheet and/or inspected angle. If tilt is variable, may be blank. |

CHECKLIST #8

| General Characteristics (Form 8240-13) | |
|--|---|
| BLOCK 3. FACILITY INFORMATION | |
| <i>Reference: Appendix K. General Characteristics.</i> | |
| 1. | AIRPORTS: Blank. (IDENT in BLOCK 1 should match airport reports) |
| 2. | LIGHTING SYSTEMS: ALS, HIRL, TDZL, and/or RCLS inspected. Blank if not installed or not inspected. Check remarks if hazard to safety was found. |
| 3. | OTHER (EXPLAIN)*: Systems other than lights inspected. Check remarks. |
| 4. | FACILITY TYPE and CLASS, SID, or UNNAMED DEPARTURE PROCEDURE: <div style="display: flex; justify-content: space-between;"> <div>ADS/B</div> <div>CVFP</div> <div>WAM</div> <div>Airport Markings/Signage</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Obstacle Departure Procedure</div> <div>Or use plain language to describe facility inspected</div> </div> |
| 5. | FACILITY STATUS: Blank. |
| 6. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |

CHECKLIST #9

| MLS (Form 8240-16) | |
|---|---|
| BLOCK 3. FACILITY INFORMATION | |
| <i>Reference: Appendix M. Microwave Landing System (MLS).</i> | |
| 1. | FRONT AZIMUTH, BACK AZIMUTH, ELEVATION and DME: "As Left" condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 2. | LIGHTING SYSTEM: ALS, HIRL, TDZL, and/or RCLS inspected. Blank if not installed or not inspected. Check remarks if hazard to safety was found. |
| 3. | AZ CRS BRG and BAZ CRS BRG: Matches the SIAP course to the runway. |
| 4. | MGP: Minimum commissioned glide path angle. |
| 5. | FACILITY STATUS (AZ, ELEV, BAZ): "As Left" condition. Remarks and NOTAMS reflect restrictions and/or additional information. |
| 6. | SIAP(s) VERIFIED: Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |

CHECKLIST #10**RNAV (Form 8240-17)****BLOCK 3. FACILITY INFORMATION***Reference: Appendix N. Area Navigation (RNAV).*

| | |
|-----|--|
| 1. | PROCEDURE TYPE: Abbreviation for the RNAV type inspected. |
| 2. | PROCEDURE NAME: Matches published procedure title. |
| 3. | PROC MODIFIED: “YES” if procedure modification was necessary, otherwise “NO.” A remark is required if modified. |
| 4. | SENSOR STATUS: Status of RAIM, WAAS, or LAAS. |
| 5. | ARINC 424 CODING: Status of ARINC 424 CPV and Flight Inspection validation. |
| 6. | ADD. RUNWAYS: Airport identifiers & additional runways, if there is insufficient space in Block 1. <i>Note: Not applicable to SIDs, STARs or ODPs.</i> |
| 7. | CRC: (LPV & LP only) Matches 8260-10, FAS Data Block Information. |
| 8. | CRS ERROR: (LPV & LP only) AFIS-computed course alignment error (e.g., R0.02 or L0.01). |
| 9. | RNP: (RNP approaches only) Most critical RNP value inspected. |
| 10. | WAAS HPL: (LPV & LP only) Highest HPL in tenths of a meter. |
| 11. | WAAS VPL: (LPV only) Highest VPL in tenths of a meter. |
| 12. | GEO SNR: (LPV & LP only) Lowest GEO SNR in the final approach segment (dB). |
| 13. | FAS VERT. P.A. (Comm): (LPV & LNAV/VNAV only) Commissioned vertical path angle (tenths of a degree) matches 8260-10, FAS Data Block Information, or 8260-3, Procedure Form. |
| 14. | FAS VERT. P.A. (Actual): (LPV only) Actual vertical path angle (tenths of a degree). |
| 15. | TCH (Comm): (LPV and LNAV/VNAV only). Commissioned TCH matches 8260-10, FAS Data Block Information or 8260-3 Procedure Form. |
| 16. | TCH (Actual): (LPV only). Actual TCH (tenths of a ft). |
| 17. | PROCEDURE EVALUATION (HUMAN FACTORS, OBSTACLE VERIF., COMM, and PROC. FLYABILITY): Selected if inspected IAW 8200.1, Chapter 6. Remarks include IFP statement for new/amended procedures. Remarks reflect Unsat, Incomplete, or Other status information. |
| 18. | LIGHTING SYSTEMS: ALS, HIRL, TDZL, and/or RCLS inspected. Blank if not installed or not inspected. Check remarks if hazard to safety was found. |

This Page Intentionally Left Blank

Appendix A. FAA Flight Inspection Report Forms

Flight inspection report forms are computer generated in FIRPS. When FIRPS is inaccessible, manually produce the appropriate form and submit to the Flight Inspection Records Team. Manually created reports are considered temporary until electronically transferred into FIRPS.

| Form | Version | Flight Inspection Report Title |
|---------|---------|---|
| 8240-1 | 07/05 | CONTINUATION SHEET (Compatible with all reports; select the (+) icon to add.) |
| 8240-2 | 08/15 | RHO-THETA SYSTEMS |
| 8240-4 | 08/15 | GBAS |
| 8240-5 | 08/15 | NDB, DF, LIGHTS, and COMM |
| 8240-6 | 08/15 | PRECISION APPROACH RADAR |
| | | - GENERIC PAR Continuation Sheet |
| | | - GPN-22 or TPN-25 PAR Continuation Sheet |
| | | - TPN-22 PAR Continuation Sheet |
| 8240-7 | 07/05 | ILS WORKSHEET |
| 8240-8 | 08/15 | ILS |
| 8240-11 | 08/15 | ILS/MLS MAINTENANCE ALERT |
| 8240-12 | 08/15 | SURVEILLANCE RADAR |
| 8240-13 | 08/15 | GENERAL CHARACTERISTICS |
| 8240-14 | 08/15 | AFTER ACCIDENT CONTINUATION SHEET |
| 8240-16 | 08/15 | MLS |
| 8240-17 | 08/15 | RNAV |
| 8240-20 | 05/11 | DATA CHANGE SUBMISSION |
| 8240-21 | 08/15 | OBSTACLE EVALUATION |
| 8240-23 | 08/15 | PRM/FMA |

This Page Intentionally Left Blank

FLIGHT INSPECTION REPORT
CONTINUATION SHEET

5. REMARKS (cont'd)

This Page Intentionally Left Blank

| FLIGHT INSPECTION REPORT Rho-Theta Systems | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|
| 1. FLIGHT INSPECTION REPORT HEADER | | | | | | 2. CREW INFORMATION | | | |
| IDENT | STATE | CTRY | INSPECTION DATE(S) | | | PIC | SIC | MS | A/C NO |
| <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | | | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> |
| LOCATION | | | | | INSP TYPE | | | | |
| <input style="width: 95%;" type="text"/> | | | | | <input style="width: 95%;" type="text"/> | | | | |
| 3. FACILITY INFORMATION | | | | | | | | | |
| VOR | <input style="width: 95%;" type="text"/> | | VOICE | <input style="width: 95%;" type="text"/> | | FACILITY STATUS | | <input style="width: 95%;" type="text"/> | |
| TACAN | <input style="width: 95%;" type="text"/> | | | <input style="width: 95%;" type="text"/> | | SIAP(s) VERIFIED | | <input style="width: 95%;" type="text"/> | |
| VOT | <input style="width: 95%;" type="text"/> | | STANDBY POWER | | <input style="width: 95%;" type="text"/> | | | | |
| DME COV. | <input style="width: 95%;" type="text"/> | | IDENT | | <input style="width: 95%;" type="text"/> | | | | |
| DME ACC. | <input style="width: 95%;" type="text"/> | | FACILITY TYPE | | <input style="width: 95%;" type="text"/> | | | | |
| 4. NOTAMs | | | | | | | | | |
| | | | | | | | | | |
| 5. REMARKS | | | | | | | | | |
| | | | | | | | | | |
| 6. FLIGHT INSPECTION DATA | | | | | | | | | |
| A. ORBITAL DATA | | | | | | | | | |
| | MEAN | MAX + | MAX - | SPREAD | DIR | ALT | DIST | REF DATE | |
| TX 1 | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | |
| TX 2 | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | |
| TP 1 | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | |
| TP 2 | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | |
| B. REFERENCE RADIAL/MONITORS | | | | | | | | | |
| <input type="radio"/> VOR <input type="radio"/> VOT | | TX | ALIGN | ALARM + | ALARM - | DATE ESTABLISHED | | | |
| REFERENCE RADIAL | | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | | | |
| CHECK POINT | | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | | | | |
| TAC | | TP | ALIGN | ALARM + | ALARM - | DATE ESTABLISHED | | | |
| REFERENCE RADIAL | | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | | | |
| CHECK POINT | | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | | | | |

* Remarks are required for fields marked with an asterisk

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

8. VOR, VOR/DME, VORTAC, TACAN, VOT - ORBITAL DATA**A. TRANSMITTER NO**

TRANSMITTER 1



TRANSPONDER 1



TRANSMITTER 2



TRANSPONDER 2

B. DME DISTANCE UNLOCK☐**C. TACAN AZIMUTH UNLOCK**☐**D. AREA OF INTERFERENCE**☐**E. VOR AZIMUTH EXCEEDS 2.5 DEGREES**

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 00 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 |
| | | | | | | | | | | | |
| 120 | 130 | 140 | 150 | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 |
| | | | | | | | | | | | |
| 240 | 250 | 260 | 270 | 280 | 290 | 300 | 310 | 320 | 330 | 340 | 350 |
| | | | | | | | | | | | |

F. TAC AZIMUTH EXCEEDS 2.5 DEGREES

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 00 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 |
| | | | | | | | | | | | |
| 120 | 130 | 140 | 150 | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 |
| | | | | | | | | | | | |
| 240 | 250 | 260 | 270 | 280 | 290 | 300 | 310 | 320 | 330 | 340 | 350 |
| | | | | | | | | | | | |

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

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 00 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 |
| | | | | | | | | | | | |
| 120 | 130 | 140 | 150 | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 |
| | | | | | | | | | | | |
| 240 | 250 | 260 | 270 | 280 | 290 | 300 | 310 | 320 | 330 | 340 | 350 |
| | | | | | | | | | | | |

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

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 00 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 |
| | | | | | | | | | | | |
| 120 | 130 | 140 | 150 | 160 | 170 | 180 | 190 | 200 | 210 | 220 | 230 |
| | | | | | | | | | | | |
| 240 | 250 | 260 | 270 | 280 | 290 | 300 | 310 | 320 | 330 | 340 | 350 |
| | | | | | | | | | | | |

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

This Page Intentionally Left Blank

FLIGHT INSPECTION REPORT

GBAS

| 1. FLIGHT INSPECTION REPORT HEADER | | | | 2. CREW INFORMATION | | | |
|------------------------------------|----------------------|----------------------|---------------------------|-----------------------|----------------------|-------------------------|----------------------|
| IDENT | STATE | CTRY | INSPECTION DATE(S) | PIC | SIC | MS | A/C NO |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| LOCATION | | | | INSP TYPE | | | |
| <input type="text"/> | | | | <input type="text"/> | | | |
| ACM | | | | FIFO | | | |
| <input type="text"/> | | | | <input type="text"/> | | | |
| 3. FACILITY INFORMATION | | | | | | | |
| PROFILE | ALTITUDE | RADIUS | SIGNAL STRENGTH | DMAX NM | <input type="text"/> | SIAP(s) VERIFIED | <input type="text"/> |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | GBAS FREQUENCY | <input type="text"/> | FACILITY STATUS | <input type="text"/> |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | POLARIZATION | <input type="text"/> | | |
| 4. NOTAMS | | | | | | | |
| | | | | | | | |
| 5. REMARKS | | | | | | | |
| | | | | | | | |

[illegible][illegible]

FLIGHT INSPECTION REPORT
NDB, DF, Lights, and Comm**1. FLIGHT INSPECTION REPORT HEADER**

| | | | |
|----------|-------|------|--------------------|
| IDENT | STATE | CTRY | INSPECTION DATE(S) |
| | | | |
| LOCATION | | | INSP TYPE |
| | | | |

2. CREW INFORMATION

| | | | |
|-----|-----|-----|--------|
| PIC | SIC | MS | A/C NO |
| | | N/A | |
| 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. (VGS) | | COINC. (PAR/ILS/MLS) | | RADIO CTRL SYST. | |

D. COMMUNICATIONS

| | | | | | | | | | | | | | |
|------------------|--------------------------|---------|--------------------------|-----------|--------------------------|---------------|--------------------------|----------|--------------------------|---------------|--------------------------|------|--------------------------|
| APPROACH CONTROL | <input type="checkbox"/> | FSS | <input type="checkbox"/> | TOWER | <input type="checkbox"/> | CENTER | <input type="checkbox"/> | OTHER* | <input type="checkbox"/> | P/F | <input type="checkbox"/> | CS/T | <input type="checkbox"/> |
| FREQUENCY USED | | PRIMARY | | SECONDARY | | VOICE QUALITY | | COVERAGE | | STANDBY POWER | | | |
| | | | | | | | | | | | | | |

* Remarks are required for fields marked with an asterisk

This Page Intentionally Left Blank

FLIGHT INSPECTION REPORT
PRECISION APPROACH RADAR

| 1. FLIGHT INSPECTION REPORT HEADER | | | | 2. CREW INFORMATION | | | |
|------------------------------------|----------------------|----------------------------------|----------------------|---|----------------------|----------------------|----------------------|
| IDENT | STATE | COUNTRY | INSPECTION DATE(S) | PIC | SIC | MS | A/C NO |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| LOCATION | RUNWAY | | INSP TYPE | ACM | FIFO | | |
| <input type="text"/> | <input type="text"/> | | <input type="text"/> | <input type="text"/> | <input type="text"/> | | |
| 3. FACILITY INFORMATION | | | | | | | |
| CONTROLLER PERF | <input type="text"/> | FREQUENCIES USED | | FACILITY STATUS | | <input type="text"/> | |
| ILS/MLS/VGSI COINC. | <input type="text"/> | FOUND SAT <input type="text"/> | | PUBLISHED ANGLE | | <input type="text"/> | |
| STANDBY EQUIPMENT | <input type="text"/> | FOUND UNSAT <input type="text"/> | | PUB ALTERNATE ANGLE | | <input type="text"/> | |
| STANDBY POWER | <input type="text"/> | | | EQUIPMENT TYPE | | <input type="text"/> | |
| LIGHTING SYSTEMS | <input type="text"/> | | | SIAP(s) VERIFIED | | <input type="text"/> | |
| 4. NOTAMs | | | | | | | |
| | | | | | | | |
| 5. REMARKS | | | | | | | |
| | | | | | | | |
| 6. FLIGHT INSPECTION DATA | | | | | | | |
| A. AZIMUTH RADAR | | | | B. ELEVATION RADAR | | | |
| | PRIMARY TX | STBY TX | | | PRIMARY TX | STBY TX | |
| COURSE ALIGNMENT | <input type="text"/> | <input type="text"/> | | GLIDE SLOPE ALIGNMENT | <input type="text"/> | <input type="text"/> | |
| DEVIATION ACCURACY | <input type="text"/> | <input type="text"/> | | RANGE ACCURACY | <input type="text"/> | <input type="text"/> | |
| RANGE ACCURACY | <input type="text"/> | <input type="text"/> | | COVERAGE | <input type="text"/> | <input type="text"/> | |
| COVERAGE/USABLE DIST | <input type="text"/> | <input type="text"/> | | * Remarks are required for fields marked with an asterisk | | | |

| |
|---|
| GENERIC PAR Continuation Sheet |
|---|

| |
|------------|
| 7. GENERAL |
|------------|

Runway

| |
|--|
| 8. 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X | | | | | X | X |
| "B" Cursor Prim | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X | | | | | X | X |
| "A" Cursor Stby | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | X | | | | X | X |
| "B" Cursor Stby | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | X | | | | X | |
| AZ Only Apch | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | X | |
| Alternate Angle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | X | |

GPN-22 or TPN-25 PAR
Continuation Sheet
7. GENERAL

Runway

8. COMPUTER GENERATED PRECISION APPROACH RADAR RUN CONFIGURATIONS

| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | X |
| "A" CURSOR PRIMARY | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| "A" CURSOR BK UP RC | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | B | | | | X | X |
| "B" CURSOR BK UP RC | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | B | | | | X | X |
| "B" CURSOR PRIMARY | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| STANDBY TX CHECK | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| BK UP DATABASE "A" CSR | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| BK UP DATABASE "A" CSR | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| BK UP DATABASE "B" CSR | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| AZ ONLY APCH | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |
| ALTERNATE ANGLE "A" CSR | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A | | | | X | |

R Denotes required configuration

9. 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

TPN-22 PAR
Continuation Sheet
7. GENERAL

Runway

System Serial #

8. COMPUTER GENERATED PRECISION APPROACH RADAR RUN CONFIGURATIONS

| 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 | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| B. "B" CURSOR AUTO | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| C. "A" CURSOR AUTO | ^R <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| D. "B" CURSOR AUTO | ^R <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| E. "A" CURSOR MANUAL | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | |
| F. "A" CURSOR MANUAL | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | |
| ALTERNATE TOUCHDOWN POINTS ON SAME RUNWAY HEADING | | | | | | | | | | | | |
| G. "A" CURSOR AUTO | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| H. "A" CURSOR MANUAL | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| I. "B" CURSOR MANUAL | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | X |
| AZIMUTH ONLY PROCEDURE | | | | | | | | | | | | |
| J. AZ ONLY APPROACH | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ^R <input type="checkbox"/> | <input type="checkbox"/> | | | X | |

R Denotes required configuration

9. PROGRAM DATA

A. Name

B. Part Number

C. Version

D. Build Date

E. Transmitter Output Power

F. Receiver Sensitivity

[illegible]

FLIGHT INSPECTION REPORT -- ILS CONTINUATION WORKSHEET

[illegible]

FLIGHT INSPECTION REPORT ILS

1. FLIGHT INSPECTION REPORT HEADER

| | | | |
|----------|--------|----------|--------------------|
| IDENT | STATE | CTRY | INSPECTION DATE(S) |
| | | | |
| LOCATION | RUNWAY | CATEGORY | INSP TYPE |
| | | | |

2. CREW INFORMATION

| | | | |
|-----|------|----|--------|
| PIC | SIC | MS | A/C NO |
| | | | |
| ACM | FIFO | | |
| | | | |

3. FACILITY INFORMATION

| | | | | |
|-------------|--|------------------|--|-----------------|
| LOCALIZER | | DME | | FACILITY STATUS |
| OFFSET | | COMPASS LOCATOR | | F/C |
| GLIDE SLOPE | | LIGHTING SYSTEM | | G/S |
| LDA | | 75 mHz MARKERS | | B/C |
| SDF | | SIAP(s) VERIFIED | | ILS CLASS. SYS. |
| TLS | | PUBLICATIONS | | INSP. CRITERIA |
| OTHER* | | | | ROLLOUT |
| | | COMD WIDTH | | |
| | | COMD ANGLE | | |
| | | GLIDE SLOPE TYPE | | |

4. NOTAMs

| |
|--|
| |
|--|

5. REMARKS

| |
|--|
| |
|--|

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

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**

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 ANT TO LIMIT | | | | | | | | | | | | | | | | | |
| | | TX 1 | | TX 2 | | N. MEAN WIDTH/SYMMETRY | | | | | | | | | | | |
| I. USABLE DISTANCE / PWR SET. | | | | | | | | TX | | ANGLE ABOVE | | | | | | | |
| J. CLEARANCE BELOW PATH | | | | | | | | | | ANGLE BELOW | | | | | | | |
| K. MODULATION EQUALITY | | | | | | | | | | WIDTH | | | | | | | |
| L. PHASING | | | | | | | | | | SYMMETRY | | | | | | | |
| M. Front Course Area Where Phasing Was Conducted | | | | | | | | O. TILT | | | | | | | | | |
| NM | | | | MSL | | | | TX | | 150 Hz | | 90 Hz | | | | | |
| P. BEST FIT STRAIGHT LINE | | | | | | | | R. TRANSVERSE STRUCTURE | | TX1 uA | | TX1 Hz | | TX2 uA | | TX2 Hz | |
| ARDH | | GPI/TH DIS. | | RDH | | AIM PT ELEV | | OFFSET | | RADIUS | | ALT | | LEFT OF CL | | | |
| | | | | | | | | | | | | | | RIGHT OF CL | | | |
| Q. GLIDE SLOPE AIMING POINT | | | | | | | | S. RADIO ALTIMETER | | | | | | | | | |
| LATITUDE | | | | LONGITUDE | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

* Remarks are required for fields marked with an asterisk

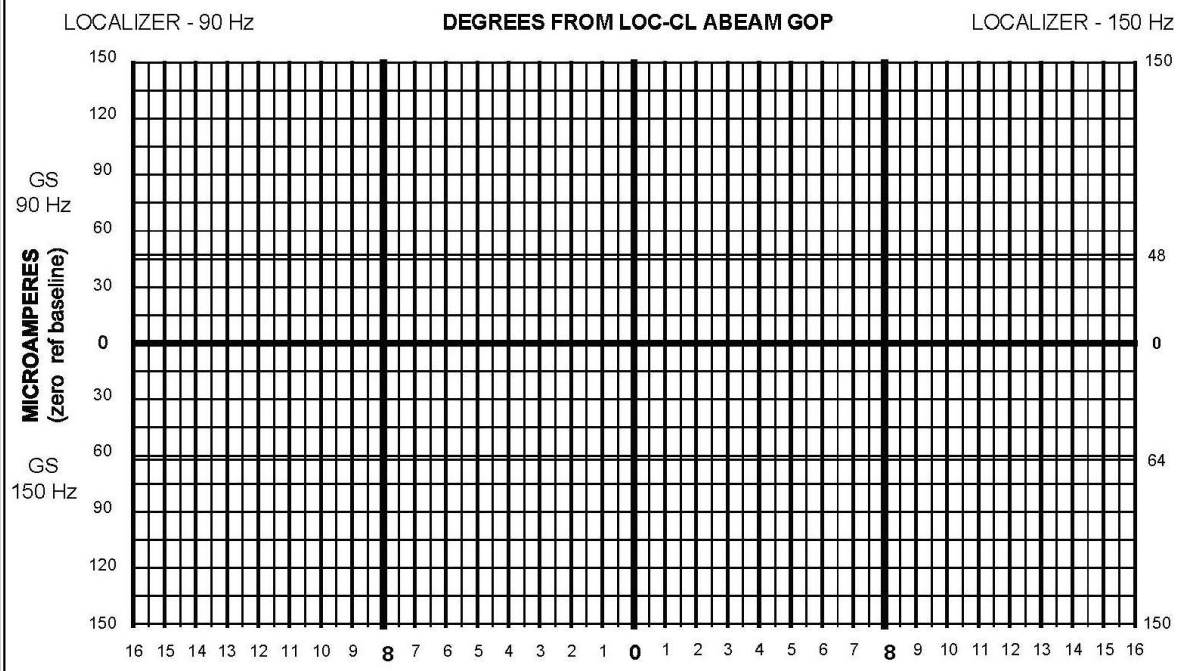
11. INSTRUMENT LANDING SYSTEM DATA - TRANSVERSE STRUCTURE PLOT

| | | | | | |
|---------------|--|-----------|--|----------------|--|
| 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

[illegible]

This Page Intentionally Left Blank

| 1. FLIGHT INSPECTION REPORT HEADER | | | | | 2. CREW INFORMATION | | | | | |
|------------------------------------|-------------|--------------------|-----------------------|-----------|---|------------------|-------------|-------------|-----------|-------|
| IDENT | STATE | CTRY | INSPECTION DATE(S) | | PIC | SIC | MS | A/C NO | | |
| <div></div> | <div></div> | <div></div> | <div></div> | | <div></div> | <div></div> | N/A | <div></div> | | |
| LOCATION | | | | | INSP TYPE | | ACM | | | |
| <div></div> | | | | | <div></div> | | <div></div> | | | |
| 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 | | | | | | | | | | |
| <div></div> | | | | | | | | | | |
| 5. REMARKS | | | | | | | | | | |
| <div></div> | | | | | | | | | | |
| 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*

This Page Intentionally Left Blank

**FLIGHT INSPECTION REPORT
GENERAL CHARACTERISTICS**

| 1. FLIGHT INSPECTION REPORT HEADER | | | | 2. CREW INFORMATION | | | |
|--|-------|--|--------------------|---------------------|-----|-----------|--------|
| IDENT | STATE | CTRY | INSPECTION DATE(S) | PIC | SIC | MS | A/C NO |
| | | | | | | N/A | |
| LOCATION | | | INSP TYPE | ACM | | FIFO | |
| | | | | | | | |
| 3. FACILITY INFORMATION | | | | | | | |
| AIRPORTS | | FACILITY TYPE AND CLASS, SID, OR UNNAMED DEPARTURE PROCEDURE | | FACILITY STATUS | | | |
| LIGHTING SYSTEMS | | | | SIAP(s) VERIFIED | | | |
| OTHER (EXPLAIN)* | | | | | | | |
| 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 | | | | | | | |

This Page Intentionally Left Blank

1. GENERAL

2. OTHER INFORMATION

3. REMARKS

This Page Intentionally Left Blank

| FLIGHT INSPECTION REPORT MLS | | | | | | | |
|--|--|--|--|--|--|--|--|
| 1. FLIGHT INSPECTION REPORT HEADER | | | | 2. CREW INFORMATION | | | |
| IDENT | STATE | CTRY | INSPECTION DATE(S) | PIC | SIC | MS | A/C NO |
| <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> | <input style="width: 90%;" type="text"/> |
| LOCATION | | RUNWAY | | CATEGORY | | INSP TYPE | |
| <input style="width: 90%;" type="text"/> | | <input style="width: 90%;" type="text"/> | | <input style="width: 90%;" type="text"/> | | <input style="width: 90%;" type="text"/> | |
| | | | | | | | |
| 3. FACILITY INFORMATION | | | | | | | |
| FRONT AZIMUTH | <input style="width: 90%;" type="text"/> | DME | <input style="width: 90%;" type="text"/> | FACILITY STATUS | | | |
| BACK AZIMUTH | <input style="width: 90%;" type="text"/> | LIGHTING SYSTEM | <input style="width: 90%;" type="text"/> | AZ | | | |
| ELEVATION | <input style="width: 90%;" type="text"/> | AZ CRS. BRG. | <input style="width: 90%;" type="text"/> | ELEV | | | |
| | | BAZ CRS. BRG. | <input style="width: 90%;" type="text"/> | BAZ | | | |
| | | MGP | <input style="width: 90%;" type="text"/> | SIAP(s) VERIFIED | | | |
| | | | | | | | |
| 4. NOTAMS | | | | | | | |
| | | | | | | | |
| 5. REMARKS | | | | | | | |
| | | | | | | | |
| * Remarks are required for fields marked with an asterisk | | | | | | | |

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

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**

This Page Intentionally Left Blank

FLIGHT INSPECTION REPORT

RNAV

[illegible]

This Page Intentionally Left Blank

| 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: _____ | | | | | | |

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:** _____

FLIGHT INSPECTION REPORT OBSTACLE EVALUATION

1. FLIGHT INSPECTION REPORT HEADER

| | | |
|----------------------|----------------------|----------------------|
| IDENT | INSPECTION DATE(S) | INSP TYPE |
| <input type="text"/> | <input type="text"/> | <input type="text"/> |

2. CREW INFORMATION

| | | | |
|----------------------|----------------------|----------------------|----------------------|
| PIC | SIC | MS | A/C NO |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| ACM | FIFO | | |
| <input type="text"/> | <input type="text"/> | | <input type="text"/> |

3. OBSTACLE INFORMATION

| PROCEDURE NAME | DESCRIPTION | IDENTIFICATION OF NEW CONTROLLING OBSTACLE | | |
|----------------------|----------------------|--|----------------------|----------------------|
| | | LOCATION | ESTIMATE OF HEIGHT | |
| | | LAT/LON or RADIAL/BEARING & DISTANCE | MSL | AGL |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

4. NOTAMs

| |
|--|
| |
|--|

5. REMARKS

| |
|--|
| |
|--|

This Page Intentionally Left Blank

FLIGHT INSPECTION REPORT **PRM/FMA**

6. FLIGHT INSPECTION DATA

| APPROACH DATA | | | | | | |
|---------------------------------------|--|--|--|--|--|--|
| RUNWAY/IDENT | | | | | | |
| MODES/CODES | | | | | | |
| TRANSPONDER CHECK | | | | | | |
| USABLE DISTANCE | | | | | | |
| RWY INBOUND COURSE & NTZ WIDTH BOUND. | | | | | | |
| ALTITUDE BOUNDARY | | | | | | |
| VMD AND/OR NTZ BOUNDARY(IES) | | | | | | |
| APCH/MISSED APCH | | | | | | |
| LOW ALTITUDE COVERAGE | | | | | | |
| COMMUNICATIONS | | | | | | |
| APPROACH STATUS | | | | | | |

6. FLIGHT INSPECTION DATA

| APPROACH DATA | | | | | | |
|---------------------------------------|--|--|--|--|--|--|
| RUNWAY/IDENT | | | | | | |
| MODES/CODES | | | | | | |
| TRANSPONDER CHECK | | | | | | |
| USABLE DISTANCE | | | | | | |
| RWY INBOUND COURSE & NTZ WIDTH BOUND. | | | | | | |
| ALTITUDE BOUNDARY | | | | | | |
| VMD AND/OR NTZ BOUNDARY(IES) | | | | | | |
| APCH/MISSED APCH | | | | | | |
| LOW ALTITUDE COVERAGE | | | | | | |
| COMMUNICATIONS | | | | | | |
| APPROACH STATUS | | | | | | |

6. FLIGHT INSPECTION DATA

| APPROACH DATA | | | | | | |
|---------------------------------------|--|--|--|--|--|--|
| RUNWAY/IDENT | | | | | | |
| MODES/CODES | | | | | | |
| TRANSPONDER CHECK | | | | | | |
| USABLE DISTANCE | | | | | | |
| RWY INBOUND COURSE & NTZ WIDTH BOUND. | | | | | | |
| ALTITUDE BOUNDARY | | | | | | |
| VMD AND/OR NTZ BOUNDARY(IES) | | | | | | |
| APCH/MISSED APCH | | | | | | |
| LOW ALTITUDE COVERAGE | | | | | | |
| COMMUNICATIONS | | | | | | |
| APPROACH STATUS | | | | | | |

* Remarks are required for fields marked with an asterisk

Appendix B. Rho-Theta Systems

FAA Form 8240-2

Use FAA Form 8240-2 to report Rho-Theta inspections and instrument flight procedures (IFPs) dependent primarily upon the rho-theta facility.

1. Flight Inspection Report Header. Complete in accordance with Chapter 3.

2. Crew Information. Complete in accordance with Chapter 3.

3. Facility Information.

a. VOR, TACAN, VOT, DME Coverage and DME Accuracy. For each applicable item, select either “Inspected” or “Required, Not Inspected*.” If an inspection was required, but not inspected, explain in the remarks. For VOT inspections, select “Inspected/ PIR” only if a PIR was used during inspection. For DME, specify the status of the inspection. If unsatisfactory, explain in the remarks.

b. Voice. Select “LIVE” and report the status of a live voice inspection. If not capable of broadcasting live voice, leave blank. Select the applicable recorded voice transmissions (i.e., ATIS, AWOS, HIWAS, TWEB, Other*) when the facility is supposed to broadcast the recording, and report the the status. If the system is not broadcasting a recording, but source documentation shows it is supposed to broadcast, select Unsat* and explain in the remarks. List applicable NOTAMs, in accordance with Chapter 3.

c. Standby Power and Ident. Select each item inspected and report the status.

d. Facility Type. Select the appropriate facility type, as determined by the AIRNAV datasheet.

e. Facility Status. Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4.

f. SIAP(s) Verified. Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended SIAPs.

4. NOTAM(s). Complete in accordance with Chapter 3.

5. Remarks. In addition to the remarks required in Chapter 3, clearly describe restrictions, unsatisfactory conditions, unusable facilities/ IFPs, and non-standard results. Use FAA Form 8240-1 “Continuation Sheet,” when additional space is required.

a. Receiver Checkpoints. When commissioning or reestablishing a receiver checkpoint or VOR Test Facility, describe in the remarks. For receiver checkpoints, include the type checkpoint, facility name (and airport name, when applicable), azimuth (degrees magnetic from

the facility), distance (tenths of a NM), altitude (airborne only), and description. For VOTs, include the facility name (and airport name), frequency, type facility, and description (if applicable).

Examples:

- Ground Checkpoint: Enid (Vance AFB); 143°; 0.8NM; On Runup Pad Rwy 35R
- Airborne Checkpoint: Will Rogers (Clarence E. Page Muni); 297°; 12.8NM; 2,900ft; AER 35L
- Airborne Checkpoint: Midland; 224°; 11.0NM; 4,000ft; Over Odessa water tank
- VOT: Oklahoma City Rogers (Will Rogers World Airport); 108.8; Airborne and Ground; Within 10NM radius between 3000' and 5000' VOT unusable east of Rwy 17L-35R.
- VOT: San Antonio International; 110.4; Ground

b. Radial Alignment. Include the remark, "Flight Inspection Services Technical Services Team authorized radial alignment in lieu of an alignment orbit."

c. Reference Alignment. Indicate the date the crew notified maintenance of the ARR/ orbit reference alignment establishment/ re-establishment, (reference FAA Order 8200.1, Chapter 11).

d. Transmitter Changes During Alignment Orbit. Include the following remark, "Transmitter changes were accomplished during the alignment orbit IAW FAAO 8200.1, Paragraph 11.20f(1)(c), beginning with transmitter ____."

e. VOT. When commissioning a VOT, indicate the identification feature (dots or a series of dots that cannot be interpreted as Morse code).

f. VOT Inspected Using a Portable ILS/ VOR Receiver (PIR).

- (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 remark, "Flight Inspection Services Technical Standards Team authorized VOT flight inspection via PIR."
- (4) Do not add any data in Field 7C (Radial Data) of FAA Form 8240-2.
- (5) Place an asterisk in the "Aircraft Number" field.

g. USAF VOR. Enter the modulation value(s) found on at least one radial or arc segment inspected. Report the values using the 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.

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 AIRNAV datasheet whenever there is a date entered in the “Date Established” field.

Enter the azimuth monitor evaluation results when accomplished.

When an out-of-tolerance condition is found during an orbit, report Orbital Data (Block 8).

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 the remarks 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 orbit distance changed during the alignment orbit, annotate in the remarks the distance/radials where the distance changes occurred (Example: Distance changed on alignment orbit 9/ 015-090, 8/ 091-135).

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 (e.g., 265.5/ 18.3/ 45).

For VOT, enter the azimuth 360°/ from (e.g., 360/ from).

(2) Checkpoint. For VOR monitors evaluated while 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" (e.g., 041.1/6.7/Gnd). Describe the airport location in the remarks (carrying forward the airport location on subsequent reports is optional).

For VOT monitors, enter "VRP" if VOT Reference Point was used for monitor evaluation. If the "VRP" was not used, enter an asterisk and describe evaluation location in the remarks.

(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 transmitters and both are checked, enter the transmitter number as shown in the Dual Transmitter example below.

(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 |

c. Date Established. Enter month, day, and year when the orbit/ reference radial alignment was established/ re-established for each facility/ component checked.

7. Radial Data.

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

b. Radial Use. Use the drop-down menu and select an appropriate abbreviation (see definitions below). Create a custom abbreviation if not present in the drop-down menu. If not obvious, explain custom abbreviations in the remarks. This field may be blank.

Radial Use Examples:

| | |
|-------|--|
| 5DEG | Offset (Special Check) of VOR APCH |
| ACP | Airborne Receiver Checkpoint |
| APCH | Approach |
| ARR | Automated Flight Inspection System (AFIS) Reference Radial |
| DIR | Direct Route |
| FEDR | Feeder |
| GCP | Ground Receiver Checkpoint |
| IAPCH | Initial Approach |
| INTX | Radial Used to Support a Fix or Intersection |
| J__ | Jet Route (e.g., J180) |
| MAPCH | Missed Approach |
| NULL | Null Radial |
| REF | Reference Radial |
| RNAV | Area Navigation (RNAV) Procedures |
| SID | Standard Instrument Departure |
| STAR | Standard Terminal Arrival Route |
| V__ | Victor Airway (e.g., V16) |
| HOLD | Holding Pattern |
| COV | Coverage Radial |
| DP | Departure Procedure |
| ESV | Expanded Service Volume |

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 (e.g., 120.6 - 060.5). VOT azimuth is entered as "360/ from."

d. Transmitter(s). Identify which transmitter was inspected. If both transmitters were alternated during a single check, enter the transmitter with the greatest alignment error first, (e.g., 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/ Scallop. For in-tolerance parameters, enter the maximum amplitude to the nearest tenth of a degree and indicate the distance from the station (e.g., 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, place a corresponding asterisk and state "Order 8200.1, Paragraph 11.60a (VOR) or 11.60b (TACAN) applied." If an OT parameter 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 (e.g., 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 (e.g., + 1.2/ 15.6).

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

i. Polarization. Enter "SAT" or "UNSAT." Describe unsatisfactory conditions in the 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 throughout the entire area that was sampled (e.g., + 0.5/ 10.2-65.5).

Visual references used in evaluating radial alignment to runway thresholds or airport environments will be reported as "SAT" or "UNSAT."

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" or "UNSAT." For USAF VOR facilities, list the modulation value(s) in the remarks, in accordance with paragraph 5.g. above.

l. Transmitter Difference. Enter the alignment difference 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 asterisk (e.g., 4*). In the remarks, enter the distance where the OT level occurred. Signal strength exceeding 300 μ V 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 (e.g., UNSAT*/ 25). Enter in the remarks, "* Maintenance briefed _____ (date)."

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

8. Orbital Data.

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

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

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

d. 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 (e.g., 012-023, 350-001).

e. VOR Azimuth exceeds 2.5°. When radial displacement exceeds $\pm 2.5^\circ$, 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 (e.g., 2.6/ 006) and in the "10" block, azimuth misalignment from 010 - 019 may be recorded (e.g., 2.8/ 017).

f. TACAN Azimuth exceeds 2.5°. When a radial displacement exceeds $\pm 2.5^\circ$, 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 (e.g., 2.6/ 006) and in the "10" field, azimuth misalignment from 010 - 019° may be recorded (e.g., 2.8/ 017).

g. VOR Coverage – Signal Strength. Document levels below -93 dbm or $5 \mu\text{V}$. If the VOR signal strength drops below -93 dbm or $5 \mu\text{V}$, enter the lowest value in the appropriate field. Each field represents a 10° segment of the orbit. In the "00" field, SS below $5 \mu\text{V}$ between radials 000 – 009 may be recorded (e.g., 3/ 006) and in the "10" field, SS below $5 \mu\text{V}$ between radials 010 - 019° may be recorded (e.g., 4/ 017).

h. TACAN Coverage-Signal Strength. Document where the TACAN or DME (U.S. Navy shipboard TACAN) signal strength drops to a level causing an Azimuth or DME unlock. Enter data in the appropriate field using the example in the previous paragraph.

This Page Intentionally Left Blank

Appendix C. Ground-Based Augmentation Systems (GBAS)**FAA Form 8240-4**

Use FAA Form 8240-4 to report ground-based augmentation system commissioning, periodic, and special inspections. Multiple GBAS facilities may be installed at a single location. Therefore, use separate forms for each GBAS facility inspected.

1. Flight Inspection Report Header. Complete in accordance with Chapter 3.

2. Crew Information. Complete in accordance with Chapter 3.

3. GBAS Coverage

a. Profile. Select drop-down box and enter direction of flight, “CW” for clockwise or “CCW” for counter clockwise.

b. Altitude. Enter minimum altitude flown, 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).

c. Radius. For orbital assessments enter distance in “nm” nautical miles from the reference point on the field. Reference point will be the LAT/ LONG coordinates of the GBAS.

d. Signal Strength. Enter the minimum field strength in dB(s).

e. D_{\max} NM. For facilities broadcasting D_{\max} , enter the Maximum Use Distance as defined by the GBAS Facility (e.g., 22.7). If positive course guidance and data continuity cannot be maintained to the D_{\max} distance, the facility must be restricted.

f. GBAS Frequency. Enter the GBAS Frequency.

g. Polarization. Select the drop-down box and enter the type of polarization associated with the GBAS.

h. SIAP(s) Verified. Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended SIAP.

i. Facility Status. Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4.

4. NOTAM(s). Complete in accordance with Chapter 3.

5. Remarks. For commissioning type inspections, if the facility is not FAA owned, enter a remark stating the owner. Use plain language when explaining flight inspection results, restrictions, unsatisfactory conditions, unusable facilities or IFPs, and any other condition

necessitating comments. Use FAA Form 8240-1 “Continuation Sheet,” if necessary. Reference Chapter 3 for additional remarks guidance.

6. Flight Inspection Data.

a. VHF Data Broadcast (VDB) Coverage Assessment. Enter the VDB Coverage information.

- (1) Runway. For an approach, enter the runway served by the procedure.
- (2) Airport ID. Enter the airport identification listed in the SIAP information for each approach procedure.
- (3) Lower Limit. Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (4) Upper Limit. Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (5) Left Limit. Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (6) Right Limit. Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (7) Missed. Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (8) Rollout. Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (9) CVG MVA (Coverage from Minimum Vector Altitude). Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.
- (10) CVG USV (Coverage from Upper Service Volume). Select drop-down box and enter an “S” if Satisfactory or “U” if Unsatisfactory. Explain Unsatisfactory conditions in the remarks.

b. Final Approach Segment (FAS) Data. Enter the FAS Data information

- (1) Runway. For an approach, enter the runway served by the procedure.
- (2) Airport ID. Enter the airport identification listed in the SIAP information for each approach procedure.
- (3) CRC. Enter the exact CRC remainder as indicated on FAA Form 8260-10 or equivalent.

- (4) Channel. Enter the assigned Channel number for each SIAP.
- (5) RPI (Reference Path Identifier) Enter the broadcast Morse code RPI for each SIAP (e.g., G22B).
- (6) Course Alignment. Enter the actual course error (e.g., L00.01).
- (7) Glide Path. Enter the proposed commissioned vertical path angle and the actual vertical path angle for the GBAS final approach segment (e.g., 3.00/ 3.02).
- (8) TCH. Enter the procedurally calculated TCH and the actual derived TCH for the GBAS final approach segment in tenths of feet (e.g., 55.0/ 54.7).
- 7. Additional Pages.** Use FAA Form 8240-4-3 to add additional VDB coverage assessment and FAS data information. Use FAA Form 8240-4-4 if additional remark information is needed.

This Page Intentionally Left Blank

Appendix D. NDB, DF, Lights, and Communications**FAA Form 8240-5**

Use FAA Form 8240-5 to report NDB, DF, Lighting, or Communication system, and associated instrument flight procedure inspections. Report bearings as “FROM” the facility, unless there is a specific requirement necessitating reporting “TO” the facility.

If an NDB facility is scheduled for inspection, or an NDB facility discrepancy is discovered, report the inspection results on this form. However, if an NDB is used solely as a Compass Locator or supporting NAVAID to an ILS or LOC procedure, and does not support an NDB approach or airway, report in conjunction with the ILS inspection, using the “Compass Locator” fields on the ILS report. With the exception of VGSI systems, when a lighting system discrepancy is discovered during a NAVAID or SIAP inspection, report the discrepancy on the form associated with the NAVAID or SIAP. Report VGSI discrepancies using this form, or when specifically tasked to inspect a lighting system.

NOTE: The “Lighting System” field (on some forms) is used to report the status of already-commissioned lighting systems supporting reduced visibility minima. These systems include Approach Lighting Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and Runway Centerline Lights (CL).

- 1. Flight Inspection Report Header.** Complete in accordance with Chapter 3.
- 2. Crew Information.** Complete in accordance with Chapter 3.
- 3. Facility Information.** Indicate the “as left” status of the inspected facility/component(s) (i.e., DF, Comm, Vis Aid, NDB, NDB/DME) matching the IDENT on the form. Use the drop-down menu and select the appropriate entry. If required, but not inspected, add a remark and explain in the remarks. Leave blank if not required and not inspected.
 - a. Facility Status.** Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4. For Communications inspections, leave blank. For VGSI system inspections (i.e., VASI, PAPI, etc.), always assign a status. With the exception of VGSI systems, lighting system discrepancies do not necessarily result in a restriction. Should a hazard to safety exist, classify the lighting system “unusable.” When changing a previously “unusable” lighting system to either “unrestricted” or “restricted,” include a remark explaining the reason for the change.
 - b. SIAP(s) Verified.** Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended SIAPs.
- 4. NOTAM(s).** Complete in accordance with Chapter 3. If the NDB is associated with an ILS, any restriction to the NDB must be added to the ILS AIRNAV datasheet.
- 5. Remarks.** Complete in accordance with 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. Describe the type of lighting system inspected and the results (e.g., ASLF-1, TDZL, and CL, Rwy 11, satisfactory). Indicate if the inspection was a night evaluation. If the visual aid(s) support reduced visibility minima (i.e., Approach Lighting Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and runway Centerline Lights (CL)), list the SIAP(s) affected in the remarks.

6. Flight Inspection Data

a. Non-Directional Beacon. Use the drop-down menus and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(1) Radio Class Code. Enter the applicable code as it appears on the AIRNAV datasheet. 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. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(5) Coverage. This applies to periodic inspections as well as commissioning type inspections. Did facility meet coverage tolerances during the inspection?

(6) Station Passage. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(7) Interference. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(8) Oscillations. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(9) Standby Equipment. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(10) Voice. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank. Select UNSAT if one or more voice capability is OT.

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

(12) Standby Power. Use the drop-down menu and select the appropriate entry, if applicable. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

b. Direction Finding. This section is not applicable to NDB systems, and applies only to Direction Finding Systems.

(1) Station Passage. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, leave blank.

(2) Standby Power. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks. If not inspected, or not applicable, 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, multiple pages of DF checkpoints may be required to satisfy the orbital analysis. Use FAA Form 8240-1 "Continuation Sheet" as necessary.

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 the runways listed on the report. If these provisions cannot be met, report separately.

(1) Facility Inspected. Place a check mark in each box/boxes indicating the light system(s) inspected. If the visual system is not listed, use the "Other*" box and provide a detailed explanation in the remarks. Provide a detailed description of each ALS system inspected. Example: "ALS" box checked, Remarks: "ALSF-2, HIRL, REILS commissioned SAT".)

(2) Runway(s) Served. Enter the designator(s) to each runway associated with the lighting system(s) reported.

(3) Glide Slope Angle. Enter the expected (commissioned) and measured angles below "G.S. Angle" (Example: 3.00°/ 2.95°). When the commissioned angle is unknown and/or the angle was not, or could not be measured, enter an asterisk (e.g., 3.00/ *) and explain in "Remarks." Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks. Report all box angles in the remarks (Example: Box 1 = 3.47°, Box 2 = 3.17°, Box 3 = 2.78°, Box 4 = 2.48°).

(4) Intensity. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks.

(5) Angular Coverage. Use the drop-down menu and select the appropriate entry. Coverage is determined by flight inspection, and includes all airspace where the lighting system is visible from the cockpit. If a hazard to safety exists anywhere in the coverage airspace, report the coverage "Unsat" and the facility status "Unusable*" until the hazard is eliminated. Explain unsatisfactory conditions, discrepancies, or hazards to safety in the remarks, providing as much detail as possible. If VGSI angular coverage is less than 10 degrees either side of runway centerline, select "-*", explain in the remarks, and report the facility status "Restricted."

(6) Sequence Flashers. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks.

(7) Obstacle Clearance (VGSI). Use the drop-down menu and select the appropriate entry. If an obstacle poses a hazard to safety anywhere in the coverage airspace, report obstacle clearance "Unsat" and the facility status "Unusable*" until the hazard is eliminated. Explain unsatisfactory conditions or discrepancies in the remarks.

(8) Focus and Adjustment. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks.

(9) Coincidence. Applicable to runways with a VGSI system and a vertically guided precision approach (i.e., ILS, WAAS LPV, PAR, GBAS GLS, or MLS). Use the drop-down menu and select the appropriate entry. If coincidence was expected, but found to be non-coincident, select "Unsat" and explain in the remarks (e.g., "VGSI not coincident with RNAV and ILS glidepaths"). Leave blank when the VGSI is not designed to coincide with the SIAP glidepath. Select the asterisk (*) when coincidence could not be verified, and explain in the remarks.

(10) Runway Lights. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks.

(11) Radio Control System. Use the drop-down menu and select the appropriate entry. Explain unsatisfactory conditions or discrepancies in the remarks.

d. Communications. Place a check mark in each box/boxes indicating the communication service(s) inspected. If not listed, use the "Other*" box and describe in the remarks. When Pilot-to-Forecaster (P/F) or Combined Station/Tower (CS/T) is checked, also select "Other*." Several frequencies may be listed on a single line if the selected status applies to each frequency.

This Page Intentionally Left Blank

Appendix E. Precision Runway Monitor and Final Monitor Aid (PRM/FMA)

FAA Form 8240-23

Use FAA Form 8240-23 to report Precision Runway Monitor and Final Monitor Aid inspections. Reference FAA Order 8200.39 for PRM/FMA inspection and reporting guidance.

This Page Intentionally Left Blank

Appendix F. Precision Approach RADAR (PAR)**FAA Form 8240-6**

Use FAA Form 8240-6, Precision Approach Radar, to report PAR approaches to a specific runway, and include the continuation sheet corresponding to type PAR antenna inspected.

1. Flight Inspection Report Header. Complete in accordance with Chapter 3. For PAR Ident, enter the identifier listed on the AIRNAV datasheet for the specific runway. Report only one runway identifier per PAR report.

2. Crew Information. Complete in accordance with Chapter 3.

3. Facility Information. Indicate the inspected status or “as left” condition.

a. Controller Performance. Select the appropriate entry. Leave blank if not required and not inspected. If required, but not inspected, or unsatisfactory, explain in the remarks.

b. ILS/ MLS/ VGSI Coincidence. Select the appropriate entry. Leave blank if not required and not inspected. If required, but not inspected, or unsatisfactory, explain in the remarks. Also applies to LPV and GLS approaches.

c. Standby Equipment. Select the appropriate entry. Leave blank if not required and not inspected. If required, but not inspected, or unsatisfactory, explain in the remarks.

d. Standby Power. Select the appropriate entry. Leave blank if not required and not inspected. If required, but not inspected, or unsatisfactory, explain in the remarks.

e. Lighting System(s). This field is used to report the status of already-commissioned lighting systems designed to support reduced visibility minima. These systems include Approach Light Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and Runway Centerline Lighting Systems (CL). Select SAT if the lighting system(s) safely supported the SIAP. Leave blank if this type lighting system is not installed, or was not inspected. If a hazard to safety was found, select UNSAT and enter a remark identifying the type lighting system and the discrepancy details. Example: MALSR Rwy 27, UNSAT; threshold light bar and RAIL inoperative.

f. Frequencies Used. List each frequency inspected. If additional space is needed, enter in the remarks.

g. Facility Status. Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4.

h. Published Angle. Enter the commissioned “published” angle.

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

j. Equipment Type. Enter the equipment type as listed on the AIRNAV datasheet (e.g., MPN-14K, GPN-22, TPN-19).

k. SIAP(s) Verified. Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended SIAPs.

4. NOTAMs. Complete in accordance with Chapter 3.

5. Remarks. In addition to the guidance in Chapter 3, enter remarks for the following situations:

- PAR equipment replaced or major system modification
- MTI required on final approach (this requirement does not constitute a facility restriction)
- Another method (other than AFIS) used to determine alignment. State how the alignment was determined, and why AFIS was not used.

6. Flight Inspection Data:

a. Azimuth Radar. For each transmitter inspected (i.e, Primary and/or Standby), specify the status of each inspected parameter. Leave the status blank if not inspected. If required, but not inspected, or unsatisfactory, explain in the remarks.

b. Elevation Radar. For each transmitter inspected (i.e, Primary and/or Standby), specify the status of each parameter inspected. Leave items blank when not inspected. If required, but not inspected, or unsatisfactory, explain in the remarks.

7. PAR Continuation Sheets. Add the applicable continuation sheet (i.e., Generic PAR, GPN-22/TPN-25 PAR or TPN-22 PAR) to report the various approach runs, configurations, and results. If the PAR antenna type is not listed in the title of the continuation sheet, use the Generic PAR Continuation Sheet. Use the following abbreviations:

| | |
|---------|-----------------------------|
| 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 |

a. Generic PAR Continuation Sheet. Record the following approach run configuration results:

- (1) Run. Cursor designation.
- (2) MTI (Moving Target Indicator). Select the appropriate box to indicate if MTI was ON or OFF during the approach.
- (3) Polarization. Select CP for circular polarization, or LP for linear polarization.
- (4) Desired TX Configuration. This field cannot be changed. The X's correspond to the expected transmitter, based on the checklist.
- (5) Transmitter Used. Enter "1" for the Primary transmitter, or "2" for the Standby transmitter. Normally, this field matches the "desired TX configuration." If different, explain in the remarks.
- (6) Angle (Actual Angle). Report the measured PAR angle (in hundredths of a degree) for each transmitter inspected. If the "Actual Angle" was not determined, leave blank.
- (7) SAT/ UNSAT. Use the drop-down menu to select the appropriate entry.
- (8) Checks. This column cannot be edited, and is used as checklist aid during the flight inspection.

b. GPN-22 or TPN-25 PAR Continuation Sheet. Depending upon the PAR system, some of the following items may not apply.

- (1) Runway. Enter the runway inspected.
- (2) Track Mode, FTC, MTI. The small "R" next to a square indicates a "Required" configuration. Enter a check mark if the configuration was verified during the inspection run. If a required configuration could not be inspected, explain in the remarks.
- (3) Transmitter Used. Enter "1" for the Primary transmitter, or "2" for the Standby transmitter. Do not confuse the transmitter with the receiver channel (A or B) or the cursor (A or B). Explain non-standard configurations in the remarks.
- (4) Angle. Record the measured glidepath angle in hundredths of a degree.
- (5) Run. Assign a status to each run (Sat/Unsat).

(6) Checks. This column cannot be edited, and is used as checklist aid during the flight inspection.

(7) Other Information. If maintenance provides this data, include on the report, otherwise leave blank.

c. TPN-22 PAR Continuation Sheet. Depending upon the PAR system, some of the following items may not apply.

(1) Runway. Enter the runway inspected.

(2) System Serial #. For commissioning inspections, enter the system serial number provided by Maintenance. Otherwise, leave blank.

(3) MTI, CFAR, ALS PAR Mode, Azimuth 46-Deg Sector. The small “R” next to a square indicates a “Required” configuration. Enter a check mark if the configuration was verified during the inspection run. If a required configuration could not be inspected, explain in the remarks.

NOTE: If the Automatic Landing Subsystem (ALS) Auto-Mode is inoperative and a periodic inspection is complete, restrict the PAR and include the remark “ALS Auto-Mode is inoperative; PAR is restricted to ALS Manual-Mode use only. Periodic requirements met.”

(4) Usable Distance. Record the usable distance to touchdown in tenths of a NM.

(5) Angle. Record the measured glidepath angle in hundredths of a degree.

(6) Checks. This column cannot be edited, and is used as checklist aid during the flight inspection.

(7) Program Data. If maintenance provides program data, include this information on the report, otherwise leave blank.

Appendix G. ILS Worksheet**FAA Form 8240-7**

Use Form 8240-7 while inspecting ILS components (i.e., LOC, LDA, SDF, GS, 75MHz Marker Beacons, DME, etc.). This form is not necessary if the inspection is conducted in a graphics-equipped aircraft. 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. Location.** Complete in accordance with Chapter 3.
- 2. Identification (Ident).** Enter the ILS 3-letter identifier.
- 3. Runway No.** Enter the runway number served by the ILS.
- 4. Date.** Complete in accordance with Chapter 3.
- 5. Type Check.** Complete in accordance with Chapter 3.
- 6. Facility Inspected.** Place an "X" in the appropriate block(s) to signify components have been inspected.
- 7. 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.
- 8. Localizer Data**
 - a.** Width: Enter commissioned course width
 - b.** CAT: Enter Category
 - c.** B: Enter Broad alarm maximum width for tolerance applied
 - d.** S: Enter Narrow (Sharp) alarm minimum width for tolerance applied
 - e.** Dual Freq: Enter Yes or No
 - f.** Dual Tx: Enter Yes or No
 - g.** Voice: Enter Yes or No
 - h.** ESV: Enter Yes or No
 - i.** Back Course: Circle Y or N.

9. Glide Slope Data

- a. Angle: Enter commissioned angle
- b. CAT: Enter category of facility
- c. H: Enter high angle limit (EF enter phase displacement in Remarks)
- d. L: Enter low angle limit (EF enter phase displacement in Remarks)
- e. GS Type: Enter glide slope equipment type (NR, CE, EF, etc.)
- f. Dual Tx: Enter “Y”es or “N”o
- g. ESV: Enter “Y”es or “N”o
- h. GRD Temp: Enter local area temperature used when conducting ILS-2 runs
- i. OAT: Enter outside air temperature used when conducting ILS-2 runs
- j. Baro: Enter barometric pressure used when conducting ILS-2 runs
- k. Alt: Enter MSL altitude ILS-2 runs were flown.

10. 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.

11. Run #. Enter in chronological order the checks conducted and the results. RUN # entry does not have to match AFIS run number. Use enough detail that a qualified person can interpret the information and correlate the data to the flight inspection recordings.

a. Facility Configuration (CFG). Enter the transmitter number inspected and the transmitter configuration code(s) using the following list:

| 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 |
| Not Transmitting | OFF |

| 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 | PMR |
| Not Transmitting | OFF |

| 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 Min Feed Attenuate | UMZ |
| Not Transmitting | OFF |

b. The remaining columns are intended for use as designated. They may be altered if necessary.

c. Remarks/ Other Data. Enter notes explaining exceptional runs.

d. Continuation Sheet. Use the ILS Continuation Worksheet if more space is required.

e. Abbreviations. The following abbreviations are suggested 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 μ A | - 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 |

Appendix H. Instrument Landing Systems (ILS)**FAA Form 8240-8**

Use FAA Form 8240-8 to report inspected components of an Instrument Landing System (i.e., LOC, LDA, SDF, GS, 75MHz Beacons, DME, etc.), or to report an instrument flight procedure (including amendments) dependent primarily upon an ILS facility. Additionally, use this form to report Transponder Landing System (TLS) inspections, using a separate form for each runway and/or approach procedure.

Note: Report commissioning of visual aids or NDB(s), and NDB after accident reports using FAA Form 8240-5.

- 1. Flight Inspection Report Header.** Complete in accordance with Chapter 3.
- 2. Crew Information.** Complete in accordance with Chapter 3.
- 3. Facility Information.** Select “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: When the DME for an ILS approach is provided by a VOR/ DME, VORTAC, or TACAN, enter the facility ident, and facility type (e.g., BLV TAC). Select the DME inspection result.
 - i. Compass Locator.** Enter the broadcasted Morse code ident (compass locator or NDB) and select the status. The broadcasted ident is either two or three letters and may differ from the FAC-ID on the AIRNAV data sheet. If more than one NDB is associated with the ILS or LOC system, report the additional information in the Remarks block.

j. Lighting System. This field is used to report the status of already-commissioned lighting systems designed to support reduced visibility minima. These systems include Approach Light Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and Runway Centerline Lighting Systems (CL). Select SAT if the lighting system(s) safely supported the SIAP. Leave blank if this type lighting system is not installed, or was not inspected. If a hazard to safety was found, select UNSAT and enter a remark identifying the type lighting system and the discrepancy details. Example: MALSR Rwy 27, UNSAT; threshold light bar and RAIL inoperative.

k. 75 MHz Markers. Select the appropriate dropdown item, if applicable.

l. SIAP(s) Verified. Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended SIAPs.

m. Publications. Check IAW Order 8200.1, Paragraph 4.18f.

n. Commissioned (COMD) Width. Enter the tailored or standard course sector width.

o. Commissioned (COMD) 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). Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4. Assign a status to each component inspected. For internationally owned facilities, leave blank and remark, “Host nation assigns status.” NOTE: An FAA/Host-Nation MOA may supersede this instruction.

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, submit FAA Form 8240-20 data change.

(1) First Field. I, II, or III: Select the category the facility is assigned after the performance requirements are verified 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/ 5” or “Q4/ 5”, do not report an ILS classification code inside Point T.

References:

ICAO Annex 10, Facility Performance CAT III standards

FAA Order 6750.24, ILS and Ancillary Electronic Component Configuration and Performance Requirements

FAA Order 8400.13, Special Authorization CAT I and All CAT II and III Ops

(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 are:

(a) S = Rollout accomplished; results of both the rollout and the 50-ft run are within Category III tolerance and compare within $3\mu\alpha$.

(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. Flight Inspection Technical Services will determine if rollout is required on periodic inspections.

(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. Flight Inspection Technical Services will determine if rollout is required on periodic inspections.

4. NOTAMs. Complete in accordance with Chapter 3.

5. Remarks. Complete in accordance with Chapter 3. The following guidance also applies:

a. 75 MHz Marker Beacon(s). Complete in accordance with Chapter 3.

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 15.3h", 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. Instrument Landing System Data - Azimuth (Part I). Use this data block to report localizer inspection results. If the localizer transmitter (TX1 or TX2) was not determined, add a remark "LOC TX unknown" and use the TX1 column.

a. ILS-1 Altitude. Leave blank if the established altitude was flown. If another altitude was flown, enter the true altitude flown and add a remark explaining the reason for the deviation. Submit a data sheet change (FAA Form 8240-20) if establishing an altitude other than LSA, or when changing the previously established altitude. Note: A data sheet change is not required if the deviation was due to weather or ATC.

b. CD (Code). Use the following codes under the appropriate transmitter column (TX1 or TX2):

"X" Uncorrected Out-of-Tolerance condition

"C" Corrected Out-of-Tolerance condition

"SS" Structure "SAT," in accordance with Order 8200.1, Paragraph 15.8a.

"CS" Clearance "SAT," in accordance with Order 8200.1, Paragraph 15.8c.

Note: Do not enter an "X" or "C" for an out-of-tolerance found in Zones 4 or 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 performance "Class."

c. Initial. If this parameter was changed or adjusted during the inspection, enter the "as found" operating condition.

d. Final. 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 lowest measured clearance value (microamps) and the azimuth from course centerline (tenths of a degree) from the 150 Hz side. (Example: Lowest clearance of 180 μ A at 20.2° from course is reported as 180/20.2)

If a facility is restricted, enter the lowest measured clearance value from the unrestricted area. In the remarks, report the lowest clearance measured in the restricted area, unless the restriction is based on terrain or obstacles.

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

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 measurement, in accordance with 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 a back course. (Example Z2: 5/ 0.7 indicates the displacement was 5 μ A 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, add a note in the 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, as applicable.

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 μ A right of the course. Enter "CL" (centerline) for no alignment error.)

An LDA 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. Instrument Landing System Data – Glide Slope (Part I). Use this data block to report glide slope inspection results. If the glide slope transmitter (TX1 or TX2) was not determined, add a remark "G/S TX unknown" and use the TX1 column.

a. ILS-2 Altitude. Leave blank if the established true altitude was flown. If another altitude was flown, enter the true altitude flown and add a remark explaining the reason for the deviation. Submit a data sheet change (FAA Form 8240-20) to establish an altitude other than LSA, or when changing the previously established altitude.

b. CD (Code). Use the following codes under the appropriate transmitter column (TX1 or TX2):

"X" Uncorrected Out-of-Tolerance condition

"C" Corrected Out-of-tolerance condition

"SS" Structure "SAT," in accordance with Order 8200.1, Paragraph 15.8a.

c. Initial. If this parameter was changed or adjusted during the inspection, enter the "as found" operating condition.

- d. Final.** 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 μ A of fly-up signal occurs in Normal.
- i. Symmetry.** Enter the 90 Hz 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 μ A 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 0.11 NM).

m. Angle Alignment “T”. This value represents the Zone 3 μ A 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. Instrument Landing System Data – Marker Width(s). For commissioning, reconfiguration, antenna change, or transmission line replacement/adjustment inspections, enter the outer marker (OM), middle marker (MM), and/or inner marker (IM) minor axis (on course) width in feet.

9. Instrument Landing System Data – Azimuth (Part II). Use this block to report front or back course localizer monitor inspections.

a. CD (Code). Use the following codes under the appropriate transmitter column (TX1 or TX2):

"X" Uncorrected Out-of-tolerance condition

"C" Corrected Out-of-tolerance condition

"CS" Clearance "SAT," in accordance with Order 8200.1, Paragraph 15.8.c.

b. Initial. If this parameter was changed or adjusted during the inspection, enter the "as found" operating condition.

c. Final. 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 RF Power Monitor Reference evaluations, enter the maximum SSV or ESV distance (NM) from antenna where satisfactory, and the transmitter power level (watts).

Examples:

Single Transmitter: 18.0/ 12.5

Dual Transmitter: 25.0/ 12.0/ 3.6

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

f. Clearance 150. With the system in a wide monitor reference configuration, enter the lowest measured clearance value (microamps) and the azimuth from course centerline (tenths of a degree) from the 150 Hz side. (Example: Lowest clearance of 165 μ A at 20.2° from course is reported as 165/20.2)

If a facility is restricted, enter the lowest measured wide monitor clearance value from the unrestricted area. In the remarks, report the lowest wide monitor clearance measured in the restricted area, unless the restriction is based on terrain or obstacles.

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

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

g. Clearance 90. With the system in a wide monitor reference configuration, enter the 90 Hz measurement, in accordance with subparagraph 9f above.

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 9f, 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 9f, 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. Instrument Landing System Data – Glide Slope(Part II). Use this block to report Glide Slope monitor inspections. 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 to all reported level run angles, in accordance with Order 8200.1, Chapter 15.

a. Antenna Dephase. Enter the periodic with monitor dephase results.

(1) Advance TX1/ TX2

(2) Retard TX1/ TX2

b. Main Sideband Dephase. If the checklist requires main sideband dephasing, enter the results.

(1) Advance TX1/ TX2

(2) Retard TX1/ TX2

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. Attenuate Middle Antenna to Limit. Enter the attenuation in dB(s).

h. Attenuate Upper Antenna to Limit. Enter the attenuation in dB(s). This applies not only to a Capture Effect system, but also to a Sideband Reference system attenuated to the low angle monitor reference.

i. Usable Distance/ Power Settings. For RF Power Monitor Reference evaluations, enter the maximum SSV or ESV distance (NM) from antenna where satisfactory, and the transmitter power level (watts). For dual frequency equipment, include the clearance transmitter power level after the primary power level.

Examples:

Single Transmitter: 10.0NM/ 3.0

Dual Transmitter: 23.5NM/ 2.5/ 0.253

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

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

l. Phasing. Enter the maximum crosspointer deflection in microamps and the predominant 90 Hz or 150 Hz modulation for each transmitter. Enter zero if obtained.

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 (MSL).

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

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

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. Glide Slope Aiming Point (Glide Slope Coordinate Standardization (AFIS/ AIRNAV)). 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. Transverse Structure. For periodic inspections, report endfire glide slope transverse structure in this block. If the structure exceeded a limit, add a remark describing the location (e.g., “*OT glide slope structure, 65 μ A/150Hz at 5.2° left of localizer centerline”). For commissioning-type inspections, or when re-establishing baseline data, instead use Block 11, “Transverse Structure Plot.”

(1) **RADIUS.** Enter the distance (tenths of nautical miles) where the transverse structure arc was flown. Normally, this is the distance from the glide slope antenna to the FAF.

(2) **ALT.** Enter the true altitude in hundreds of feet (Example: 3,200 feet is “32”).

(3) At localizer centerline, the glide slope reference is established and deviations are measured in relation to this “zero” baseline. Report the greatest glide slope deviation observed between localizer centerline and the 150 μ A left/right point, and the direction of the glide slope deviation (i.e., GS 90 Hz or GS 150 Hz).

Example:

The greatest measured glide slope deviation was 49 μ A into 150 Hz (high angle) at 3.9° left of CL, and 22 μ A into 90 Hz (low angle) at 4.5° right of CL.

Enter “49” and “150” next to “LEFT OF CL,” and “22” and “90” next to “RIGHT OF CL,” under the “TX1 μ A” and “TX1 Hz” columns, respectively.

s. Radio Altimeter. For CAT II or Special Authorization CAT I ILS commissioning-type inspections, report the published RA value/ DH(either 150 or 100)/ AFIS measurement(s) above ground level.. (Example: RA178/ DH150/ 181AGL; RA121/ DH100/ 123AGL).

11. Instrument Landing System Data – Transverse Structure Plot.

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

b. Site Elev. Enter the site elevation in feet above Mean Sea Level (MSL).

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

d. CFG. Enter the codes corresponding to the course and clearance transmitter configurations (see Appendix G, Paragraph 11.a. (e.g., Course Normal and Clearance Power Reduced is N/P). Use "OFF" as an additional code. Do not use Code "T" on this form.

e. ALT. Enter the true altitude in hundreds of feet (Example: 3,200 feet is “32”).

f. Radius. Enter the radius in nautical miles. The distance must be referenced to localizer centerline abeam the glide slope.

- g. FLT Direction.** Enter the flight direction during the recording (CW or CCW).
- h. GS Width.** Enter the normal width of the glide slope as measured on a level run.
- i. Glide Slope Angle.** Enter the actual angle measured on an ILS-3.
- j. Degrees from LOC-CL Abeam GOP (Glidepath Origination Point).** At localizer centerline, the glide slope reference is established and deviations are reported in relation to this “zero” baseline. Each half-degree (between 12° L/R of localizer centerline), enter the measured glide slope deviation (from the zero reference) and the direction of the deviation (either 90 Hz or 150 Hz). Average signal variations less than a second. (Example: At 4.5° left of localizer centerline, the glide slope recorded value was 21 μ A into 150 Hz (high angle); record “21/ 150” on the “LOCALIZER – 90 Hz” column, adjacent to 4.5).
- k.** The recipient of the report may use this field to plot the transverse structure.

Appendix I. ILS/MLS Maintenance Alert**FAA Form 8240-11**

Use FAA Form 8240-11 to report ILS/MLS Maintenance Alert measurements. Flight Inspection crews will submit an ILS/MLS Maintenance Alert when a measurement parameter is equal to, or greater than 60 percent of the flight inspection tolerance, and ground maintenance is not present at the facility. Additionally, use this form when a Category III ILS facility is found operating beyond the “Adjust and Maintain” limits. Reference FAA Order 8200.1, Paragraph 15.51.f. for details.

The crew will notify the Flight Inspection Central Operations (FICO) of all facility parameters meeting/exceeding the 60 percent threshold and provide the measured data. The FICO will complete FAA Form 8240-11 and forward to the Flight Inspection Records Team (AJW-335A) for distribution.

- 1. Flight Inspection Report Header.** Complete in accordance with Chapter 3.
- 2. Crew Information.** Complete in accordance with Chapter 3.
- 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. Other pertinent information about the inspection should also be entered in this 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 .083°, 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.

This Page Intentionally Left Blank.

Appendix J. Surveillance RADAR (ASR, ATCRBS)**FAA Form 8240-12**

Use FAA Form 8240-12 to report surveillance radar inspections. Use a continuation page (FAA Form 8240-1), when required.

1. Flight Inspection Report Header. Complete in accordance with Chapter 3.

2. Crew Information. Complete in accordance with Chapter 3.

3. Facility Information:

a. ASR, ARSR, SECRA, MSAW. Select the appropriate entry to indicate type(s) of facilities, “Inspected” or “Required/ Not Inspected”. If not inspected, explain in the remarks. NOTE: If MSAW was the only inspection item, use only the MSAW block.

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 RAPCON). Do not confuse scope location with radar location.

d. Standby Power. Select the appropriate entry. If not checked, leave blank.

e. Facility Status. Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4.

f. SIAP(s) Verified. Complete in accordance with Chapter 3. Include an IFP statement for new, changed or amended SIAPs.

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

h. Optimum Angle. Enter the optimum mechanical antenna tilt angle for both the primary and secondary antennas. If the tilt is variable, this field may be blank.

4. NOTAM(s). Complete in accordance with Chapter 3.

5. Remarks. Complete in accordance with Chapter 3. Additionally, include a remark for the following:

- a. Major system modification.
- b. MTI was required for the approach (this requirement does not constitute a facility restriction).
- c. Air Traffic Control Radar Beacon System (ATCRBS) power optimization check was performed. Report the interrogator power values. If dual equipment was installed, report the value for each transponder.
- d. When equipment changes/modifications were made and the inspection was used to reestablish the coverage (e.g., "This inspection reestablished the coverage and performance of the (ASR/ ARSR/ ACTRBS). The results found on this inspection is the basis for subsequent performance.").

6. Flight Inspection Data

a. 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 was 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. 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. 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). Select the appropriate entry to indicate the status of the route.

d. 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 (e.g., 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. (e.g., 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.

This Page Intentionally Left Blank

Appendix K. General Characteristics**FAA Form 8240-13**

Use FAA Form 8240-13 to report textual departure procedures (ODPs), Wide Area Multilateration (WAM), Automatic Dependent Surveillance-Broadcast (ADS/B), Charted Visual Flight Procedures (CVFP), Airport Markings/Signage/Services, Publication Errors, or any inspection results not suited to another form. This form is not a substitute for the data reporting requirements directed in the Aeronautical Data Management order.

- 1. Flight Inspection Report Header.** Complete in accordance with Chapter 3.
- 2. Crew Information.** Complete in accordance with Chapter 3.
- 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.” See Chapter 3 for more information.
 - 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 applicable)
 - f. SIAP(s) Verified.** Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended procedures.
- 4. NOTAM(s).** Complete in accordance with Chapter 3.
- 5. Remarks.** Complete in accordance with Chapter 3.
- 6. Flight Inspection Data**
 - a. Out-of-Tolerance Conditions Initially Found.** List all discrepancies not covered by a current, published NOTAM. 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?** Select the appropriate entry (Block 4 must contain NOTAM if “YES”).

c. Is There a Previous NOTAM in Effect? Enter the appropriate response.

Appendix L. 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 below) and FAA Form 8240-14, Flight Inspection Report--After Accident Continuation Sheet, (see Paragraph 5 below) for each facility inspection requested following the accident or incident. The objective of the AA reporting procedure is to ensure 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 and time limitations for distribution are described in Chapter 2. Special review procedures are described in Paragraph 3 below.

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 72 hours of the AA inspection. The Flight Inspection Records Team will mark the report "Specialist Review" (SR) in FIRPS, and notify the Flight Inspection Services Technical Services Team when an AA report is entered into SR status. The Technical Services Team will review the report and recommend changes when needed. When the report is satisfactory, the Technical Services Team will notify the Flight Inspection Records Team for archiving and distribution. If unsatisfactory, the Technical Services Team will return the report to the originator for correction. The Technical Services Team 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 calendar days of the inspection date. Final distribution is made in accordance with Chapter 2.

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) Ident. Enter the facility identifier.

(3) Facility Type. Enter the facility type.

(4) Date(s) of Inspection. Complete in accordance with Chapter 3.

(5) Date & Time of Accident. Enter the month, day, year, and universal coordinated time (UTC) of the accident (e.g., 1/12/2014, 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: 11/17/2014, 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. Indicates SIAP was inspected in compliance with FAA 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.

This Page Intentionally Left Blank

Appendix M. Microwave Landing System (MLS)**FAA Form 8240-16**

Use FAA Form 8240-16 for all MLS inspections.

- 1. Flight Inspection Report Header.** Complete in accordance with Chapter 3.
- 2. Crew Information.** Complete in accordance with Chapter 3.
- 3. Facility Information.** Select the appropriate entries.
 - a. Front Azimuth**
 - b. Back Azimuth**
 - c. Elevation**
 - d. DME**
 - e. Lighting System.** This field is used to report the status of already-commissioned lighting systems designed to support reduced visibility minima. These systems include Approach Light Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and Runway Centerline Lighting Systems (CL). Select SAT if the lighting system(s) safely supported the SIAP. Leave blank if this type lighting system is not installed, or was not inspected. If a hazard to safety was found, select UNSAT and enter a remark identifying the type lighting system and the discrepancy details. Example: MALSR Rwy 27, UNSAT; threshold light bar and RAIL inoperative.
 - f. Azimuth (AZ) Course (CRS) Bearing (BRG).** Enter the designed front azimuth course bearing(s) that support the procedure(s). If an offset azimuth 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).** Facility status classification is determined in accordance with FAA Order 8200.1, Chapter 5. Select the “as left” condition. Explain an “unusable” or “restricted” classification in the remarks, and include associated NOTAMs in Block 4. Assign a status to each component inspected.
 - j. SIAP(s) Verified.** Complete in accordance with Chapter 3. Include an IFP statement in the remarks for new, changed or amended SIAPS.

4. **NOTAM(s).** Complete in accordance with Chapter 3.

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 FAAO 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 FAAO 8200.1, Paragraph 16.21").

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. **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 FAAO 8240.36, Appendix G.

(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. 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 H, Paragraphs 6.b, 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. 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. MLS Commissioning Data Words. All MLS or MMLS commissioning inspections require completion of Basic and AUX forms.

Appendix N. Area Navigation (RNAV)**FAA Form 8240-17**

Use FAA Form 8240-17 to report RNAV instrument flight procedures, including site evaluations, commissioning, and special inspections. Report periodic inspections only when an unsatisfactory condition is observed.

1. Flight Inspection Report Header. Complete in accordance with Chapter 3.

2. Crew Information. Complete in accordance with Chapter 3.

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 | (Explain in the remarks) |

b. Procedure Name. Enter procedure name (Example: RNAV (GPS) Z RWY 8R, SABINE PASS THREE DEP, Q505, WOLDE 3 ARR.) For a stand-alone point-in-space fix, enter the fix name (i.e., NOISY)

c. Procedure Modified. Select “No” when no changes to the IFP are being submitted. Select “Yes” when a change to the IFP is necessary. Include a comment in the remarks explaining the change(s). When a VDA must be removed from the procedure, select “Yes” and add the comment, “SIAP verified SAT IAW Order 8200.1, USSFIM except VDA data must be removed from ARINC coding and not charted.” Include the location and/or description of obstacles restricting the VDA. Lat/Long is desirable, but distance from threshold and offset from centerline is acceptable (e.g., tree, 0.2nm from threshold, 100 ft left of centerline).

d. Sensor Status. Select “SAT” only if the sensor status for the type procedure inspected (i.e., RAIM, WAAS, LAAS) was satisfactory.

- e. ARINC 424 Coding.** Select “SAT” when the Coding Preflight Validation (CPV) was satisfactory, and the ground/vertical guidance produced by the Flight Management System accurately matched the procedure text.
- f. Additional Runways.** Enter additional airport identifiers and runways only if there is insufficient space in Block 1. Runways are not required on STAR reports.
- g. CRC.** Enter the Cyclic Redundancy Check (CRC) remainder, as listed on the 8260-10 FAS Data Block Information page.
- h. CRS ERROR.** Input the CS ER, calculated by AFIS (e.g., R0.04 or L0.02).
- i. RNP.** Valid for RNP procedures only. Enter the most critical RNP value. When not specified, leave blank.
- j. WAAS HPL.** (LPV and LP only). Enter the highest recorded horizontal protection level (tenths of a meter) in the Final Approach Segment (FAS).
- k. WAAS VPL.** (LPV only). Enter the highest recorded vertical protection level (tenths of a meter) in the FAS.
- l. GEO SNR.** (LPV and LP only). Enter the lowest recorded geostationary satellite SNR value (dB) in the FAS.
- m. FAS Vertical PA (Comm).** (LPV and LNAV/VNAV only). Enter the commissioned vertical path angle (hundredths of a degree), as listed on the 8260-10 FAS Data Block Information page or 8260-3 Procedure Form. For LNAV, LP, and GPS overlay approaches, leave blank.
- n. FAS Vertical PA (Actual).** (LPV only). Enter the actual vertical path angle (hundredths of a degree) calculated by AFIS. For LNAV, LNAV/ VNAV, LP, and GPS overlay approaches, leave blank.
- o. TCH (COMM).** (LPV and LNAV/VNAV only). Enter the commissioned TCH (tenths of a foot), as listed on the 8260-10, FAS Data Block Information page or 8260-3 Procedure Form.
- p. TCH (Actual).** (LPV only). Enter the actual TCH, as calculated by AFIS (tenths of a foot). For LNAV, LNAV/ VNAV, LP, and GPS overlay approaches, leave blank.
- q. Procedure Evaluation.** Use this group of fields to indicate the procedure was inspected in accordance with FAA Order 8200.1, Chapter 6. Select the appropriate drop-down entry, and explain an “Unsat” or “-*” selection in the remarks. Include an IFP statement in the remarks for new, changed or amended procedures.

(1) Human Factors Cockpit Workload. Reference FAA Order 8200.1, Chapter 6.

(2) Obstacle Verification. Reference FAA Order 8200.1, Chapter 6.

(3) Communications. Reference FAA Order 8200.1, Chapter 6.

(4) Lighting Systems. This field is used to report the status of already-commissioned lighting systems designed to support reduced visibility minima. These systems include Approach Light Systems (ALS), High Intensity Runway Lights (HIRL), Touchdown Zone Lights (TDZL), and Runway Centerline Lighting Systems (CL). Select SAT if the lighting system(s) safely supported the SIAP. Leave blank if this type lighting system is not installed, or was not inspected. If a hazard to safety was found, select UNSAT and enter a remark identifying the type lighting system and the discrepancy details. Example: MALSR Rwy 27, UNSAT; threshold light bar and RAIL inoperative. (5) Procedure Flyability. Reference FAA Order 8200.1, Chapter 6.

4. NOTAM(s). Complete in accordance with Chapter 3.

5. Remarks. Complete in accordance with Chapter 3. If the FICO provides the reimbursable agreement number and owner name, include this information in the remarks.

a. When a procedure is “SAT w/Changes,” and the changes will affect the ARINC coding, include a remark explaining the changes and do not include the “G” suffix in the Type Insp block.

b. When new or amended RNAV segments are not flight inspected, but verified by other means, include a remark. Define the segments not flown and the means used to verify obstacle clearance, communications, and radar coverage. (Example: “Segment HEERE to THERE not flown, MEA/MOCA both above MVA. RADAR and Comms verified with Houston Approach Control [bv]”). In the brackets, include the initials of the ATC specialist verifying the coverage.

c. When a procedure is “UNSAT for VDA Obstacles,” enter the remark “SIAP verified SAT IAW Order 8200.1, USSFIM except VDA data must be removed from ARINC coding and not charted.” The procedure does not meet the Gold Standard; do not include the “G” suffix in the Type Insp block. Include the location and/or description of obstacles restricting the VDA. Lat/Long is desirable, but distance from threshold and offset from centerline is acceptable (e.g., tree, 0.2nm from threshold, 100 ft left of centerline).

d. For DME/DME procedures include the following remarks, when applicable:

(1) List in the remarks any DMEs associated with the procedure which were out of service during the inspection.

(2) If the GNSS portion of the procedure/ route was found satisfactory, enter the remark, “Procedure Satisfactory for GNSS operations, DME/DME awaiting AFS/ WAJR approval.”

(3) When GNSS MEA was not flight inspected, but determined satisfactory by another means, include a remark. Define the segments not flown and the means used to verify obstacle clearance, communications, and radar coverage. (Example: “GNSS MEA obstacle clearance is satisfactory by map study. Communications and RADAR coverage verified by ATC [bv]”). In the brackets, include the initials of the ATC specialist verifying the coverage.

e. For GPS overlay procedures, 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. Flight Inspection Data.

a. **ROUTE–SID–STAR–DP or SIAP.** Select the applicable procedure type. List each waypoint inspected, the waypoint use, and the status. For Stand-Alone Point-in-Space fixes, select the “ROUTE-SID-STAR-DP” option, and enter the fix name as a WP. If a waypoint has multiple procedural uses (i.e., IAWP, IWP, and MAHWP), list each waypoint use, and assign a status. Use the following waypoint use abbreviations:

| | |
|-------|------------------------------------|
| IAWP | Initial Approach Waypoint |
| IWP | Intermediate Waypoint |
| FAWP | Final Approach Waypoint |
| MAWP | Missed Approach Waypoint |
| MATWP | Missed Approach Turning Waypoint |
| MAHWP | Missed Approach Holding Waypoint |
| SDF/F | Step Down Fix/Final Segment |
| SDF/I | Step Down Fix/Intermediate Segment |
| WP | Waypoint |

b. For DME supported procedures, list the ident of each DME inspected. List DME facilities out of service in the remarks.

Appendix O. Datasheet Change Submission**FAA Form 8240-20**

Use FAA Form 8240-20-1 when submitting AIRNAV database changes. If there is not an appropriate block for entering the specific change, Part 2 may be submitted individually (see Paragraph 7 below).

Send the form to: 9-AMC-FIS-DATACHANGE@faa.gov

Include facility ID, facility type, and state or country code in the subject line of the email message. 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 AIRNAV 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. Header. 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. Cancel. This block is dedicated to canceling restrictions and/or checkpoints in the AIRNAV 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. 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. 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 the FIS Technical Services Team.

a. RO Code. The rollout code indicates the quality of localizer signal along the runway surface area. Refer to FAAO 8200.1 (latest edition), Paragraph 15.20g (2) and enter the appropriate localizer code.

b. Assigned Code. To be completed by the FIS Technical Service Team.

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. The FIS Technical Services Team will initial and date when the information in Block 4 has been verified accurate.

g. Upgrade Number (*For FIS Technical Services 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. 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. Date of Inspection. Self Explanatory.

7. FAA Form 8240-20-2. Submit this page individually, or as a continuation sheet to page 1. Use the remarks field to describe the changes not included on page 1. If adding a “Remark” to be the facility datasheet, list the change exactly as it should appear on the AIRNAV datasheet.

This Page Intentionally Left Blank

Appendix P. Obstacle Evaluation**FAA Form 8240-21**

Use FAA Form 8240-21 to report potentially controlling obstacles not identified on other reports. Use this form to report obstacle penetrations found at OPSNET or designated “Night Inspection” airfields during a “ROC” inspection. No report is necessary unless a suspect obstacle is found. List the affected instrument flight procedure(s) in remarks. Multiple obstacles and procedures may be reported on this form only if they are associated with the same airport.

- 1. Flight Inspection Report Header.** Complete in accordance with Chapter 3.
- 2. Crew Information.** Complete in accordance with Chapter 3.
- 3. Procedure & Obstacle Information.**
 - a. Procedure Name.** Enter the procedure name.
 - b. Description.** Enter a brief description of the new obstacle (e.g., radio tower, oak tree).
 - c. Location.** Enter the latitude/ longitude or radial/ bearing and distance from a known facility.
 - d. Estimate of Height.** When evaluated, enter the obstacle height (MSL) corrected to true. In the remarks, enter the method used to determine obstacle height. When possible, note the estimated AGL elevation.
- 4. Remarks.** Include the special number, if tasked on the itinerary. Explain the reason for the inspection, and any other information helpful to the procedure designer.

This Page Intentionally Left Blank

Appendix Q. Administrative Information

1. Distribution. This order is distributed electronically through FAA Orders and Notices website.

2. Authority to Change This Order. The controlling directives management office may modify or change administrative procedures and requirements based upon changes made to the FIRPS system and subsequent forms.

Comments regarding corrections, clarification, or suggestions regarding the content of this order should be forwarded to Flight Inspection Services, Technical Services Team, AJW-331, on FAA Form 1320-19, Directive Feedback Information. If an interpretation is needed, you may call the Flight Inspection Operations Group, Technical Services Team, 405-954-1234, during duty hours.

3. Who Should I Contact. Contact the Flight Inspection Services, Technical Services Team for technical questions pertaining to this order.

This Page Intentionally Left Blank