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**EXHIBIT NO. 3-V**

**NATIONAL TRANSPORTATION SAFETY BOARD**  
**WASHINGTON, D.C.**

**POST-ACCIDENT REPORT ON MSAW AT THE**  
**GUAM CERAP**

**dated September 3, 1997**

**(1 page)**

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FORM WAF-510 SITE/REQUIREMENTS

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AUG-18-1997 14:31

HONOLULU TOWER

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Guam Cerap  
08:20 AM local Time  
August 18, 1997

To : Jeff Griffin

SEP 8 1997

From: Jay Riscden  
ARU-200

Here is a brief synopsis of what is known and action taken to date.

I arrived at the facility with Ed Schuman and Dan Costello of AOS-400 on Saturday Morning August 16. We had a brief meeting with the ATM, the AF staff and representatives from HNL AF and AT.

We believe the MSAW portion of the program was and is functioning properly. There has been no recent relocation of the ASR antennae that would require a new Digital Terrain Map or modification of site specific geographic parameters. It was determined that due to a parameter set in local site adaptation, no alarms were generated by the ARTS IIA system for low altitude alert (MSAW) within 54 NM of the ASR-8 antennae. This parameter defines the MSAW eligibility area and the adaptation was discovered to generate alarms on aircraft at low altitude only if the target was between 54 NM and 55 NM from the ASR-8. Why and under what circumstances this parameter was so set is unknown. Examination of the other existing MSAW site adaptation parameters revealed that they needed to be optimized. We sat down with the AUS and walked him through the MSAW adaptation process. The Guam AUS was then able to input the facility's requirements and define those through the new adaptation parameters.

The GUAM CERAP ATM raised the issue of DBRITE usage at the Agana ATCT. This is the contract VFR tower for Guam International Airport. A DBRITE system is currently being installed at Agana ATCT. The question was raised as to whether MSAW/Conflict Alert Alarms would be generated at the Agana Tower position. The ATM said that the matter was being evaluated as current guidelines do not provide for Contract VFR Towers receiving the safety alert alarms.

The new MSAW adaptation parameters were incorporated in the latest ARTS IIA A2.08 program version on site. This was completed on Sunday morning August 17. By early Sunday afternoon the program with the new parameters was loaded and cycled. The local AF technicians tested and certified the system for operational use. Testing of the MSAW parameters commenced immediately. MSAW is functioning as designed and alarms are being generated for targets as expected.

We returned to the facility this morning (Monday, August 18). Today's activity will be focused on fine tuning the MSAW parameters to reduce nuisance alarms. I will be departing tomorrow, Tuesday August 19, for San Diego to participate in ARTS III test activities. I will be back at headquarters on Monday, August 25th.

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