

Federal Express
Tallahassee, FL
July 26, 2002
DCA02MA053

National Transportation Safety Board
Washington, DC

Attachment 6

FAA Flight Inspection Reports
(special after-accident flight test)

3 pages



FLIGHT INSPECTION REPORT--NONDIRECTIONAL BEACON, DIRECTION FINDING, VISUAL AIDS, COMMUNICATIONS

REVIEW INITIALS

TCE

DATA

1. LOCATION: TALLAHASSEE, FL

2. IDENT: KTLHA

3. COMMON SYSTEM:

4. DATE/DATES OF INSPECTION: 7/29/02

5. OWNER: S

6. TYPE OF INSPECTION

SITE EVALUATION

PERIODIC

X

SPECIAL

AA

COMMISSIONING

SURVEILLANCE

INCOMPLETE

7. FACILITY / COMPONENT INSPECTED

DIRECTION FINDING

NDB

NDB / DME

COMMUNICATIONS

X

VISUAL AIDS

8. NONDIRECTIONAL BEACON

RADIO CLASS CODE:

FREQUENCY:

DME CHANNEL:

ITEMS CHECKED

S A T

UNSAT

ITEMS CHECKED

SAT

UNSAT

ITEMS CHECKED

S A T

UNSAT

IDENTIFICATION

COVERAGE

STATION PASSAGE

INTERFERENCE

NEEDLE OSCILLATIONS

STANDBY EQUIPMENT

VOICE

BEARING ACCURACY

STANDBY POWER

9. DIRECTION FINDING

CHECKPOINT

AIRCRAFT ALTITUDE

AIRCRAFT DISTANCE

BEARING

AIRCRAFT

D F

ERROR

FREQUENCY USED

STATION PASSAGE

SATISFACTORY

UNSATISFACTORY

STANDBY POWER

SATISFACTORY

UNSATISFACTORY

10. VISUAL AIDS

FACILITY INSPECTED

ALS

REIL

VASI

X PAPI

RUNWAY (S) SERVED: 09

ITEMS CHECKED

S A T

UNSAT

ITEMS CHECKED

SAT

UNSAT

ITEMS CHECKED

S A T

UNSAT

INTENSITY

ANGULAR COVERAGE

SEQUENCE FLASHERS

GLIDE SLOPE ANGLE 3.00/*

X

OBST. CLEARANCE (VGS/)

X

FOCUS AND ADJUSTMENTS

COINCIDENCE (PAR/LS/MLS)

RUNWAY LIGHTS

RADIO CONTROL SYSTEM

11. COMMUNICATIONS

APPROACH CONTROL

F S S

TOWER

CENTER

OTHER

FREQUENCY USED

PRIMARY

SECONDARY

VOICE QUALITY

COVERAGE

STANDBY POWER

S A T

UNSAT

S A T

UNSAT

S A T

UNSAT

S A T

UNSAT

S A T

UNSAT

12. REMARKS: AFTER ACCIDENT SPECIAL A-07-217-2 TO EVALUATE PAPI-4L FOLLOWING CRASH OF AIRCRAFT ON VISUAL APPROACH TO RWY 09. THERE IS NO ELECTRONIC GLIDE PATH TO THIS RUNWAY, AND, AT THE TIME OF THIS INSPECTION, THERE WAS NO REFERENCE DATA (LAT/LONG) AVAILABLE FOR THE PAPI'S ON THIS RUNWAY. CONSEQUENTLY, A PAPI ANGLE WAS NOT DETERMINED THROUGH AFIS. THIS EVALUATION WAS CONDUCTED BY FLYING ONE APPROACH WITH ON-PATH INDICATIONS AND ONE APPROACH AT AN ANGLE CONSISTENT WITH THE LAST BOX JUST TURNING RED. ON BOTH APPROACHES, THE GLIDEPATH FLOWN WAS WELL CLEAR OF THE TERRAIN AND OBSTACLES IN THE APPROACH ZONE. LATERAL COVERAGE WAS NOT DETERMINED DUE TO AN NCU PROBLEM. (SEE AFTER ACCIDENT CONTINUATION SHEET FOR MORE INFORMATION.)

FACILITY STATUS

NOTAM's:

UNRESTRICTED X

RESTRICTED

UNUSABLE

REGION: ASO

FLIGHT INSPECTOR'S SIGNATURE:

TECHNICIAN'S SIGNATURE:

AIRCRAFT NO.:

FIO: ATL

W.D. COOPER

N/A

N71

SEP 11 2002

FLIGHT INSPECTION REPORT--AFTER ACCIDENT CONTINUATION SHEET

REVIEW INITIALS

TCE

1. LOCATION: TALLAHASSEE, FL

2. IDENT: KTLHA

3. FACILITY TYPE: APL-P

4. DATE(S) OF INSPECTION: 7/29/02

5. DATE AND TIME OF ACCIDENT: 7/26/02, 0940Z

6. AIRCRAFT TYPE AND NUMBER: BOEING B727-232, N497E

7. PROCEDURES IN USE AT TIME OF ACCIDENT: VISUAL APPROACH TO RUNWAY 09.

8. EQUIPMENT IN USE AT TIME OF ACCIDENT:

9. DATE AND TIME OF AFTER ACCIDENT INSPECTION:

DATE: 07/29/02

TIME: 1700Z

10. WEATHER CONDITIONS AT TIME OF INSPECTION: 2500 BROKEN, 8 MILES VISIBILITY, THUNDERSTORMS AND RAINSHOWERS IN VICINITY.

11. PROCEDURES INSPECTED AND EXTENT OF INSPECTION: VISUAL APPROACH TO RUNWAY 09 FLOWN WITH PAPI ON-PATH INDICATIONS WAS SATISFACTORY. SUBSEQUENTLY FLEW A VISUAL APPROACH WITH THE LAST LIGHT BOX JUST TURNING RED, AND THIS TOO WAS SATISFACTORY. BOTH APPROACHES WERE CLEAR OF TERRAIN AND OBSTACLES.

12. SIAP:

SATISFACTORY

UNSATISFACTORY

13. NAME AND ROUTING SYMBOL OF ACCIDENT
COORDINATOR/INVESTIGATOR
DAN DIGGINS, AAI-100

14. REMARKS: PAPI LOCATION DATA WAS NOT AVAILABLE. CONSEQUENTLY, THE PAPI ANGLE COULD NOT BE DETERMINED. FACILITY OPERATION FOUND SATISFACTORY.

6941BG-02



DATA

"PROCESSED BY AVN-210A"

SEP 11 2002

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| FLIGHT INSPECTION REPORT--NONDIRECTIONAL BEACON, DIRECTION FINDING, VISUAL AIDS, COMMUNICATIONS | | | | | | | | | | REVIEW INITIALS WDC | | |
| 1. LOCATION: TALLAHASSEE, FL | | | | | | | | 2. IDENT: KTLHA | | | | |
| 3. COMMON SYSTEM: | | | | 4. DATE/DATES OF INSPECTION: 8/5-6/02 | | | | 5. OWNER: S | | | | |
| 6. TYPE OF INSPECTION | | SITE EVALUATION | | PERIODIC | | <input checked="" type="checkbox"/> | | SPECIAL | | OTHER | | |
| | | COMMISSIONING | | SURVEILLANCE | | | | INCOMPLETE | | | | |
| 7. FACILITY / COMPONENT INSPECTED | | DIRECTION FINDING | | NDB | | NDB / DME | | COMMUNICATIONS | | <input checked="" type="checkbox"/> | | |
| | | | | | | | | | | VISUAL AIDS | | |
| 8. NONDIRECTIONAL BEACON | | | | | | | | | | | | |
| RADIO CLASS CODE: | | | | FREQUENCY: | | | | DME CHANNEL: | | | | |
| ITEMS CHECKED | | SAT | UNSAT | ITEMS CHECKED | | SAT | UNSAT | ITEMS CHECKED | | SAT | UNSAT | |
| IDENTIFICATION | | | | COVERAGE | | | | STATION PASSAGE | | | | |
| INTERFERENCE | | | | NEEDLE OSCILLATIONS | | | | STANDBY EQUIPMENT | | | | |
| VOICE | | | | BEARING ACCURACY | | | | STANDBY POWER | | | | |
| 9. DIRECTION FINDING | | | | | | | | | | | | |
| CHECKPOINT | | AIRCRAFT ALTITUDE | | AIRCRAFT DISTANCE | | BEARING | | | FREQUENCY USED | | | |
| | | | | | | AIRCRAFT | DF | ERROR | | | | |
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| STATION PASSAGE | | SATISFACTORY | | UNSATISFACTORY | | STANDBY POWER | | SATISFACTORY | | UNSATISFACTORY | | |
| 10. VISUAL AIDS | | | | | | | | | | | | |
| FACILITY INSPECTED | | ALS | REIL | VASI | <input checked="" type="checkbox"/> | | PAPI | | RUNWAY (S) SERVED: 09 | | | |
| ITEMS CHECKED | | SAT | UNSAT | ITEMS CHECKED | | SAT | UNSAT | ITEMS CHECKED | | SAT | UNSAT | |
| INTENSITY | | <input checked="" type="checkbox"/> | | ANGULAR COVERAGE | | <input checked="" type="checkbox"/> | | SEQUENCE FLASHERS | | | | |
| GLIDE SLOPE ANGLE 3.00/2.90 | | <input checked="" type="checkbox"/> | | OBST. CLEARANCE (VGS) | | | | FOCUS AND ADJUSTMENTS | | <input checked="" type="checkbox"/> | | |
| COINCIDENCE (PAR/LS/MLS) | | | | RUNWAY LIGHTS | | | | RADIO CONTROL SYSTEM | | | | |
| 11. COMMUNICATIONS | | | APPROACH CONTROL | | FSS | | TOWER | | CENTER | | OTHER | |
| FREQUENCY USED | | | PRIMARY | | SECONDARY | | VOICE QUALITY | | COVERAGE | | STANDBY POWER | |
| | | | SAT | UNSAT | SAT | UNSAT | SAT | UNSAT | SAT | UNSAT | SAT | UNSAT |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 12. REMARKS: SPECIAL A-08-014-2. FOLLOW UP TO AFTER ACCIDENT FLIGHT INSPECTION COMPLETED ON 7/29/02. SURVEY PAPI DATA WAS NOT AVAILABLE AT TIME. 8/6/02 FOUND AVERAGE PAPI ANGLE AT 2.90 DEGREES AND ANGULAR COVERAGE SATISFACTORY. | | | | | | | | | | | | |
| FACILITY STATUS | | NOTAM's: | | | | | | | | | | |
| UNRESTRICTED | | <input checked="" type="checkbox"/> | | | | | | | | | | |
| RESTRICTED | | | | | | | | | | | | |
| UNUSABLE | | | | | | | | | | | | |
| REGION: ASD | | FLIGHT INSPECTOR'S SIGNATURE: | | | | TECHNICIAN'S SIGNATURE: | | AIRCRAFT NO.: | | | | |
| FIO: ATL | | THOMAS M. HAUSMANN | | | | KENNETH E. COXWELL | | N96 | | | | |

3