Question #5

FIGURE 3-3. AIRCRAFT ACCIDENT/INCIDENT PACKAGE COVER PAGE

Minimum Package Contents:

1. Cover page (this page; use additional copies as required for all signatures)

2. Hardcopy printout of all Technical Operations Services control center (e.g., SOC, OCC) accident/incident LAD screens

3. Technical data (for each facility removed from service):

		Initials
a.	Facility Restoral Checklist, Figure 3-2 (page 1 only). Reviewed for completeness?	(b)
b.	Hardcopy printout of all facility log entries, regardless of the logging method used, covering the period beginning with removal from service and ending with restoration to service. Do the log pages contain the proper certification statement?	
c.	A complete, original set of Technical Performance Record Forms. Data entered per FAA Order 6000.15 and "Aircraft Accident" paragraph, if any, in maintenance technical handbooks? Nominal values listed where appropriate? Signed by supervisor (each page, in header)? Authenticated (each page, per paragraph 3b of Figure 3-2)?	

ATSS personnel who completed the facility restoral process:

(Signature)	(Date)	(Facilities)
(b)	10/9/08	MXK Loc/GS
(b)	10/10/08	MXK Loc/GS

Service Area designated office manager who reviewed this package:

(Signature)	(Date)	(Service Area Designated Office)
(b)	10/10/08	ADW SSC (WEG4S-ADW)

NOTE: See FAA Order 8020.16, Chapter 9, Section 3, Technical Operations Services, for instructions on custody, retention, release, and other handling instructions for aircraft accident/incident related documents.

FIGURE 3-2. FACILITY RESTORAL CHECKLIST

Figure 3-2 is required for each facility removed from service as identified by the accident AFAAR or designee.

NOTE: The following line will be completed later as required in step 3c.
Log Data Uploaded: Date: 28Sep08 Time: 14:48:47 Initials: MB

1. Complete the following initial items:

a. List the facility that has been identified to be returned to service. The restoration can be accomplished via certification and/or operational status check.

Facility: LOC/GS **Ident:** MXK

b. Identify the ATSS who last certified the facility, and the observer:

(1) Record below the name of the specialist who last certified the facility or equipment. Control point visits or phone calls may be required to learn who last certified. Normally, the person named below should not be responsible for certifying and restoring the facility today, but may be the observer. If you arrive alone and find you were the last certifying technician, do not proceed, but request that the OCC notify the accident AFAAR. Based on circumstances and approval from the accident AFAAR, you may be authorized to proceed.

MXK GS
MXK LOC — [redacted] (b)(6)

Facility — **ATSS who last certified facility**

(2) An observer will normally be required; however, under certain conditions the observer requirement may be waived by the AFAAR. Has the observer requirement been waived by the AFAAR? **Yes**____ **No** ✓

(3) If the answer to (2) is **No**, identify who is to be the observer below:

[redacted] (b)(6) — RADAR ATSS / 240-857-5272

Observer Name — **Observer Title/Phone**

c. Upon arriving at the facility, log the following information: (check off)

(1) Arrival date and time at facility ✓

(2) Reason for facility visit ✓

(3) Current weather conditions (not at time of accident/incident) at facility. This is your "unofficial" observation of the general weather conditions upon your arrival at the facility. See the following example text. ✓

AFAAR(PK)

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1 FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
MXK	F	MD	US	AEA	09/29/08

LOCATION	RUNWAY	CATEGORY	INSP TYPE
CAMP SPRINGS	19R	II	S/AA

2 CREW INFORMATION

PIC	SIC	MS	A/C NO
VN066	VN262	VN214	N81

ACM	FIFO
	ACY

3 FACILITY INFORMATION

LOCALIZER	Inspected
OFFSET	
GLIDE SLOPE	Inspected
LDA	
SDF	
TLS	
OTHER*	

DME	ADW	VTAC	Inspected/Sat
COMPASS LOCATOR			
LIGHTING SYSTEM			Inspected/Sat
75 mHz MARKERS			Inspected/Sat
SIAP			Sat
PUBLICATIONS			Sat

COMD WIDTH	3.78
COMD ANGLE	3.00
GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS		
F/C	Unrestricted	
G/S	Unrestricted	
B/C		
ILS CLASS. SYS.	II	E
INSP. CRITERIA		
ROLLOUT		

4 NOTAMs

5 REMARKS

Y-09-370-8 (Glideslope) and Y-09-371-8 (Localizer). After accident Inspection.

Periodic requirements met on glideslope and localizer.

ATC (ADW ATCT) unaware that approach lights were "locked out for maintenance" at time of flight check. Lights were released from maintenance and checked SAT.

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

6. INSTRUMENT LANDING SYSTEM DATA AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			3.83			
Symmetry			49.2			
Modulation			40.8			
Clearance 150			257/13.7			
Clearance 90			264/12.5			
Structure-Z 1			2/6.60			
Structure-Z 2			0			
Structure-Z 3			1/0.07			
Structure-Z 4			1/0.07			
Structure-Z 5			0			
Vert. Polar.			S			
Alignment			3L			
Identification			S			
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	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			2.95			
Modulation			79.3			
Width			0.71			
Structure Below Path			2.24			
Symmetry			49.5			
Structure-Z 1			2/4.10			
Structure-Z 2			4/0.93			
Structure-Z 3			4/0.10			
Angle Alignment "B-C"			23/0.57			
Angle Alignment "C-T"			0/0.13			
Angle Alignment "T"			24/7.0			

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

1 GENERAL

A. Location	CAMP SPRINGS, MD
B. Ident	MXK
C. Facility Type	ILS
D. PIC Crew Number	VN066
F. MS Crew Number	VN214
G. Date(s) of Inspection	9/29/08
H. Date & Time of Accident	09/27/08 0357Z.
I. Aircraft Type & Number	EUROCOPTER DAUPHIN / AS365 / N92MD

2 OTHER INFORMATION

A. Procedures In Use at Time of Accident	CAMP SPRINGS, MD ANDREWS AFB/NAF (KADW) ILS OR ILS LOC RWY 19R.
B. Equipment In Use at Time of Accident	TRANSMITTER #1 ON BOTH LOCALIZER AND GLIDESLOPE.
C. Date & Time of After Accident Inspection	09/29/08 1410 Z.
D. Weather Conditions at Time of Inspection	WIND DIRECTION 350 DEGREES AT 10 KNOTS, VISIBILITY 10 STATUTE MILES, NO CLOUDS BELOW 12,000 FEET ABOVE GROUND LEVEL, SURFACE TEMPERATURE 21 CELCIUS, DEW POINT 15 CELCIUS AND THE BAROMETRIC PRESSURE WAS 30.02 INCHES OF MERCURY.
E. Procedures Inspected and Extent of Inspection	SAME AS FIELD A. EVALUATED INTERMEDIATE, FINAL AND MISSED APPROACH SEGMENTS
F. SIAP	Sat
G. Name & Routing Symbol of Accident Coordinator/Investigator	TONY JAMES / AAI-100

3 REMARKS

Facility operation found satisfactory. See section 5 above for status of approach lights.

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
MXK	F	MD	US	AEA	06/25/08

LOCATION	RUNWAY	CATEGORY	INSP TYPE
CAMP SPRINGS	19R	II	S/PROC

2. CREW INFORMATION

PIC	SIC	MS	A/C NC
VN137	VN144	VN076	N83

ACM	FIFO
	ACY

3. FACILITY INFORMATION

LOCALIZER	
OFFSET	
GLIDE SLOPE	
LDA	
SDF	
TLS	
OTHER*	

DME ADW VTAC Inspected/Sat	
COMPASS LOCATOR	
LIGHTING SYSTEM	
75 mHz MARKERS	
SIAP	
PUBLICATIONS	

COMD WIDTH	
COMD ANGLE	
GLIDE SLOPE TYPE	

FACILITY STATUS	
F/C	Unrestricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	
INSP. CRITERIA	
ROLLOUT	

4. NOTAMs

5. REMARKS

YP-05-062-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS RWY 19R CAT II, . Original. SAT
YP-05-063-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS or LOC RWY 19R, Original. SAT
YP-05-064-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS or LOC 19R using Crossing radials, Original. SAT
YP-05-065-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS RWY 19 Cat II using Crossing Radials, Original. SAT

ALL SIAPs verified IAW 8200.1, USSFIM, Chapter 6.

INFORMATIONAL ONLY. NO ILS DATA CONTAINED IN THIS REPORT.

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

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
MXK	F	MD	US	AEA	03/18/08

LOCATION	RUNWAY	CATEGORY	INSP. TYPE
CAMP SPRINGS	19R	II	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NC
VN066	VN231	VN076	N81

ACM	FIFO
	ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected
OFFSET	
GLIDE SLOPE	Inspected
LDA	
SDF	
TLS	
OTHER*	

DME	ADW	VTAC	Inspected/Sat
COMPASS LOCATOR			
LIGHTING SYSTEM			Inspected/Sat
75 mHz MARKERS			Inspected/Sat
SIAP			Sat
PUBLICATIONS			Sat

COMD WIDTH	3.78
COMD ANGLE	3.00
GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS	
F/C	Unrestricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	II E
INSP. CRITERIA	
ROLLOUT	

4. NOTAMs

5. REMARKS

Maintenance chose not to adjust localizer TX 2 width to meet equality in normal.
Middle marker Width: 1034 feet
Inner Marker Width: 399 feet

Periodic with monitors requirements met.

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

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

A. FRONT COURSE

ILS-1 ALTITUDE: 2857

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			4/91			4/77
Symmetry			5: /4			5: /7
Modulation			51/3			51/4
Clearance 150			369Q4/5			363Q4/4
Clearance 90			372Q3/8			365Q2/1
Structure-Z 1			20S/48			20S/16
Structure-Z 2			10I/6:			10I/69
Structure-Z 3			20I/25			30Q:
Structure-Z 4			20I/22			20I/33
Structure-Z 5			30I/72			20I/61
Vert. Polar.			T			
Alignment			DM			4S
Identification			T			T
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE:

	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: 2878

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3/: 6			3/: 7
Modulation			89/8			89/9
Width			1/85			1/84
Structure Below Path			3/41			3/45
Symmetry			58/3			5: /7
Structure-Z 1			30S/58			30Q/49
Structure-Z 2			40I/93			50I/6:
Structure-Z 3			60I/1			50I/1:
Angle Alignment "B-C"			330I/69			310I/69
Angle Alignment "C-T"			20I/24			320I/1:
Angle Alignment "T"			350B			47Q2

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)			5/34				Course Width (Wide)						
Clearance 150			2: 6013/4				Clearance 150						
Clearance 90			2: 2024/2				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	2: Ø			3/: 4				1/99				2/61		
	RETARD	2: Ø			3/: :				1/7:				3/29		
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/: 7				1/97				3/24		
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANTTO LIMIT		2 EC			3/: 3				1/86				3/3:		

	TX 1	TX 2
I. USABLE DISTANCE / PWR SET.		
J. CLEARANCE BELOW PATH		
K. MODULATION EQUALITY		
L. PHASING		

N. MEAN WIDTH/SYMMETRY		
TX	ANGLE ABOVE	
	ANGLE BELOW	
	WIDTH	
	SYMMETRY	

M. Front Course Area Where Phasing Was Conducted	
NM	MSL

O. TILT		
TX	150 Hz	90 Hz

P. BEST FIT STRAIGHT LINE				
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET

R. TRANSVERSE STRUCTURE			TX1 uA	TX1 Hz	TX2 uA	TX2 Hz
RADIUS	ALT	LEFT OF CL				
		RIGHT OF CL				

Q. GLIDE SLOPE AIMING POINT	
LATITUDE	LONGITUDE

S. RADIO ALTIMETER	

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

Technical Performance Record

GS - Normal Radiated Parameters

Identification	Location	Airport	Runway	From	To	Supervisor's Signature
MXK	CAMPSprings	M.D. ADW	19R	3/18/08	29Sep08	[redacted]

Equipment Number	Equipment Type	Antenna Configuration	Reference Flight Inspection Date
2	Mark 20		3/18/08

Date	UTC Time	RF Power *			Modulation			Monitor			Phasing					Remarks	Initials
											CSB/SBO			Antenna			
		Carrier Power (Watts)	Sideband Power (mW)	Clearance Power (Watts)	Carrier SDM (%)	Clearance SDM (%)	Modulation Equality (DDM / Hz)	Path (DDM)	Width (DDM) 150 Hz	Clearance (DDM) 150 Hz	Lower Antenna (SBRGS or CEGS)	Middle Antenna (CEGS)	Course Array (EFGS)	Upper to Lower (Image GS)	Upper to Middle (CEGS)		
		3.0	50	.30	80	80	000	000/150	.174	80.0 ~~175~~	opt	opt		opt	opt	Reference or Standard	
3/18/08	2230	≤3.3	≤55	≤.33	≤84	≤84	≤004 90 Hz	---	---	---	≤5°	≤5°	≤	≤5°	≤5°	Upper Operating Tolerance	
		≥2.7	≥45	≥.27	≥76	≥76	≤004 150 Hz	---	---	---	≥5°	≥5°	≥	≥5°	≥5°	Lower Operating Tolerance	
6/04/08	1330										opt	opt		opt	opt	SP.	
7/13/08	1415	2.98	50	.299	78.9	77.5	000/150	003/150	.172	~~175~~ 80.4							
8/14/08	1210	2.98	50	.297	79.0	77.5	000/150	002/150	.171	~~175~~ 80.4							
9/4/08	1210	2.98	50	.298	79.06	77.63	000/150	003/150	.171	80.4							
9/28/08	1400	2.96	50	.299	79.9 ~~80.50~~	80.50	000	.002	.171	79.9						Aircraft Accident	[redacted]

I certify that the above post-accident/incident data is a true record of the MXK GS parameter values as found and as left at Date and Time indicated

ATSS: [redacted]

Observer: [redacted]

ATSS

→Terminated due to Aircraft Accident

FAA Form 6750-26 (6/05)

Technical Performance Record

GS - Normal Radiated Parameters

Identification	Location	Airport	Runway	From	To	Supervisor's Signature
MXK	Camp Springs MD	ADW	19R	3/18/08	29 Sep 08	[redacted]

Equipment Number	Equipment Type	Antenna Configuration	Reference Flight Inspection Date
1	MARK 20		3/18/08

Date	UTC Time	RF Power * Carrier Power (Watts)	RF Power * Sideband Power (mW)	RF Power * Clearance Power (Watts)	Modulation Carrier SDM (%)	Modulation Clearance SDM (%)	Modulation Modulation Equality (DDM / Hz)	Monitor Path (DDM)	Monitor Width (DDM) 150 Hz	Monitor Clearance ~~(DDM)~~ 150 Hz SDM Pir	Phasing CSB/SBO Lower Antenna (SBRGS or CEGS)	Phasing CSB/SBO Middle Antenna (CEGS)	Phasing CSB/SBO Course Array (EFGS)	Phasing Antenna Upper to Lower (Image GS)	Phasing Antenna Upper to Middle (CEGS)	Remarks	Initials
																Notes: * Dual power and digital voltmeter readings are acceptable. CLR DDM with Pir	Smr
3/18/08	2230	3.0	50	.30	80	80	000	000/150	.174	80.3 ~~.275~~ Smr	opt	opt		opt		Reference or Standard	Smr
		≤3.3	≤55	≤.33	≤84	≤84	≤004 90 Hz	---	---	---	≤5°	≤5°	≤	≤5°	≤5°	Upper Operating Tolerance	
		≥2.7	≥45	≥.27	≥76	≥76	≤004 150 Hz	---	---	---	≥5°	≥6°	≥	≥5°	≥5°	Lower Operating Tolerance	
6/24/08	1356										opt	opt		opt	opt	SA	Smr
7/13/08	1410	2.98	52	.296	79.0	77.6	000/90	.003/150	.173	~~.275~~ Smr							Smr
8/15/08	2207	2.98	52	.295	79.0	77.6	000/90	.002/150	.172	~~.276~~ Smr							Smr
9/1/08	1210	2.98	52	.296	79.07	77.71	000/90	.002/150	.170	80.3							Smr
9/28/08	1405	2.99	52	.296	79.8	80.2	000	.001	.171	80.4						Aircraft Accident	mej/VBW

I Certify that the above post-accident/Incident Data is a true Record of the MXK GS Parameter Values as found, and as left at the Date and time indicated

ATSS: [redacted]

ATSS

Observer: [redacted]

ATSS

→Terminate Due to Aircraft Accident←

FAA Form 6750-26 (6/05)

Subject Area: MXK/GS | **SAL LOG ENTRY REPORT** | **Report Date:** 10/10/08 12:17Z

Location: CAMP SPRINGS, MD | 09/17/2008 - 09/29/2008 | **Page** 1

Date	Time	CC	Remarks	Init
09/17/08	1600	10	Arrived at Site, routine site visit.	MLC
09/17/08	1605	00	BEGAN ADMIN SITE VISIT.	MLC
09/17/08	1605	00	BEGAN ADMIN SITE VISIT.	MLC
09/17/08	1645	00	COMPLETED SITE VISIT.	MLC
09/17/08	1650	10	Departed from Site	MLC
09/28/08	1350	10	Arrived at Site	MB
09/28/08	1355	58	STARTING CHECK OUT READING ON GS	
			WITH MY OBSERVER (VBW)	MB
09/28/08	1410	58	Completed Equipment CHECK OUT READING WITH MY	
			OBSERVER (VBW)	MB
09/28/08	1415	58	Equipment CHECK NORMAL (VBW) (MB)	MB
09/28/08	1440	51	GS CERTIFIED	MB
09/28/08	1445	10	Departed from Site	MB
09/28/08	1028	89	[Started Interrupt Report entry]	JA
09/28/08	1255	89	[Completed Interrupt Report entry]	JA
09/28/08	1350	00	WEATHER AT THIS TIME WAS PARTLY CLOUDY W/ LIGHT RAIN	MB

Signature of Manager/Designee	Date	Signature of Technician	Date

Subject Area: MXK/LOC	SAL LOG ENTRY REPORT	Report Date: 10/10/08 12:16Z
Location: CAMP SPRINGS, MD	09/17/2008 - 09/29/2008	Page 1

Date	Time	CC	Remarks	Init
09/17/08	1300	10	~~Arrived at Site, ROUTINE VISIT~~	MLC
09/17/08	1305	00	BEGAN SUPERVISORY SITE VISIT.	MLC
09/17/08	1345	00	COMPLETED SITE VISIT, REVIEWED TPRS.	MLC
09/17/08	1300	10	~~DEPARTED SITE.~~	MLC
09/19/08	1241	10	~~INCORRECT TIME ENTERED~~	MLC
09/17/08	1300	10	~~Arrived at Site, ROUTINE VISIT.~~	MLC
09/17/08	1300	10	~~DEPARTED SITE.~~	MLC
09/17/08	1350	10	~~Departed from Site~~	MLC
09/19/08	1307	10	~~DEPARTURE TIME INCORRECTLY ENTERED.~~	MLC
09/17/08	1300	10	Arrived at Site, ROUTINE VISIT.	MLC
09/17/08	1346	10	Departed from Site	MLC
09/26/08	1700	10	Arrived at Site	DTI
09/26/08	1701	50	Performed Annual PM, 1 on FEXT per 6930.1B, paragraph 401C(2)(A-B)	DTI
09/26/08	1701	50	Performed Annual PM, 2 on FEXT per 6930.1B, paragraph 404I(3)(A-D)	DTI
09/26/08	1701	50	Performed Annual PM, 3 on FEXT per 6930.1B, paragraph 404A(2)	DTI
09/26/08	1701	50	Performed Annual PM, 4 on FEXT per 6930.1B, paragraph 401C(3)	DTI
09/26/08	1701	50	Performed Semi-Annual PM, 1 on ELECT per 6950.17A, paragraph 52A(1)	DTI
09/26/08	1701	50	Performed Semi-Annual PM, 2 on ELECT per 6950.17A, paragraph 52B(1)	DTI
09/26/08	1701	50	Performed Semi-Annual PM, 1 on FEXT per 6930.1B, paragraph	
			404I(2)(A-C)	DTI
09/26/08	1701	50	Performed Annual PM, 7 on HVAC per 6970.3A, paragraph 55B	DTI
09/26/08	1701	50	Performed Annual PM, 4 on RDGDS per 6940.3, paragraph 416	DTI
09/26/08	1744	10	Departed from Site	DTI
09/28/08	1028	89	ADW RWY 19R LOC AND GS REMOVED FROM SERVICE PER AOCC AFAAR TO	
			PERFORM AIRCRAFT ACCIDENT INVESTIGATION IN ACCORDANCE WITH 8020.16B.	JA
09/28/08	1045	00	WAS INFORMED OF AN AIRCRAFT ACCIDENT BY PCT SOC (JA)	MB
09/28/08	1115	00	WAS ASK TO TAKE READING ON THE LOC & GS	MB
09/28/08	1200	10	Arrived at Site TO CHECK LOC BECAUSE OF AIRCRAFT ACCIDENT	MB
09/28/08	1205	58	STARTED CHECK OUT READING ON LOG WITH MY	
			OBSERVER (VBW)	MB
09/28/08	1330	58	Completed ALL Equipment Maintenance CHECK on ILS LOC WITH	
			MY OBSERVER (VBW)	MB
09/28/08	1345	10	Departed from Site	MB
09/28/08	1440	51	LOC CERTIFIED	MB

Signature of Manager/Designee	Date	Signature of Technician	Date

Subject Area: MXK/LOC **SAL LOG ENTRY REPORT** **Report Date:** 10/10/08 12:16Z

Location: CAMP SPRINGS, MD 09/17/2008 - 09/29/2008 **Page** 2

Date	Time	CC	Remarks	Init
09/28/08	1441	89	ALL CHECKS IN TOL. LOC & GS CERTIFIED AND RTS.	JA
09/28/08	1115	00	WEATHER AT THIS TIME WAS PARTLY CLOUDY W/ LIGHT RAIN	MB

Signature of Manager/Designee	Date	Signature of Technician	Date

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
MXK	F	MD	US	AEA	09/29/08

LOCATION	RUNWAY	CATEGORY	INSP TYPE
CAMP SPRINGS	19R	II	S/AA

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN066	VN262	VN214	N81

ACM	FIFO
	ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected
OFFSET	
GLIDE SLOPE	Inspected
LDA	
SDF	
TLS	
OTHER*	

DME	ADW	VTAC	Inspected/Sat
COMPASS LOCATOR			
LIGHTING SYSTEM			Inspected/Sat
75 mHz MARKERS			Inspected/Sat
SIAP			Sat
PUBLICATIONS			Sat

COMD WIDTH	3.78
COMD ANGLE	3.00
GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS		
F/C	Unrestricted	
G/S	Unrestricted	
B/C		
ILS CLASS. SYS.	II	E
INSP. CRITERIA		
ROLLOUT		

4. NOTAMs

5. REMARKS

Y-09-370-8 (Glideslope) and Y-09-371-8 (Localizer). After accident inspection.

Periodic requirements met on glideslope and localizer.

ATC (ADW ATCT) unaware that approach lights were "locked out for maintenance" at time of flight check. Lights were released from maintenance and checked SAT.

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

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

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			3.83			
Symmetry			49.2			
Modulation			40.8			
Clearance 150			257/13.7			
Clearance 90			264/12.5			
Structure-Z 1			2/6.60			
Structure-Z 2			0			
Structure-Z 3			1/0.07			
Structure-Z 4			1/0.07			
Structure-Z 5			0			
Vert. Polar.			S			
Alignment			3L			
Identification			S			
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	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			2.95			
Modulation			79.3			
Width			0.71			
Structure Below Path			2.24			
Symmetry			49.5			
Structure-Z 1			2/4.10			
Structure-Z 2			4/0.93			
Structure-Z 3			4/0.10			
Angle Alignment "B-C"			23/0.57			
Angle Alignment "C-T"			0/0.13			
Angle Alignment "T"			24/7.0			

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

1. GENERAL

A. Location	CAMP SPRINGS, MD
B. Ident	MXK
C. Facility Type	ILS
D. PIC Crew Number	VN066
F. MS Crew Number	VN214
G. Date(s) of Inspection	9/29/08
H. Date & Time of Accident	09/27/08 0357Z.
I. Aircraft Type & Number	EUROCOPTER DAUPHIN / AS365 / N92MD

2. OTHER INFORMATION

A. Procedures In Use at Time of Accident	CAMP SPRINGS, MD ANDREWS AFB/NAF (KADW) ILS OR ILS LOC RWY 19R.
B. Equipment In Use at Time of Accident	TRANSMITTER #1 ON BOTH LOCALIZER AND GLIDESLOPE.
C. Date & Time of After Accident Inspection	09/29/08 1410 Z.
D. Weather Conditions at Time of Inspection	WIND DIRECTION 350 DEGREES AT 10 KNOTS, VISIBILITY 10 STATUTE MILES, NO CLOUDS BELOW 12,000 FEET ABOVE GROUND LEVEL, SURFACE TEMPERATURE 21 CELCIUS, DEW POINT 15 CELCIUS AND THE BAROMETRIC PRESSURE WAS 30.02 INCHES OF MERCURY.
E. Procedures Inspected and Extent of Inspection	SAME AS FIELD A. EVALUATED INTERMEDIATE, FINAL AND MISSED APPROACH SEGMENTS
F. SIAP	Sat
G. Name & Routing Symbol of Accident Coordinator/Investigator	TONY JAMES / AAI-100

3. REMARKS

Facility operation found satisfactory. See section 5 above for status of approach lights.

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
MXK	F	MD	US	AEA	06/25/08

LOCATION	RUNWAY	CATEGORY	INSP TYPE
CAMP SPRINGS	19R	II	S/PROC

2. CREW INFORMATION

PIC	SIC	MS	A/C NC
VN137	VN144	VN076	N83

ACM	FIFO
	ACY

3. FACILITY INFORMATION

LOCALIZER	
OFFSET	
GLIDE SLOPE	
LDA	
SDF	
TLS	
OTHER*	

DME	ADW	VTAC	Inspected/Sat
COMPASS LOCATOR			

LIGHTING SYSTEM	
75 mHz MARKERS	
SIAP	
PUBLICATIONS	

COMD WIDTH	
COMD ANGLE	
GLIDE SLOPE TYPE	

FACILITY STATUS	
F/C	Unrestricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	
INSP. CRITERIA	
ROLLOUT	

4. NOTAMs

5. REMARKS

YP-05-062-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS RWY 19R CAT II, Original. SAT
YP-05-063-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS or LOC RWY 19R, Original. SAT
YP-05-064-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS or LOC 19R using Crossing radials, Original. SAT
YP-05-065-8, Proc/A. Inspection of Andrews AFB, Camp Springs Maryland, ILS RWY 19 Cat II using Crossing Radials, Original. SAT

ALL SIAPs verified IAW 8200.1, USSFIM, Chapter 6.

INFORMATIONAL ONLY. NO ILS DATA CONTAINED IN THIS REPORT.

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

FLIGHT INSPECTION REPORT
INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
MXK	F	MD	US	AEA	03/18/08

LOCATION	RUNWAY	CATEGORY	INSP TYPE
CAMP SPRINGS	19R	II	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN066	VN231	VN076	N81

ACM	FIFO
	ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected
OFFSET	
GLIDE SLOPE	Inspected
LDA	
SDF	
TLS	
OTHER*	

DME	ADW	VTAC	Inspected/Sat
COMPASS LOCATOR			
LIGHTING SYSTEM			Inspected/Sat
75 mHz MARKERS			Inspected/Sat
SIAP			Sat
PUBLICATIONS			Sat

COMD WIDTH	3.78
COMD ANGLE	3.00
GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS	
F/C	Unrestricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	II E
INSP. CRITERIA	
ROLLOUT	

4. NOTAMs

5. REMARKS

Maintenance chose not to adjust localizer TX 2 width to meet equality in normal.
Middle marker Width: 1034 feet
Inner Marker Width: 399 feet

Periodic with monitors requirements met.

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

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

A. FRONT COURSE

ILS-1 ALTITUDE: 2857

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			4/91			4/77
Symmetry			5: /4			5: /7
Modulation			51/3			51/4
Clearance 150			369Œ4/5			363Œ4/4
Clearance 90			372Œ3/8			365Œ2/1
Structure-Z 1			20Œ/48			20Œ/16
Structure-Z 2			10Œ/6:			10Œ/69
Structure-Z 3			20Œ/25			30Œ:
Structure-Z 4			20Œ/22			20Œ/33
Structure-Z 5			30Œ/72			20Œ/61
Vert. Polar.			T			
Alignment			DM			4S
Identification			T			T
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE:

	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: 2878

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3/: 6			3/: 7
Modulation			89/8			89/9
Width			1/85			1/84
Structure Below Path			3/41			3/45
Symmetry			58/3			5: /7
Structure-Z 1			30Œ/58			30Œ/49
Structure-Z 2			40Œ/93			50Œ/6:
Structure-Z 3			60Œ/1			50Œ/1:
Angle Alignment "B-C"			330Œ/69			310Œ/69
Angle Alignment "C-T"			20Œ/24			320Œ/1:
Angle Alignment "T"			350Œ			470Œ2

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
Usable Dis./Pwr Setting						
Course Width (Wide)			5/34			
Clearance 150			2: 60l3/4			
Clearance 90			2: 20z4/2			
Course Width (Narrow)						
Clearance 150						
Clearance 90						
Alignment R						
Alignment L						

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						
Course Width (Wide)						
Clearance 150						
Clearance 90						
Course Width (Narrow)						
Clearance 150						
Clearance 90						

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	2: Ø			3/: 4				1/99				2/61		
	RETARD	2: Ø			3/: :				1/7:				3/29		
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/: 7				1/97				3/24		
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANTTO LIMIT		2 EC			3/: 3				1/86				3/3:		

	TX 1	TX 2
I. USABLE DISTANCE / PWR SET.		
J. CLEARANCE BELOW PATH		
K. MODULATION EQUALITY		
L. PHASING		

N. MEAN WIDTH/SYMMETRY		
TX	ANGLE ABOVE	
	ANGLE BELOW	
	WIDTH	
	SYMMETRY	

M. Front Course Area Where Phasing Was Conducted	
NM	MSL

O. TILT		
TX	150 Hz	90 Hz

P. BEST FIT STRAIGHT LINE				
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET

R. TRANSVERSE STRUCTURE			TX1 uA	TX1 Hz	TX2 uA	TX2 Hz
RADIUS	ALT	LEFT OF CL				
		RIGHT OF CL				

Q. GLIDE SLOPE AIMING POINT	
LATITUDE	LONGITUDE

S. RADIO ALTIMETER	

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

RUN DATE AND TIME
11/26/08 12:15:37
REPORT: LOGALL

MAINTENANCE MANAGEMENT SYSTEM
LOG INCIDENT SUMMARY LISTING
FOR PERIOD 10/03/08 THROUGH 10/03/08

LOG ID	NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC	08 177357	1	LIR	O	GS	MXK			64	0	FL	4	N	10/03/08	13:00:00			EA2T_JC	NAVAID	EA2EJ

10/03/08 14:39:09

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:

SERVICE FAULT LOCATION: PRIME RECOVERY MODE: CAUSE/DESCRIPTION: EQ/HMI REPAIR TIME: 00 HOURS 00 MINS

BACKUP SYSTEM: BACKUP START: DATE: TIME: BACKUP END: DATE: TIME:

LOGOUT/ABORT CONDITION:
INTERRUPTION TIME = CONTINUING CPU STATUS: 00 00 / 00/00-00%/00-00%/ %/P /A /T
INTERRUPTION TIME = CONTINUING

CHANNEL: LFB: UVB: TICKET: LINE: UHF: VHF: RESP: TYPE:

HMI: RWY 19R GS RELEASED FOR A/C ACCIDENT INVESTIGATION.

ZDC	08 177357	2	LIR	X	GS	MXK			64	0	FL	4	N	10/03/08	13:00:00	10/03/08	18:51:00	EA2T_JAH	NAVAID	EA2EJ

10/03/08 18:56:49

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:

SERVICE FAULT LOCATION: PRIME RECOVERY MODE: CAUSE/DESCRIPTION: EQ/HMI REPAIR TIME: 00 HOURS 00 MINS

INTERRUPTION TIME = 05:51:00

HMI: RWY 19R GS RELEASED FOR A/C ACCIDENT INVESTIGATION.
INVESTIGATION COMPLETED AT ADW. 19R GS RTS.

ZDC	08 177455	1	LST	O	GS	MXK			10	*		4		10/03/08	12:43:00			EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:44:07)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:

FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:23

TRAVEL TIME: 00 DAYS 00 HOURS 05 MINS ARR DATE 10/03/08 ARR TIME: 12:43:00 DEPART DATE: DEPART TIME:

Arrived at Site <MC>

THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:23 BY EA2E-JR

Question #5

LOG ID	NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC	08 177455	2	LST	X	GS	MXK			10	*		4		10/03/08	12:43:00	10/03/08	18:55:00	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:55:25)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:23

TRAVEL TIME: 00 DAYS 00 HOURS 05 MINS ARR DATE 10/03/08 ARR TIME: 12:43:00 DEPART DATE: 10/03/08 DEPART TIME: 18:55:00
Departed from Site
THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:23 BY EA2E-JR

LOG ID	NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC	08 177456	1	LAD	X	GS	MXK			00	*		4		10/03/08	12:45:00	10/03/08	12:45:00	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:46:32)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:24
System released SOC notified an approved
THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:24 BY EA2E-JR

LOG ID	NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC	08 177457	1	LAD	X	GS	MXK			03	*		4		10/03/08	13:00:00	10/03/08	13:00:00	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:48:05)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:24
Checking Audio phase on system
THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:24 BY EA2E-JR

LOG ID	NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC	08 177458	1	LAD	X	GS	MXK			03	*		4		10/03/08	18:48:00	10/03/08	18:48:00	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:48:55)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:25
Completed checking Audio phase on system
THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:25 BY EA2E-JR

LOG ID NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC 08 177459	1	LCE	X	GS	MXK	GS	CERT	51	*		X		10/03/08	18:49:49	10/03/08	18:49:49	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:50:19)

FA/CA NUMBER: FA-10581-1 EQUIP SN: N/A EQUIP LOC: RELATED ID: ZDC 08 177357
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:25

INT: ASSN: 0 CREW: W: AT/SE: EARLY DATE: SCHED DATE: LATE DATE: TASKS: 1

CERT REF: TASK REF: ORDER: PARA: DETAIL: D/L: GC:

Glideslope certified

THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:25 BY EA2E-JR

ZDC 08 177459	2	LCE	C	GS	MXK	GS	CERT	51	*		X		10/03/08	18:49:49	10/03/08	18:49:49	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 19:38:58)

FA/CA NUMBER: FA-10581-1 EQUIP SN: N/A EQUIP LOC: RELATED ID: ZDC 08 177357
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:43:24

INT: ASSN: 0 CREW: W: AT/SE: EARLY DATE: SCHED DATE: LATE DATE: TASKS: 1

CERT REF: TASK REF: ORDER: PARA: DETAIL: D/L: GC:

Related Log to Log ID ZDC 0800177357

THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:43:25 BY EA2E-JR

ZDC 08 177460	1	LAD	X	GS	MXK			00	*		4		10/03/08	18:50:00	10/03/08	18:50:00	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 18:51:43)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:
FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:30:26

Returned to service SOC notified <JH>

THE PRECEDING 1.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:30:26 BY EA2E-JR

LOG ID NUMBER	SEQ	TYPE	S T	FACILITY TYPE	FACILITY IDENT	EQUIPMENT NAME	EQUIPMENT IDENT	CC	SC	IC	MAC	R	OPEN/START DATE	OPEN/START TIME	ENTRY/CLOSE DATE	ENTRY/CLOSE TIME	MMS USER ID	AREA	SECTOR CODE
ZDC 08 177467	1	LAD	X	GS	MXK			00	*		4		10/03/08	19:39:00	10/03/08	19:39:00	EA2E_JR	NAVAID	EA2EJ

MDT: (10/03/08 19:42:07)

FA/CA NUMBER: N/A EQUIP SN: N/A EQUIP LOC:

FROM MDT# 017418 UPLOADED BY EA2E-JR ON 10/3/2008 AT 19:43:24

Delay entry the audio phasing on number one and two equipment found intolerance using fluke 199C per TSO direction phase comparing

THE PRECEDING 3.00 LINES OF COMMENTS FROM MDT# 017418 WERE UPLOADED ON 10/3/2008 AT 19:43:24 BY EA2E-JR