

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Research and Engineering
Washington, D.C. 20594

August 2, 2000

Aircraft Performance - Addendum #3

Addendum to Group Chairman's Aircraft Performance Study
by John O'Callaghan

A. ACCIDENT

Location: Sixty miles South of Nantucket, MA
Date: October 31, 1999
Time: 0150 Eastern Standard Time (EST)
Flight: EgyptAir Flight 990
Aircraft: Boeing 767-366ER, Registration SU-GAP
NTSB#: DCA00MA006

B. GROUP

Chairman: John O'Callaghan
Senior Aerospace Engineer
NTSB

C. SUMMARY

The Egyptian Civil Aviation Authority (ECAA) asked for the basis of the Air Force 84th Radar Evaluation Squadron's (84 RADES) explanation of the frequency interference seen on the Riverhead radar. The ECAA requested technical information sufficient to make an analysis of the interference. NTSB specialists relayed the request to both 84 RADES and the FAA. 84 RADES informed the Board specialists that the technical basis for the evaluation was partly contained in the "Baseline Evaluations" of the involved sites. 84 RADES indicated that these evaluations are controlled documents under the NORAD classification guide and declined to provide them to the ECAA. 84 RADES indicated that requests for these documents should be made to the Air Force Command Foreign Disclosure Policy Office.

The FAA is responsible for frequency assignment, and that information was provided by the FAA.

D. DETAILS OF THE INVESTIGATION

This email excerpt is from 84 RADES to NTSB:

RADES radar evaluation reports are controlled under the NORAD classification guide. Requests from foreign governments must be sent to

Command Foreign Disclosure Policy Office
HQ AFSPC/XPIF
Suite 1105
150 Vandenberg St
Peterson AFB CO 80914-4025

The following email excerpt is from FAA to NTSB:

We do not have a baseline report for the Riverhead ARSR. As we discussed the Air Force will not release their baseline report. I would think that the same applies for Bucks Harbor and North Truro, however since these radars are in the New England Region I do not want to speak for them.

The following are the frequencies for the following radars:

Riverhead:

Chnl A 1326.920000
Chnl B 1244.060000

Bucks Harbor:

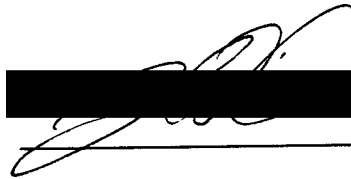

Chnl A 1326.920000
Chnl B 1244.060000

North Truro

Chnl A 1277.720000
Chnl B 1360.580000

The following email excerpt is from 84 RADES to the NTSB Aircraft Performance Group Chairman:

The Canadians allowed a temporary frequency change at Bucks Harbor (15 May 2000). It is still in place and most frequency interference problems have disappeared.

John O'Callaghan
Senior Aerospace Engineer