


Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 10/13/2018	Task #: 2018101329530601001	Request #: 20181013295306
Procedure: ILS OR LOC RWY 32 AMDT 17B			Airport ID: KMFD	Airport: MANSFIELD LAHM RGNL		Reimbursable #: NO
City: MANSFIELD	ST: OH	GPS #:	Estimated Chart Date: 04/25/2019		FICO #:	
Fac ID: MFD		Fac. Type: ILS			Specialist: ANDRE MARSH	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	10/22/2018	02/20/2019	WARDELL HENNING	<div style="text-align: right;">  <i>Digitally signed by</i> WARDELL HENNING Mar 12, 2019 </div>		
QA:	02/20/2019			CWS 4/12/2019		
Liaison:						
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED. CONTACT: WARDELL HENNING (405) 954-9954						

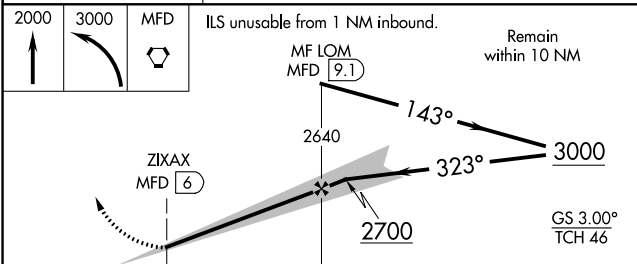
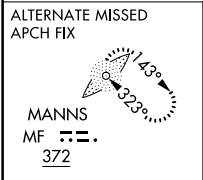
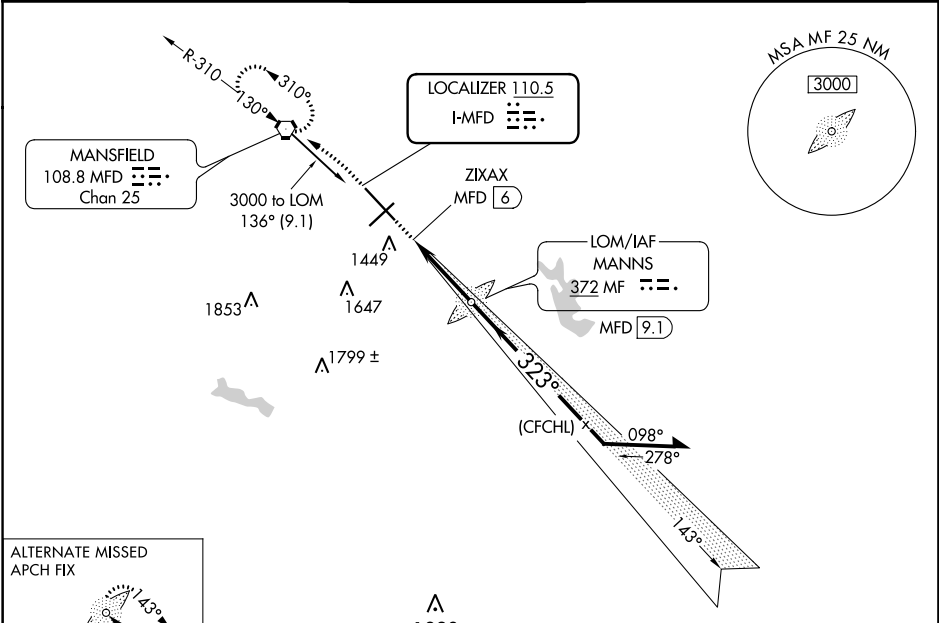


LOC I-MFD 110.5	APP CRS 323°	Rwy Idg TDZE Apt Elev	9001 1293 1297
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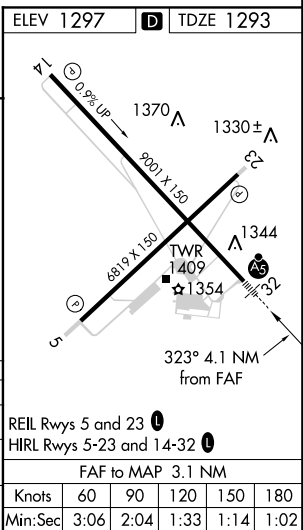
ILS or LOC RWY 32
MANSFIELD LAHM RGNL (MF'D)

RADAR required for procedure entry. ADF or DME or RADAR required.		MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.
For inoperative ALS increase S-ILS all Cats visibility to 1¼ SM.			

ATIS 125.3	MANSFIELD APP CON ★ 124.2 390.8	MANSFIELD TOWER ★ 119.8 (CTAF) 291.775	GND CON 121.8 291.775	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 32	1658/40 365 (400-¾)			
S-LOC 32	1840/40	547 (600-¾)	1840/60	547 (600-1¼)
CIRCLING	1840-1	543 (600-1)	2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)



FLIGHT INSPECTION REPORT

ILS

1. FLIGHT INSPECTION REPORT HEADER

IDENT	STATE	CTRY	INSPECTION DATE(S)
MFD	OH	US	09/28/2018
LOCATION	RUNWAY	CATEGORY	INSP TYPE
MANSFIELD	32	I	R

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN030	VN434	VN303	N83
ACM	FIFO		
	BTL		

3. FACILITY INFORMATION

LOCALIZER	Inspected
OFFSET	
GLIDE SLOPE	Inspected
LDA	
SDF	
TLS	
OTHER*	

DME	MFD	VTAC	Inspected/Sat
COMPASS LOCATOR	MF	Inspected/Sat	
LIGHTING SYSTEM	Inspected/Sat		
75 mHz MARKERS	Inspected/Sat		
SIAP(s) VERIFIED	Sat		
PUBLICATIONS	Sat		
COMD WIDTH	4.00		
COMD ANGLE	3.00		
GLIDE SLOPE TYPE	CE - Capture Effect		

FACILITY STATUS	
F/C	Restricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	I B
INSP. CRITERIA	
ROLLOUT	U4

4. NOTAMs

!MFD 09/040 MFD NAV ILS RWY 32 LOC UNUSABLE BEYOND 25 DEG LEFT AND RIGHT OF RCL 1809281746-PERM was issued.

Previous restriction dated 3/11/2014 "Front Unusable within 1.0 NM was removed as of this inspection. NOTAM IFDC 8/0623 MFD IAP MANSFIELD LAHM RGNL, Mansfield, OH. ILS OR LOC RWY 32, AMDT 17A... DISREGARD NOTE: ILS UNUSABLE FROM 1 NM INBOUND was issued.

5. REMARKS

Special Number: B-09-061-18 - Request restoral with references after changing array from 8-element V-ring to 14-element LPDA, completed satisfactory.

Course width and clearance comparability verified from an altitude of 2750 ft MSL up to 5750 ft MSL, using procedure 2, IAW 8200.1, CH15, Sec 2, Para 4k(1). Lowest Clearances found in Narrow Monitor configuration.

U4 - Rollout accomplished; Zone 4 results do not meet Category II/III tolerances.

Airborne Structure Results

Z4 : 9 / 0.02

Z5 : 4 / 0.61

Localizer Modulations exceed 60% by 25° Left and Right of Localizer Course. Clearances in the Restricted Area :

Normal - 90 Hz : 181 / 29.0, 150 Hz : 198 / 30.6

Wide - 90 Hz : 190 / 29.0, 150 Hz : 194 / 30.6

Narrow - 90 Hz : 153 / 29.0, 150 Hz : 168 / 29.8

Special Number: B-09-062-18 - Request restoral with references after changing all 3 antennas (same type) & recabling, completed satisfactory.

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

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			4.03			
Symmetry			49.9			
Modulation			40.9			
Clearance 150			301/12.4			
Clearance 90			291/13.0			
Structure-Z 1			5/17.96			
Structure-Z 2			7/0.79			
Structure-Z 3			9/0.03			
Structure-Z 4			9/0.02			
Structure-Z 5			7/0.62			
Vert. Polar.			S			
Alignment	C	5R	C/L			
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			80.2			
Width		0.75	0.70			
Structure Below Path			2.16			
Symmetry			51.5			
Structure-Z 1			2/4.01			
Structure-Z 2			18/0.58			
Structure-Z 3			3/0.18			
Angle Alignment "B-C"			-65/0.17			
Angle Alignment "C-T"			-65/0.17			
Angle Alignment "T"			-10			

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		18.0/7.5					Usable Dis./Pwr Setting						
Course Width (Wide)		4.57	4.41				Course Width (Wide)						
Clearance 150			293/12.9				Clearance 150						
Clearance 90			266/12.9				Clearance 90						
Course Width (Narrow)		3.90	3.41				Course Width (Narrow)						
Clearance 150			275/18.5				Clearance 150						
Clearance 90			263/17.7				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	19°			2.92				0.76				1.95		
	RETARD	19°			2.99				0.76				1.77		
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					2.96				0.83				2.04		
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANT TO LIMIT		2.0 dB			2.84				0.74				2.10		
		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