



**NATIONAL TRANSPORTATION SAFETY BOARD**

**Office of Aviation Safety**

**Washington, DC 20594**

**DCA01MA034**

**Air Traffic Group Factual Report of Investigation**

**Attachment 13 – AVN-120 NOTAM documents and personnel statements, 13 pages**

<b>FLIGHT PROCEDURES CONTROL</b>			ACTION P-NOTAM	DATE OPN 03/27/2001	PCNUMBER 20105557	MASTER PC
PROCEDURE:	VOR/DME OR GPS-C		APRT ID KASE	AMDT 4B	GPS #	
AIRPORT:	ASPEN-PITKIN CO/SARDY FIELD		ST CO	STAT Q	DATE 03/27/2001	BRANCH 20
CITY:	ASPEN		SPEC: BRANHAM, RICK			
FAC TYPE:	FAC ID: DBL					

**PROCEDURE REVIEW**

	REC'D	REL'D	INITIALS	COMMENTS
LEAD		3-27	DFK	TO QC
QC			WJK	
LEAD				

**PROCEDURE REMARKS**

**FLIGHT INSPECTION**

FLIGHT INSPECTION REMARKS	DATE SENT
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INSPECTION DATE	CREW#	N#	SAT	UNSAT
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INSPECTION SIGN

**COMMENTS**

Reimbursable Number:

(D. ADAMS)

*4 COPIES*  
*(100, 160, APCH 4pc)*  
*Feby 15:*  
*INFO ONLY to*  
*NUFAC See FPO*

# FDC NOTAMS

DIANE R. ADAMS  
AVN-120  
(405) 954-2454

3-27-01

TO: USNOF

FDC 1/3034 ASE FI/P ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO

VOR/DME OR GPS-C, AMDT 4B...

CIRCLING NA AT NIGHT

THIS IS VOR/DME OR GPS-C, AMDT 4C

REASON: FLIGHT CHECK DETERMINATION



*Jo*  
CAREN S. TRANDELL  
MANAGER  
AVN-120

WESTERN FLIGHT PROCEDURES DEVELOPMENT BRANCH

AVN-100:

AVN-120: *Car*

AVN-160 *Mc*

USNOF: 121

NFDC: 122

SEA FPO: 123

FDC 1/3034

A) ASE

B) WIE

C) UFN

E) FI/P ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. VOR/DME OR GPS-C, AMDT 4B ...  
CIRCLING NA AT NIGHT. THIS IS VOR/DME OR GPS-C, AMDT 4C.

FDC 1/3034 ASE FI/P ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO  
VOR/DME OR GPS-C, AMDT 4B ...  
CIRCLING NA AT NIGHT.  
THIS IS VOR/DME OR GPS-C, AMDT 4C.

*Issued 3/27/01 - 1845Z  
per NOTAM office (1-988-876-6826)*

**Current Notams  
(Selected Locations)**

**KASE**

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Data Current as of: Fri, 30 Mar 2001 21:17:00 GMT

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**KASE ASPEN-PITKIN CO/SARDY FIELD**[\[Back to Top\]](#)

TWR CLSD 0600-1400 DLY WIE UNTIL 01 MAY 05:00

TMPA SEE NTAP RSVN RQRD 31 MAR 14:00 UNTIL 01 APR 03:00

1/3032 CANCELLED BY FDC 1/3033 ON 03/27/01 18:48.

FI/P ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. VOR/DME OR GPS-C, AMDT 4B ... CIRCLING NA AT NIGHT. THIS IS VOR/DME OR GPS-C, AMDT 4C. WIE UNTIL UFN

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**THE US NOTAM OFFICE SPECIALISTS DO NOT PROVIDE NOTAM BRIEFINGS.**

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This site is sponsored by the DoD NOTAM Division (AFFSAXON), email any comments or suggestions to [mike.stiers@faa.gov](mailto:mike.stiers@faa.gov).

The US NOTAM Office can be reached at 1-888-USNOTAM or 703-904-4557.

[DoD/FAA Disclaimer, Policy and Issues.](#)

**Current Notams  
(Selected Locations)**

**KASE**

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Data Current as of: Mon, 02 Apr 2001 15:23:00 GMT

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**KASE ASPEN-PITKIN CO/SARDY FIELD**[\[Back to Top\]](#)

TWR CLSD 0500-1300 DLY WIE UNTIL 01 MAY 05:00

1/3032 CANCELLED BY FDC 1/3033 ON 03/27/01 18:48.

FI/P ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. VOR/DME OR GPS-C, AMDT 4B ... CIRCLING NA AT NIGHT. THIS IS VOR/DME OR GPS-C, AMDT 4C. WIE UNTIL UFN

FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. VOR/DME OR GPS-C AMDT 4C ... PROCEDURE NOT AUTHORIZED AT NIGHT. WIE UNTIL UFN

**The following are - L o c a l - NOTAMs for KASE:**

The DoD NOTAMWeb does not track Local NOTAMs for this location.  
Refer to [Need Help](#) for additional information.

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8260.19C

9/16/93

guidance and stepdown fix are obtained from different VOR facilities, two sets of minimums shall be published.

(4) On procedures where the course guidance and stepdown fix are obtained from different NDB facilities, two sets of minimums shall be published.

(5) If the facility providing course guidance has DME, and the procedure IS NOT identified: ".../DME", use the title: "DME MINIMUMS" if the fix is not named. However, if the fix is named, use the fix name to identify the minimums: "NIXON FIX MINIMUMS." The latter title also applies where the fix is identified by a crossing radial/bearing.

(6) If, as in (5) above, and the procedure IS identified ".../DME", publish only one set of minimums.

(7) On procedures where the course guidance and the stepdown fix are obtained from facilities which are of different types, publish two sets of minimums. Use one of the following titles to identify the dual minimums:

(a) On procedures where the fix is predicated on DME only: "DME MINIMUMS".

(b) On procedures where a fan marker is used for the stepdown fix: "FM MINIMUMS".

(c) On procedures where the stepdown fix is identified by radar only: "RADAR MINIMUMS".

**Note:** When radar fixes are specified, ATC must agree to provide the radar service on a continuous basis and the fix shall be identified on the video map or map overlay.

*m. Limitations on Landing Minimums.* Minimums are affected by a number of different circumstances and conditions. Examples are enumerated below indicating the appropriate action to be taken.

(1) **Day and Night Minimums.** The authorized minimums apply to both day and night conditions unless otherwise restricted. The

FLAO shall determine the operation of ALL lighting aids PRIOR to authorizing night minimums. Permanently installed runway edge lights (including threshold/runway end lights), defining the lateral and longitudinal boundaries of the runway, shall be operating to support night minimums (see AC150/5340-24). Airport or runway boundary lights are NOT adequate for night landing minimums unless the entire area between such lighting is suitable for landing. In special cases, portable runway lights may be used temporarily as described in AC150/5345-50.

(2) **Restriction of Night Minimums.** When night minimums are not authorized or are higher than day minimums, a restriction shall be entered in the NOTES section to deny night minimums or to specify increased night minimums:

(a) If unable to authorize night minimums, use standard Note: "Procedure NA at night." \*

(b) If increased night visibility is required by environmental conditions, such as extraneous lighting, use standard Note: "Night visibility minimum \_\_\_ miles."

(c) When straight-in minimums are authorized to an unlighted runway, but another runway is lighted, use standard Note: "Straight-in minimums NA at night."

(d) When only circling minimums are authorized and at least one runway is lighted, a Note is not required for non-lighted runways. When no runways are lighted, use standard Note: "Procedure NA at night." \*

(3) **Inoperative Components and Visual Aids.** The Inoperative Components and Visual Aids Table advises the pilot how much to increase published minimums when certain components or visual aids are known to be inoperative. When the inoperative table adjustment is not compatible with the credit that has been authorized, add Notes to the procedure specifying the necessary adjustment:

(a) When credit has not been given to a visual aid to reduce visibility, use standard Note: "Inoperative Table does not apply to

<b>FLIGHT PROCEDURES CONTROL</b>				<b>ACTION</b> T-NOTAM	<b>DATE OPN</b> 03/30/2001	<b>PCNUMBER</b> 20105832	<b>MASTER PC</b>
<b>PROCEDURE:</b> VOR/DME OR GPS-C				<b>APRT ID</b> KASE	<b>AMDT</b> 4C	<b>GPS #</b>	
<b>AIRPORT:</b> ASPEN-PITKIN CO/SARDY FIELD				<b>ST</b> CO	<b>STAT</b> N	<b>DATE</b> 03/30/2001	<b>BRANCH</b> 20
<b>CITY:</b> ASPEN							
<b>FAC TYPE:</b>		<b>FAC ID:</b> DBL	<b>SPEC:</b> BRANHAM, RICK				

**PROCEDURE REVIEW**

	REC'D	REL'D	INITIALS	COMMENTS
LEAD		3-30	DS	ISSUED AFTER NORMAL HOURS
QC				
LEAD				

**PROCEDURE REMARKS**

**FLIGHT INSPECTION**

<b>FLIGHT INSPECTION REMARKS</b>	<b>DATE SENT</b>
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<b>INSPECTION DATE</b>	<b>CREW#</b>	<b>N#</b>	<b>SAT</b>	<b>UNSAT</b>
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<b>INSPECTION SIGN</b>
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**COMMENTS**

Reimbursable Number:

<p>PROCEDURE NA AT NIGHT (D.SORVIG)</p>
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# FDC NOTAM

DOUGLAS J. SORVIG  
AVN-120  
405-954-0620  
03/30/01

TO: USNOF

FDC 1/3142 ASE FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO

**VOR/DME OR GPS-C, AMDT 4C...**

**PROCEDURE NOT AUTHORIZED AT NIGHT.**

REASON: CIRCLING NOT AUTHORIZED AT NIGHT PER FLIGHT  
INSPECTION DETERMINATION.

DURATION: UFN



CAREN SYCH TRANDELL, MANAGER

AVN-120

WESTERN

FLIGHT PROCEDURES DEVELOPMENT BRANCH

CC:

ATA-110

SEA FPO

AVN-100 READ FILE

AVN-120 LEAD

AVN-160

FOR

# DynCorp DUATS on the Web Abbreviated Location Briefing

Abbreviated Location Weather Briefing Requested.  
DynCorp DUATS on the Web session ID: D/y3s/nylhy  
Session number: 00887  
Transaction number: 000466  
Sat Mar 31 00:46:12 2001 (UTC)

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## NOTAMs

**Aspen CO (Aspen-Pitkin Co/Sardy Field) [ASE]: March NOTAM #32**  
Traffic Management Program Alert see {Notices to Airmen Publication, National Traffic Analysis Program}  
reservation required will be effective March 31st, 2001 at 06:00 AM PST (0103311400) - March 31st, 2001  
at 07:00 PM PST (0104010300)

**Aspen CO (Aspen-Pitkin Co/Sardy Field) [ASE]: January NOTAM #4**  
Tower closed 0600 - 1400 daily until April 30th, 2001 at 09:00 PM PST (0105010500)

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## FDC NOTAMs

!FDC 1/3142 ASE FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO.  
VOR/DME OR GPS-C AMDT 4C ...  
PROCEDURE NOT AUTHORIZED AT NIGHT.

!FDC 1/3034 ASE FI/P ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO.  
VOR/DME OR GPS-C, AMDT 4B ...  
CIRCLING NA AT NIGHT.  
THIS IS VOR/DME OR GPS-C, AMDT 4C.

!FDC 1/3032 ASE CANCELLED BY FDC 1/3033 ON 03/27/01 18:48.


OLAB:



## MEMO FOR RECORD

The following is a brief summary of my recollection of the events that led to my review and approval of a Notice to Airmen (NOTAM), that appears to be in question because of an aircraft accident at Aspen-Pitkin County/Sardy Field, Aspen CO while flying the VOR/DME OR GPS-C Approach.

The NOTAM as it was presented to me, along with a Flight Check Procedure Control (PC) Form (See attachment), stated "Circling not authorized at night". Even though Circling only minimums were present on procedure, and "Procedure NA at night" would probably be more appropriate, note 2 on the RNAV RWY 15 procedure stated "Circling areas not sufficient for descent to land RWY 33". Note 3 stated "Should be no circling allowed at night". Granted, the PC attached was for another procedure, but the change affected this procedure as well and was the driving force behind this NOTAM being sent. The intent of the notes stated that the circling area itself was what the flight check crew felt was unsafe. I was further briefed that the note, as I approved it, had appeared on this procedure in the past, but was removed.

  
Richard K. Clark  
Quality Assurance Specialist

## MEMO FOR RECORD

Aspen-Pitkin County/Sardy Field  
Aspen, CO

3/22/01

-- John Pannell/AVN-120 Lead brought Mike Ahern/OKC FIAO to my work area to discuss results of Mike's 3/21/01 flight inspection of the proposed RNAV (GPS) Rwy 15, Original at Aspen, CO. Included in Mike's recommendations was noting "Circling Not Authorized at Night" on the proposed procedure.

-- We advised Mike the published VOR/DME or GPS-C, Amdt 4B did not currently have the "Circling Not Authorized at Night" restriction. Mike then recommended this restriction be placed on the VOR/DME or GPS-C procedure, also.

-- John Pannell referred the VOR/DME or GPS-C recommendation to AVN-160.

3/28/01

-- I returned from a two-day leave and was given a copy of a 3/27/01 Notice to Airmen (NOTAM) issued by Diane Adams/AVN-120 adding the note "Circling Not Authorized at Night" to the VOR/DME or GPS-C.



Richard D. Branham

03/21/01-During analysis of an RNAV (GPS) Procedure to Aspen-Pitken county airport, flight check recommended there "should be no circling allowed at night", on this procedure and some other recommendations.

03/22/01- Mr. Richard Branham advised me that Mr. Michael Ahern returned the flight-check recommendations to AVN-120 and discussed the recommendations to Mr. John Pannell and himself. The recommendations were forwarded to AVN-160 awaiting further guidance.

03/26/01- Mr. Doug Sorvig, acting Lead AVN-120, came to me regarding the RNAV procedure we had resent to AVN-160. He directed me to change the RNAV procedure, adding a note "Circling NA at night", as well as send a NOTAM on the VOR/DME or GPS-C for the same thing.

03/26/01-Mr. Michael Ahern came to my office and asked for a copy of the RNAV procedure he had flight checked. I told him that we had changed the procedure, adding "Circling NA at night" and provided him with an updated copy of the procedure drawing. I also told him that we would be sending a NOTAM on the VOR/DME or GPS-C at Aspen as well.

03/27/01- The NOTAM went through our processing system and was returned to me for processing. I then faxed it to the U.S. NOTAM office at (703) 904-4437 and received a successful transmission report from the fax machine at 12:28 central standard time, #121. I sent it to NFDC (National Flight Data Center) at (202) 267-5322 and received a successful transmission report from the fax machine at 12:29 central standard time, #122. I sent it to Seattle Flight Procedures Office (FPO) at (425) 227-2269 and received a successful transmission report from the fax machine at 12:30 central standard time, #123. I checked the NOTAM page a few minutes later to review the NOTAM and get the NOTAM number, FDC 1/3034. I made copies for my file and distributed them to AVN-100, AVN-160 and placed it in the procedure folder.

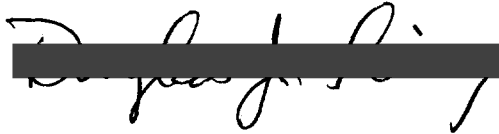
4-03-01  
[Redacted Signature]

**MEMO FOR RECORD**

26 Mar. While performing the duties of AVN-120 Lead, I received the Flight Inspection PC and the newly developed RNAV from Brad Rush, AVN-160, sometime during the course of the busy day. I understood him to say we could go ahead and add the note "Circling NA at night" to the RNAV at Aspen and do the same on the VOR/DME or GPS-C per the flight inspection pilot's request provided we didn't have a problem with the note.

Sometime later, I spoke with Acting AVN-120 Manager, John Pannell, regarding this matter and we agreed to add the note to the RNAV and issue a P-NOTAM on the VOR/DME or GPS-C. I then instructed specialist Diane Adams to draft the NOTAM for the VOR/DME or GPS-C.

27 Mar. I received the draft NOTAM from Diane Adams and brought it to AVN-160 for their review. When the NOTAM was returned from AVN-160, I brought it to specialist Diane Adams to issue. NOTAM was issued.

A handwritten signature in cursive script, which appears to be "Douglas S. [redacted]". The signature is written in black ink and is partially obscured by a thick black horizontal redaction bar.