

FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
SVH	S	NC	US	ASO	12/20/05
LOCATION			RUNWAY	CATEGORY	INSP TYPE
KSVH			28	I	S/Other*

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN097	VN141	VN223	N67
ACM			FIFO
			ATL

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR		F/C Unrestricted
GLIDE SLOPE	Inspected	LIGHTING SYSTEM		G/S Unrestricted
LDA		75 mhz MARKERS		B/C
SDF		SIAP		ILS CLASS. SYS. I A
TLS		PUBLICATIONS	Sat	INSP. CRITERIA
OTHER*		COMD WIDTH		ROLLOUT
		COMD ANGLE	3.00	
		GLIDE SLOPE TYPE	CE - Capture Effect	

4. NOTAMs

5. REMARKS

Special A-12-213-5: During Periodic with monitor inspection of the Glide Slope, found the Localizer alignment at 6uA Left. Maintenance notified and adjusted to 3uM Left. Periodic Requirements with Monitors met Glide Slope ONLY.

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			39.9			
Clearance 150						
Clearance 90						
Structure-Z 1			2/4.19			
Structure-Z 2			9/1.21			
Structure-Z 3			13/0.03			
Structure-Z 4			9/0.24			
Structure-Z 5			4/0.55			
Vert. Polar.			S			
Alignment		6L	3L			
Identification			S			
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

2600

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			2.98			
Modulation			80.4			
Width			.66			
Structure Below Path			2.39			
Symmetry			49.8			
Structure-Z 1			4/5.20			
Structure-Z 2			10/3.71			
Structure-Z 3			4/0.20			
Angle Alignment "B-C"			22/0.57			
Angle Alignment "C-T"			13/0.16			
Angle Alignment "T"			19/5.0			

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. DEPHASE	ADVANCE	19°			3.03				.69				1.79		
	RETARD	19°			3.01				.77				2.18		
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					3.01				.77				2.32		
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANT TO LIMIT		1.0			2.95				.69				2.37		
		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

FLIGHT INSPECTION REPORT

INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
SVH	S	NC	US	ASO	10/28/06
LOCATION			RUNWAY	CATEGORY	INSP TYPE
KSVH			28	1	S/AA

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN086	VN171	VN142	N80
ACM			FIFO
			ATL

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	Inspected/Sat	FACILITY STATUS F/C Restricted G/S Unrestricted B/C ILS CLASS. SYS. I A INSP. CRITERIA ROLLOUT
OFFSET		COMPASS LOCATOR		
GLIDE SLOPE	Inspected	LIGHTING SYSTEM	Inspected/Sat	
LDA		75 mHz MARKERS		
SDF		SIAP	Sat	
TLS		PUBLICATIONS	Sat	
OTHER'		COMD WIDTH	6.00	
		COMD ANGLE	3.00	
		GLIDE SLOPE TYPE	CE - Capture Effect	

4. NOTAMs

5. REMARKS

A-10-266-6 After accident inspection flight check satisfactory. Localizer clearance in restricted area 95ua / 20.1 degrees 150 hz.

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6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

 ILS-1 ALTITUDE 2424

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			5.84			
Symmetry			50.1			
Modulation			39.5			
Clearance 150	CS		149/18.3			
Clearance 90			210/20.1			
Structure-Z 1			2/4.35			
Structure-Z 2			12/1.24			
Structure-Z 3			13/0.04			
Structure-Z 4			9/0.04			
Structure-Z 5			6/0.55			
Vert. Polar.			S			
Alignment			3L			
Identification			S			
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 2592

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.17			
Modulation			80.9			
Width			.71			
Structure Below Path			2.41			
Symmetry			49.2			
Structure-Z 1			3/5.2			
Structure-Z 2			11/1.53			
Structure-Z 3			8/0.22			
Angle Alignment "B-C"			42/0.42			
Angle Alignment "C-T"			54/0.13			
Angle Alignment "T"			64/17			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(s)

 A. OM

 B. MM

 C. IM

* Remarks are required for fields marked with an asterisk

FLIGHT INSPECTION REPORT AFTER ACCIDENT

1. GENERAL

A. Location	KSVH
B. Ident	SVH
C. Facility Type	ILS RWY28
D. PIC Crew Number	VN086
F. MS Crew Number	VN142
G. Date(s) of Inspection	10/28/06
H. Date & Time of Accident	10/27/06, 1620Z
I. Aircraft Type & Number	CIRRUS SR22, N969ES

2. OTHER INFORMATION

A. Procedures In Use at Time of Accident	STATESVILLE REGIONAL, STATESVILLE, NC, ILS OR LOC/DME RWY28, ORIG.
B. Equipment In Use at Time of Accident	ILS RWY28, TRANSMITTER #1.
C. Date & Time of After Accident Inspection	10/28/06, 1628Z
D. Weather Conditions at Time of Inspection	CLOUD LAYER SCATTERED AT 5000FT , WINDS 320 DEGREES AT 13 KNOTS, ALTIMETER 29.61.
E. Procedures Inspected and Extent of Inspection	SAME AS FIELD A, INSPECTED THE FINAL APPROACH AND MISSED APPROACH SEGMENTS.
F. SIAP	Sat
G. Name & Routing Symbol of Accident Coordinator/Investigator	MR. EDDIE SHIELDS, CHARLOTTE FSDO ASO-33

3. REMARKS

FACILITY OPERATION FOUND SATISFACTORY.

FLIGHT INSPECTION REPORT

INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
SVH	S	NC	US	ASO	07/03/06
LOCATION			RUNWAY	CATEGORY	INSP TYPE
KSVH			28	I	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN171	VN021	VN108	N67
ACM			FIFO
			ATL

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR		F/C Restricted
GLIDE SLOPE		LIGHTING SYSTEM	Inspected/Sat	G/S
LDA		75 mhz MARKERS		B/C
SDF		SIAP	Sat	ILS CLASS. SYS. I B
TLS		PUBLICATIONS	Sat	INSP. CRITERIA
OTHER ¹		COMD WIDTH	6.00	ROLLOUT
		COMD ANGLE		
		GLIDE SLOPE TYPE		

4. NOTAMs

Localizer restriction dated 11/17/04 remains in effect. Clearances within restricted area (150 hz): 98/20.8.

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			5.87			
Symmetry			51.0			
Modulation			40.1			
Clearance 150			221/20.4			
Clearance 90			156/18.5			
Structure-Z 1			1/4.0			
Structure-Z 2			5/7.2			
Structure-Z 3			12/10.6			
Structure-Z 4			7/1.24			
Structure-Z 5			4/1.55			
Vert. Polar.			S			
Alignment			1 R			
Identification			S			
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*

FLIGHT INSPECTION REPORT

INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
SVH	S	NC	US	ASO	7/24/06
LOCATION			RUNWAY	CATEGORY	INSP TYPE
KSVH			28	I	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN074	VN171	VN185	N80
ACM			FIFO
			ATL

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR		
GLIDE SLOPE	Inspected	LIGHTING SYSTEM	Inspected/Sat	
LDA		75 mHz MARKERS		
SDF		SIAP	Sat	
TLS		PUBLICATIONS	Sat	
OTHER*		COMD WIDTH	6.00	
		COMD ANGLE	3.00	
		GLIDE SLOPE TYPE	CE - Capture Effect	
				F/C Restricted
				G/S Unrestricted
				B/C
				ILS CLASS. SYS. I B
				INSP. CRITERIA
				ROLLOUT

4. NOTAMs

Restricted dated 11/17/04 remains in effect

5. REMARKS

Restricted area clearances:

Normal : FR 098/20.8

Wide : FR 106/20.3

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6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

 ILS-1 ALTITUDE 2953

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			5.89			
Symmetry			52.2			
Modulation			40.2			
Clearance 150			156/18.0			
Clearance 90			224/20.4			
Structure-Z 1			7/8.02			
Structure-Z 2			10/1.73			
Structure-Z 3			13/0.04			
Structure-Z 4			8/0.19			
Structure-Z 5			4/0.50			
Vert. Polar.			S			
Alignment			CL			
Identification			S			
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 2594

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.09			
Modulation			80.2			
Width			.73			
Structure Below Path			2.26			
Symmetry			49.3			
Structure-Z 1			3/5.32			
Structure-Z 2			9/3.71			
Structure-Z 3			4/0.16			
Angle Alignment "B-C"			20/0.30			
Angle Alignment "C-T"			11/0.16			
Angle Alignment "T"			11/03			

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)			6.78				Course Width (Wide)						
Clearance 150			148/18.0				Clearance 150						
Clearance 90			194/20.8				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. DEPHASE	ADVANCE	19°			3.12				.72				1.68			
	RETARD	19°			3.11				.74				2.19			
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					3.10				.78				2.34			
G. ATTEN. MIDDLE ANT TO LIMIT																
H. ATTEN. UPPER ANT TO LIMIT		1.0DB			3.04				.71				2.25			
			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