



Factual Report – Attachment 4
UCA4939 Pilot Report of Localizer Off-set

AIR TRAFFIC CONTROL

DCA19FA089

March 2, 2019 Pilot Narrative on PQI Localizer beam deviation

Below is the narrative from the incident report regarding an inbound flight to KPQI on March 2, 2019.

“Narrative: On Saturday the 2nd of March 2019 I operated flight UA4939 from EWR to PQI. On arrival into PQI we were cleared to fly directly to CORAC intersection which is the Initial Approach Fix (IAF) for the ILS 1 approach. Subsequently we were cleared the approach. We intercepted the localizer and glideslope and continued our descent on the ILS profile. When we broke out of the clouds at around 2500 MSL I noticed that the runway is left (west) of the aircraft position despite the localizer and glideslope indications being centered. Once visual, I aligned the aircraft with the runway which resulted in a localizer needle deflection of approximately three quarters of a dot. This deflection remained constant until we landed. After vacating the runway (Approximately 23:45 local time), my FO called Boston Center/Clearance on frequency 121.6 to close our IFR flight plan. At that time I asked the FO to notify the controller about the localizer being offset on our approach. When the controller asked what was the issue after the initial report by my FO, I also explained the issue to the controller. The controller said that he will forward that information onward. The rest of the flight was uneventful.”