



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 22, 2021

Attachment 2 – CommutAir ASAP Reports for PQI localizer

OPERATIONAL FACTORS

DCA19FA089

Deidentified Flight Crew Event Report 5812

Overview:

Title: Operational Event

Processing:

ID: 5812

Title: Operational Event

Date/Time When Event Occurred: Mar 2019

Viewer Accessible: Yes

Notes: The First Officer noticed that the LOC did not line up with the center line of the runway.

Event: 1

Baseline Risk Assessment

Likelihood:

Severity:

Risk Factor:

Description

Aircraft Configuration:

Aircraft Type: EMB-XRJ

Flight Crew Employee Information:

Primary Duties During Time of Event: Pilot Monitoring/Pilot Not Flying

Flight Information:

Departure Airport, Runway and Gate: KEWR/EWR

Scheduled Arrival Airport, Runway and Gate: KPQI/PQI - 01/19

Landing Airport, Runway and Gate: KPQI/PQI - 01/19

Narrative:

FLT ID 7562 - First Officer - Pilot Monitoring/Pilot Not Flying
This report is written as an observation from my recent flight into KPQI. On March 1st I was SIC on flight UCA4939 EWR to PQI, tail number N14173.

We departed the gate in EWR at 21:58 local and landed in PQI at 23:28 local, blocking in at 23:31.

The flight was routine. The weather in PQI was VMC at night, but in any case we had the Runway 01 ILS tuned, identified and briefed. The PIC was PF - we intercepted, coupled, and proceed to fully configure. As we were on final both myself and the PIC remarked that it looked like we were right of the runway, although the ILS needles were centred.

However, primarily we were flying with visual references at this point, and I do not recall exactly how much the localizer actually

appeared to be offset from the runway extended centreline. The PIC flew the latter part of the approach visually, and we landed normally.

The runway was in plain sight throughout the approach and lights were visible and of sufficient brightness.

It was the captain's first time in PQI and first flight off of OE. It was my second time in PQI, first time was almost 3 months prior.

Phase of Flight:**Flight Phase at Start of Event:** Approach**Cause****Airport Facility Issues:****Approach/Landing System:** Yes**Detection****Reaction****Action Taken:****Company Report Filed:** Yes**Flight Status after Event:****No Disruption:** Yes**Suggestions**

WARNING: The information in this document may be protected from disclosure under 49 U.S.C., section 40123 and 14 CFR part 193.

Report generated Fri, 15 Mar 2019 13:36 Z

Deidentified Flight Crew Analyst Incident Report 7566

Overview:

Event ID: 5820
Title: Operational Event
Processing:
Status: Open
ID: 7566
Date/Time When Event Occurred: Mar 2019
Meeting Status: Ready
Viewer Accessible: Yes
Initial Notification Date/Time: Mar 2019
Submission Date/Time: Mar 2019
End of Trip Date/Time: Mar 2019
Source: Web Submission
Form Name: submission-form
Exclude this report from Scoreboard: No

Event: 1

Baseline Risk Assessment

Likelihood:
Severity:
Risk Factor:

Description

Aircraft Configuration:
Aircraft Type: EMB-XRJ
Flight Crew Employee Information:
Primary Duties During Time of Event: Pilot Flying
Flight Information:
Departure Airport, Runway and Gate: KEWR/EWR - 04L/22R
Scheduled Arrival Airport, Runway and Gate: KPQI/PQI - 01/19 - N/A
Landing Airport, Runway and Gate: KPQI/PQI - 01/19 - N/A
Narrative:
 I was on a visual approach to runway 01 at KPQI, with the autopilot engaged and coupled to the ILS. It was approximately 23:35 local time and the weather was VMC (no relevant ceiling and visibility greater than 10 sm). Runway 01's actual magnetic alignment is 005 degrees and the published localizer alignment is 006 degrees. This would typically not present any discernable difference between a "centered" localizer and alignment with the runway's extended centerline. Further, if such an alignment difference were discernable, the localizer course would appear to have a "left" offset. However, while on the coupled approach with localizer and glideslope centered,

the aircraft was noticeably offset to the right from the runway's extended centerline. Because the conditions were visual, the offset did not present any safety concerns. Nonetheless, the offset was sufficient that at approximately, 1000 AGL, I elected to disengage the autopilot to initiate a turning maneuver to align the aircraft with the extended centerline and land without incident. At the time, I attributed the apparent centerline offset to a lack of familiarity with the airport and approach (I had never been to PQI). Further, because the offset presented no discernable safety issue to the flight, I thought nothing more about it.

Phase of Flight:**Flight Phase at Start of Event:** Approach**Cause****Detection****Reaction****Flight Status after Event:****No Disruption:** Yes**Suggestions**

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Report generated Fri, 15 Mar 2019 17:06 Z

Deidentified Flight Crew Event Report 5806

Overview:

Title: Navigational Event

Meeting Minutes:

Meeting ID: 211

Notes: Event # 5806/ Report # 7544

- o Navigational Event
- o Occurred on 3/3/2019
- o Aircraft N11191
- o EWR to PQI
- o Despite the aircraft's instruments showing alignment with airport's localizer and glideslope, the Captain noticed that the runway was to the left with respect to aircraft position.
- o Notes:
 - o Revanth stated that this report is being utilized in the Flight 4933 investigation.
 - o This report was discussed in SCM 211. The consensus of the Committee was to close the report and continue to monitor the investigation into Flight 4933.

Meeting Review:

Meeting ID: 211

User Name: 200179

Comment: Agree with Terry. This is part of an open investigation. I believe the FAA was going to be conducting test flights on the ILS.

Mark for Review: No

Recommended Disposition: Open Investigation

Review Date/Time: Mar 2019

Meeting Review:

Meeting ID: 211

User Name: 200724

Mark for Review: Yes

Review Date/Time: Mar 2019

Meeting Review:

Meeting ID: 211

User Name: 200797

Comment: Despite the aircraft's instruments showing alignment with airport's localizer and glideslope, the Captain noticed that the runway was to the left with respect to aircraft position.

Mark for Review: Yes

Review Date/Time: Mar 2019

Meeting Review:

Meeting ID: 211

User Name: 200837

Comment: This is part of the 4933 investigation and should remain

there. Recommend we close as that investigation takes precedence.

Mark for Review: No

Recommended Disposition: Under Investigation

Review Date/Time: Mar 2019

Processing:

ID: 5806

Title: Navigational Event

Date/Time When Event Occurred: Mar 2019

Viewer Accessible: Yes

Notes: Despite the aircraft's instruments showing alignment with airport's localizer and glidescope, the Captain noticed that the runway was to the left with respect to aircraft position.

Event: 1

Baseline Risk Assessment

Likelihood:

Severity:

Risk Factor:

Description

ATC Information:

ATC Radio Frequency (MHz): 121.6

Name of ATC Facility: Boston Clearance/Center

Aircraft Configuration:

Aircraft Type: EMB-XRJ

Airport Facility Issues:

Airport Facility Issues: Yes

Flight Information:

Departure Airport, Runway and Gate: KEWR/EWR

Scheduled Arrival Airport, Runway and Gate: KPQI/PQI

Landing Airport, Runway and Gate: KPQI/PQI - 01/19

Narrative:

FLT ID 7544 - Captain

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.

Phase of Flight:**Flight Phase at Start of Event:** Approach**Cause****Airport Facility Issues:****Airport Facility Issues:** Yes**Detection****Reaction****Flight Crew:****Contacted ATC:** Yes**Flight Status after Event:****No Disruption:** Yes**Suggestions**

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Report generated Fri, 15 Mar 2019 13:34 Z

Deidentified Flight Crew Analyst Incident Report 7612

Overview:

Event ID: 5850
Title: Aircraft Event
Processing:
Status: Open
ID: 7612
Date/Time When Event Occurred: Mar 2019
Meeting Status: Ready
Viewer Accessible: Yes
Initial Notification Date/Time: Mar 2019
Submission Date/Time: Mar 2019
End of Trip Date/Time: Mar 2019
Source: Web Submission
Form Name: submission-form
Exclude this report from Scoreboard: No

Event: 1

Baseline Risk Assessment

Likelihood:
Severity:
Risk Factor:

Description

Aircraft Configuration:
Aircraft Type: EMB-XRJ
Flight Crew Employee Information:
Primary Duties During Time of Event: Pilot Monitoring/Pilot Not Flying
Flight Information:
Departure Airport, Runway and Gate: KEWR/EWR
Scheduled Arrival Airport, Runway and Gate: KPQI/PQI - 01/19
Landing Airport, Runway and Gate: KPQI/PQI - 01/19
Narrative:

I was operating flight 4939 EWR to PQI. On approach we had light winds and a cloud base of approximately 2500ft. We were established on the ILS, and after braking visual we noticed the runway slightly off to the left at around 11o'clock, while the PFD was showing us to be on the LOC and GS with no deviation. The AP was not engaged at this point, and the captain deviated left to align with the runway. From there down to the TDZ the LOC showed us to be approximately 1/2 to 3/4 DOT to the left of the LOC. During taxi to the gate I contacted BOSTON Clearance on 121.6 to cancel our IFR. After that I notified them that the LOC was offset to the right at

about 1/2 DOT. He asked me to repeat what I said at which point the captain took over the radio and elaborated. After which BOSTON Clearance replied with something along the lines of, "Okay thanks, we'll look into it".

Phase of Flight:**Flight Phase at Start of Event:** Approach**Cause****Airport Facility Issues:****Airport Facility Issues:** Yes**Detection****Reaction****Flight Crew:****Contacted ATC:** Yes**Overrode Automation:** Yes**Flight Status after Event:****No Disruption:** Yes**Suggestions****Narrative:**

The LOC should have been made U/S until further investigation was conducted.

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Report generated Tue, 19 Mar 2019 12:18 Z