



Factual Report – Attachment 5
FAA Post Accident Inspection Report

AIR TRAFFIC CONTROL

DCA19FA089

FLIGHT INSPECTION REPORT

ILS

1. FLIGHT INSPECTION REPORT HEADER

IDENT	STATE	CTRY	INSPECTION DATE(S)
PQI	ME	US	03/7/2019
LOCATION	RUNWAY	CATEGORY	INSP TYPE
PRESQUE ISLE	01	I	A

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN053	VN422	VN433	N67
ACM	FIFO		ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	PQI	VDME	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR			Inspected/Sat	F/C Unusable*
GLIDE SLOPE	Inspected	LIGHTING SYSTEM			Inspected/Sat	G/S Unrestricted
LDA		75 mHz MARKERS			Inspected/Unsat*	B/C
SDF		SIAP(s) VERIFIED			Sat	ILS CLASS. SYS. <input type="checkbox"/> <input type="checkbox"/>
TLS		PUBLICATIONS			Sat	INSP. CRITERIA
OTHER*		COMD WIDTH		4.74		ROLLOUT
		COMD ANGLE		3.00		
		GLIDE SLOPE TYPE		CE - Capture Effect		

4. NOTAMs

NOTAM; Presque Isle, Maine: Rwy 01, autopilot couple approach NA below 890 ft MSL will be issued through the OKC Service Center.

5. REMARKS

1. Special Number: Y-03-042-19 for the localizer, Y-03-043-19 for the glide slope, and Y-03-057-19 for the outer marker. Request for after accident flight inspection.
2. The following conditions were found during the after accident inspection:
 - *PQI ILS/L, Y-03-042-19: Localizer alignment out of tolerance. See block 6A on page 2.
 - PQI ILS/G, Y-03-043-19: Glide Slope reversal at 890FT. See block 8A on page 2.
 - *PQI ILS/MO, Y-03-057-19: Outer Marker narrow, out of tolerance
3. Maintenance was notified of after accident results.
4. ILS Classification not reported due to the magnitude of the localizer misalignment.

*** Remarks are required for fields marked with an asterisk**

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

A. FRONT COURSE

B. BACK COURSE

ILS-1 ALTITUDE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			5.21			
Symmetry			47.5			
Modulation			41.0			
Clearance 150			205/34.9			
Clearance 90			257/32.1			
Structure-Z 1			4/5.83			
Structure-Z 2			1/0.59			
Structure-Z 3			3/0.18			
Structure-Z 4			2/0.49			
Structure-Z 5			2/0.53			
Vert. Polar.			S			
Alignment	X		87R			
Identification			S			
Power Ratio						
Loc Only Structure						

	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			3.10			
Modulation			79.6			
Width			0.78			
Structure Below Path			2.10			
Symmetry			51.4			
Structure-Z 1			5/4.08			
Structure-Z 2			20/0.58			
Structure-Z 3			7/0.28			
Angle Alignment "B-C"			+20/0.28			
Angle Alignment "C-T"			-134/0.02			
Angle Alignment "T"			-125			

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 CONTINUATION SHEET

1. GENERAL

A. Location	PRESQUE ISLE, Maine
B. Ident	PQI
C. Facility Type	ILS
D. Date(s) of Inspection	03/07/2019
E. Date & Time of Accident	03/04/2019, 1630Z
F. Aircraft Type & Number	ERJ-145XR, N14171

2. OTHER INFORMATION

A. Procedures In Use at Time of Accident	Northern Maine Rgnl Arpt at Presque Isle, Presque Isle, ME, ILS RWY 1, Amdt 6.
B. Equipment In Use at Time of Accident	PQI localizer TX1, PQI glide slope TX 1, DME from PQI VDME - single transmitter, NDB from PQ locator outer marker - single transmitter, outer marker - single TX, and runway 01 approach and runway lighting systems.
C. Date & Time of After Accident Inspection	03/07/2019, 1630Z
D. Weather Conditions at Time of Inspection	Winds 270 degrees, 11 knots, Visibility 10 statute miles, Skies 4700 feet broken, Temperature minus 12 degrees Celsius, Dew Point minus 25 degrees Celsius, Barometric altimeter 3001 inches.
E. Procedures Inspected and Extent of Inspection	Same as Block A, evaluated the final approach segment.
F. SIAP	SAT
G. Name & Routing Symbol of Accident Coordinator/Investigator	Eric West, AVP-100

3. REMARKS

Localizer alignment and outer marker width found out of tolerance.

Glide slope reversal NOTAM issued.

Maintenance was notified of after accident results.