

NOTICE

U.S. Department of Transportation
Federal Aviation Administration

N 8200.104

9/05/07

Cancellation
Date: 9/05/08

SUBJ: **FAA Order 8240.36L, Flight Inspection Report Processing System
(Chapters 2 and 3; Appendices 2, 6, 8, 14, and 17)**

1. **PURPOSE.** This Notice provides interim guidance to FAA Order 8240.36L, Flight Inspection Report Processing System.
2. **DISTRIBUTION.** This Notice is distributed to the Air Traffic Technical Operations Eastern, Central, and Western Service Areas; to the NAS Implementation Centers; to Flight Inspection Operations Offices and crewmembers in Aviation System Standards; and to special military addressees.
3. **BACKGROUND. General.** This notice incorporates new reporting requirements, and updates organizational names within FAA Order 8240.36L, Flight Inspection Report Processing System.
4. **GUIDANCE:** Please make the following pen and ink changes to FAA Order 8240.36L:
 - a. **Chapter 2, Paragraph 12d(6).** Delete this paragraph. This information has been included in FAA Order 8240.52, Aeronautical Data Management.
 - b. **Chapter 3:**
 - (1) **Paragraph 21l.** Remove this guidance. This information was provided for the Aeronautical Data Services Team but is no longer required.
 - (2) **Paragraph 21p, 2nd sentence.** Change the word “region” to “service area”.
 - c. **Appendix 2:**
 - (1) **Paragraph e(5)c.** Change the statement to read, “Aviation System Standards Flight Inspection Policy, Practices, and Training Team authorized VOT flight inspection via PIR”.
 - (2) **Paragraph g(10), 2nd sentence.** Remove “to the nearest mile” from the sentence and change example to read, “(e.g., +0.5/10.2 – 65.5)”.

Distribution: AJW-C/ E/ W;
NAS Implementation Center;
Flight Inspection Operations Offices and Crewmembers;
Special Military Addressees

Initiated By: Air Traffic Control Operations (ATO-W)
Aviation System Standards
Flight Inspection Policy, Practices,
and Training Team (AJW-3310)

- d. **Appendix 6, Paragraph 4a(2), last sentence.** Remove this sentence.
 - e. **Appendix 8:**
 - (1) **Paragraph 5c.** Delete “A” following 8200.1 and change “Paragraph 15.20k” to read, “Paragraph 15.20k(1)”.
 - (2) **Paragraph 7a.** Change sentence to read, “Enter the true altitude in feet MSL at which the ILS-2 maneuvers were flown”.
 - (3) **Paragraph 10c.** Add the following sentence at the end of the paragraph, “For a sideband reference glide slope where the low angle limit is set by attenuating the upper antenna, enter the amount of attenuation in the “Atten. Upper Ant to Limit” block in dBs”.
 - (4) **Paragraph 10g.** Add the following at the end of the paragraph, “Also enter the amount of attenuation in dBs”.
 - (5) **Paragraph 10h.** Add the following at the end of the paragraph, “Also enter the amount of attenuation in dBs”.
 - (6) **Paragraph 11a, 1st sentence.** Change to read, “Refer to FAA Order 8240.52, Aeronautical Data Management, Appendix 1, Table A1-3.”
 - f. **Appendix 14, Paragraph 5a(6).** Change to read, “Enter the aircraft manufacturer, model number, and aircraft registration number (e.g., Beechcraft Bonanza/ BE 35/ N000SL) of the aircraft involved in the accident.”
 - g. **Appendix 17:**
 - (1) **Paragraph 1a, 1st sentence.** Change to read, “For an approach, enter the GPS control number or the identifier provided on the itinerary.”
 - (2) **Paragraph 1d.** Change to read, “Leave blank.”
 - (3) **Paragraph 3l, 2nd sentence.** Change to read, “For LNAV and VNAV only approaches, leave blank.”
 - (4) **Paragraph 6a(1), 1st sentence.** Following “(MATWP),” insert “Step Down Fix (final approach segment)(SDF/F), Step Down Fix (intermediate) (SDF/ I),”.
5. The above guidance will be incorporated into the next change to FAA Order 8240.36L, Flight Inspection Report Processing System.

/s/

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