



Factual Report – Attachment 7
FAA PQI ILS Return to Service Inspection Report

AIR TRAFFIC CONTROL

DCA19FA089

FLIGHT INSPECTION REPORT

ILS

1. FLIGHT INSPECTION REPORT HEADER

IDENT	STATE	CTRY	INSPECTION DATE(S)
PQI	ME	US	03/13/2019
LOCATION		RUNWAY	CATEGORY
PRESQUE ISLE		01	I
			INSP TYPE
			S

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN053	VN423	VN237	N67
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	PQI	VDME	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR			Inspected/Sat	
GLIDE SLOPE	Inspected	LIGHTING SYSTEM			Inspected/Sat	
LDA		75 mHz MARKERS			Inspected/Sat	
SDF		SIAP(s) VERIFIED			Sat	
TLS		PUBLICATIONS			Sat	
OTHER*		COMD WIDTH		4.74		
		COMD ANGLE		3.00		
		GLIDE SLOPE TYPE		CE - Capture Effect		

4. NOTAMs

Cancelled 03/099 NAV ILS RWY 01 LOC/GP OUT OF SERVICE.
 Cancelled 03/098 NAV ILS RWY 01 OM OUT OF SERVICE.

5. REMARKS

Special Numbers: Y-03-065-19 for the localizer, Y-03-066-19 for the glide slope, and Y-03-067-19 for the outer marker after snow was removed from the critical area.

ILS Periodic with monitors completed sat.

Middle antenna advance and retard initially completed with 19° dephase. Maintenance elected to continue to use 15° dephase as reported in the final column.

Approach light RAILS remain out of service. See Lighting report same date.

*** 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			4.74			4.73
Symmetry			49.5			49.3
Modulation			40.4			40.4
Clearance 150			205/33.4			202/34.0
Clearance 90			263/32.1			256/32.1
Structure-Z 1			2/6.35			3/7.08
Structure-Z 2			1/0.58			1/0.66
Structure-Z 3			2/0.00			2/0.03
Structure-Z 4			3/0.49			2/0.48
Structure-Z 5			1/0.50			1/0.52
Vert. Polar.			Sat			
Alignment			2R			2R
Identification			Sat			Sat
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			3.09			3.08
Modulation			79.5			79.5
Width			0.72			0.70
Structure Below Path			2.19			2.19
Symmetry			52.5			52.5
Structure-Z 1			4/5.62			5/7.78
Structure-Z 2			9/0.59			5/0.58
Structure-Z 3			5/0.20			3/0.19
Angle Alignment "B-C"			+47/0.16			+23/0.57
Angle Alignment "C-T"			+131/0.00			+102/0.00
Angle Alignment "T"			+131			+102

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)			5.10				Course Width (Wide)						
Clearance 150			194/33.3				Clearance 150						
Clearance 90			222/32.1				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. ANTENNA DEPHASE	ADVANCE	15°		3.06	3.06			0.74	0.72			1.67	1.79		
	RETARD	15°		3.13	3.13			0.74	0.81			1.83	1.64		
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					3.09			0.85				2.02			
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANT TO LIMIT		1.2dB			3.01			0.73				2.13			
		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