



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

April 22, 2016

Attachment 6 – FAA Form 1360-33 and FAA Memorandum

# **AIR TRAFFIC CONTROL SPECIALIST'S REPORT**

**CEN15FA190**

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:45 AM	DATE 04/24/2015
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Gregory D. Szabo [REDACTED]		ROUTING	
		SYMBOL	INITIALS
Peoria Systems Support Center Manager			
FAA			
SUBJECT Accident BMI / N789UP			
DIGEST This inspector placed a call to Mr. Szabo in reference to the operation of the Instrument Landing System (ILS) operation at the time of the accident of civil aircraft N789UP. After a discussion with Mr. Szabo about the operation of an ILS system to include operational verifications, I posed the question as to the operational status of the system at the time of the approach and subsequent accident. Mr. Szabo indicated that at the time of the approach and accident (approximately 0500z to 0505z) that the ILS 20 (I-LHJ) into Central IL Regional Airport At Bloomington-Normal (KBMI) was operating normally.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 04/24/2015	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	



# Federal Aviation Administration

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## Memorandum

Date: April 24, 2015  
To: Stanley E. Swank II, Aviation Safety Inspector, Springfield, IL FSDO, AGL-19  
From: Gregory D. Szabo, Manager Peoria SSC  
Subject: N789UP Aircraft Accident

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On 7 April, 2015 I was notified by the Mid-States Operational Control Center (MOCC) that there had been an aircraft accident involving N789UP at the Central Illinois Regional Airport (CIRA) in Bloomington, Illinois.

I am the System Support Center Manager (SSCM) for Technical Operations over the FAA equipment and personnel at this location.

The designated Technical Operations Services Aircraft Accident Representative (TOAAR) informed me that the following FAA facilities needed to be verified and to record as-found technical data per the Aircraft Accident/Incident TOAAR Checklist in the Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting Order.

- Runway 02 / 20 Distance Measuring Equipment (TXN DME)
- Runway 20 Approach Light System (LHJ ALS)
- Runway 20 Localizer (LHJ LOC)
- Runway 20 Glide Slope (LHJ GS)
- Runway 20 Inner Marker (LHJ IM)

The identified facilities were logged out of service and I restricted entry into them from the last certifying Air Transportation System Specialist (ATSS) unless requested by myself and approved by the TOAAR.

A Certified and Credentialed ATSS who did not last certify the facility was assigned to perform the verification readings with an observer who also did not last certify the facility.

The TOAAR was kept informed of progress and results as the verifications were completed, then a Post-Accident Flight Inspection was performed and passed.

I certify that the documented post-accident/incident data is a true record of the parameter values as found and left at the date and time indicated on the forms and that to the best of my knowledge based upon the data available to me all of the above facilities were fully operational to FAA handbook standards at the time of the accident.