DCA01MA034
March 29, 2001
Aspen, CO

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C.

ATTACHMENT 4

REIL Documentation

(4 pages)

May 2, 2001

Steve McCreary, NTSB

Regarding your request for a commissioning flight inspection of the REIL.

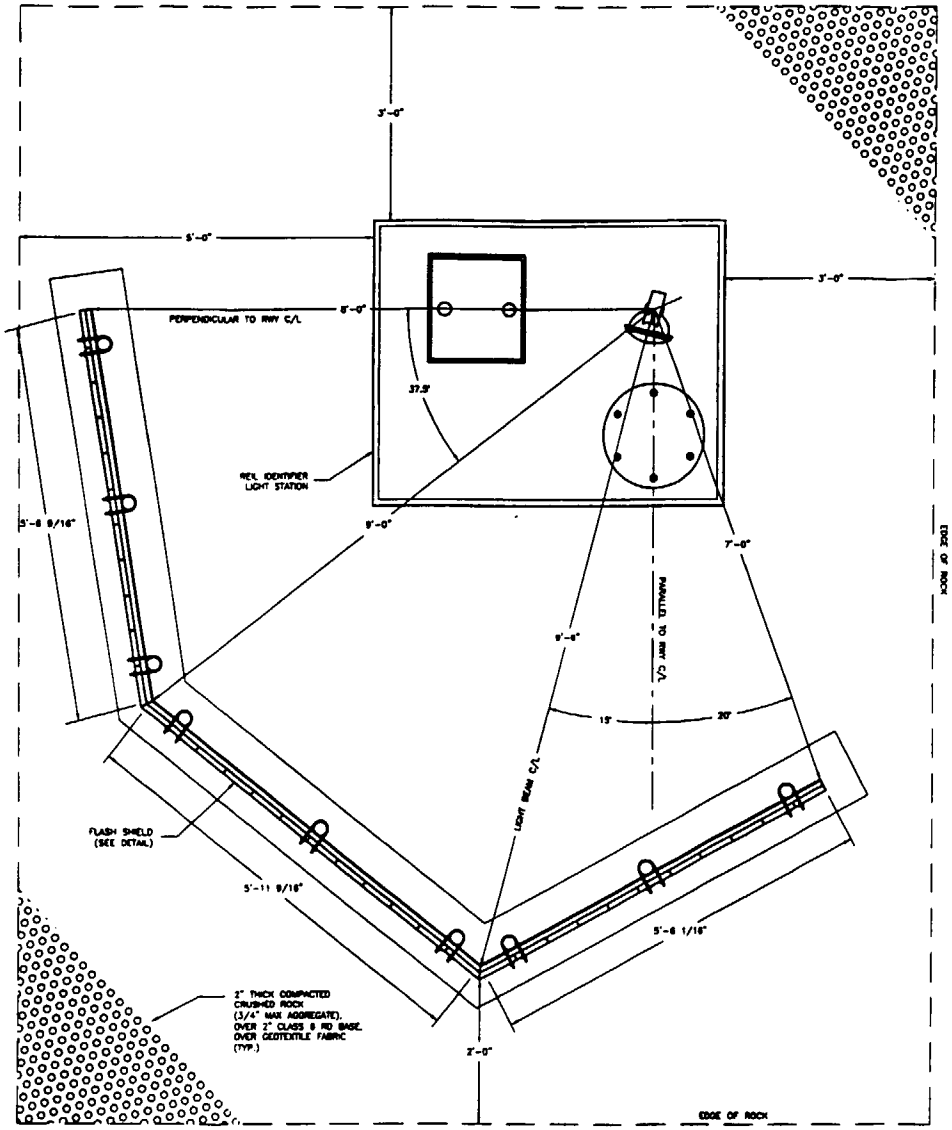
We are unable to locate a commissioning flight inspection on the ASE REIL. Order 8200.1A, para. 218.32, says "A commissioning flight inspection is required for all airport lighting systems, including approach lights, REILS, runway lights, and radio control of lights, that support a pubic use or military instrument approach procedure." Per Jim Mast, the term "support" means that the lighting system is used in the approach to affect the approach minimums. The Aspen REIL and PAPI do not fall into this category.

There was a special check on the PAPI, at the time of installation, however this was apparently requested in order to define restrictions.

Attached is a copy of a REIL flight inspection dated 2/8-9/99. This inspection was result of a user complaint the left light was somewhat obscured.

Let me know if you have any questions.

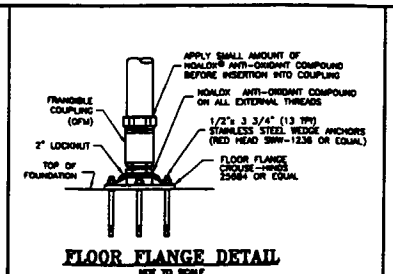
Dave Moehring, FAA/ANM-473, 425-227-2347



FLASH SHIELD LAYOUT

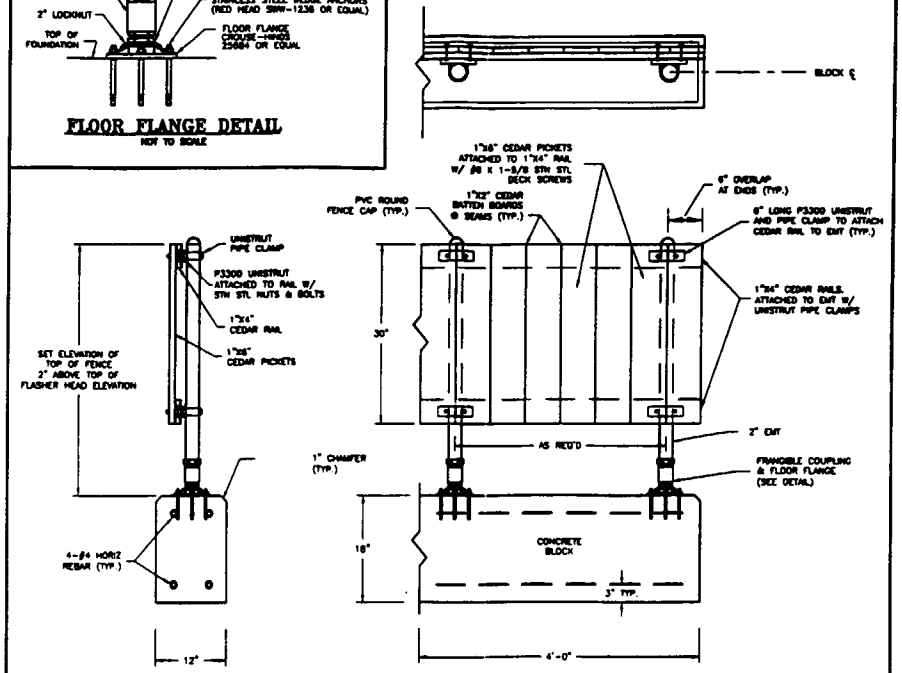
(PLAN VIEW)

STATION #1 SHOWN



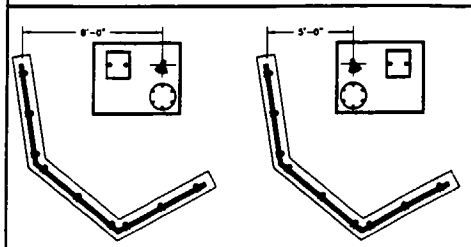
FLOOR FLANGE DETAIL

NOT TO SCALE



FLASH SHIELD DETAIL

INSTALL SHIELD IN FRONT OF ID LIGHT STATIONS



STATION #1 STATION #2

REV	DATE	DESCRIPTION	CHECKED	APPROVED
A	12/10/97	PROJECT RESIDENT DRAWING	BB	BB

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST MOUNTAIN REGION

ASPEN, COLORADO
ASPEN - PITKIN COUNTY AIRPORT

RWY 15 - REIL

FLASH SHIELDS
LAYOUT AND INSTALLATION DETAILS

REVIEWED BY:	SUBMITTED BY:	APPROVED BY:
	PROJECT ENGINEER: BOB BROWN	MN/LANDING SUPV. JERRY WOODHOUSE
	DESIGNED: B.BROWN	DATE: 8/14/97
	DRAWN: B.BROWN	DRAWING NO.: NMD-331(15)-40062-5
	CHECKED	

DESIGNED BY AIRPORT FACILITIES DIVISION ANM-620

698210-05

FLIGHT INSPECTION REPORT--NONDIRECTIONAL BEACON, DIRECTION FINDING, VISUAL AIDS, COMMUNICATIONS

REVIEW INITIALS: AK

1. LOCATION: ASPEN, CO | 2. IDENT: ASE

3. COMMON SYSTEM: | 4. DATE(S) OF INSPECTION: 2/8-9/99 | 5. OWNER: F

6. TYPE OF INSPECTION: SITE EVALUATION [ ] | PERIODIC [ ] | SPECIAL [X] UC | COMMISSIONING [ ] | SURVEILLANCE [ ] | INCOMPLETE [ ]

7. FACILITY / COMPONENT INSPECTED: DIRECTION FINDING [ ] | NDB [ ] | NDB / DME [ ] | COMMUNICATIONS [X] | VISUAL AIDS

8. NONDIRECTIONAL BEACON

RADIO CLASS CODE: | FREQUENCY: | DME CHANNEL:

ITEMS CHECKED	SAT	UNSAT	ITEMS CHECKED	SAT	UNSAT	ITEMS CHECKED	SAT	UNSAT
IDENTIFICATION			COVERAGE			STATION PASSAGE		
INTERFERENCE			NEEDLE OSCILLATIONS			STANDBY EQUIPMENT		
VOICE			BEARING ACCURACY			STANDBY POWER		

9. DIRECTION FINDING

CHECKPOINT	AIRCRAFT ALTITUDE	AIRCRAFT DISTANCE	BEARING: AIRCRAFT	BEARING: D F	BEARING: ERROR	FREQUENCY USED

STATION PASSAGE: SATISFACTORY [ ] UNSATISFACTORY [ ] | STANDBY POWER: SATISFACTORY [ ] UNSATISFACTORY [ ]

10. VISUAL AIDS

FACILITY INSPECTED: ALS [X] REIL [ ] VASI [ ] PAPI [ ] | RUNWAY (S) SERVED: 15

ITEMS CHECKED	SAT	UNSAT	ITEMS CHECKED	SAT	UNSAT	ITEMS CHECKED	SAT	UNSAT
INTENSITY	X		ANGULAR COVERAGE			SEQUENCE FLASHERS		
GLIDE SLOPE ANGLE			OBST. CLEARANCE (VGSI)			FOCUS AND ADJUSTMENTS		
COINCIDENCE (PAR/ILS/MLS)			RUNWAY LIGHTS			RADIO CONTROL SYSTEM		

11. COMMUNICATIONS: APROACH CONTROL [ ] FSS [ ] TOWER [ ] CENTER [ ] OTHER [ ]

FREQUENCY USED	PRIMARY SAT	PRIMARY UNSAT	SECONDARY SAT	SECONDARY UNSAT	VOICE QUALITY SAT	VOICE QUALITY UNSAT	COVERAGE SAT	COVERAGE UNSAT	STANDBY POWER SAT	STANDBY POWER UNSAT

12. APPROACH: SAT [ ] UNSAT [ ]

13. REMARKS: O-11-054/8 special Inspection of user complaint that left REIL light was obscured when on normal 3.00 degree glidepath. Left REIL light found to be obscured by small baffling fence installed in front of light. Maintenance made two height adjustments to REIL light installation and rechecked satisfactory. ATCT and maintenance advised of the results of the inspection.

FACILITY STATUS	NOTAM's:		
UNRESTRICTED [X]			
RESTRICTED [ ]			
UNUSABLE [ ]			
REGION: ANM	FLIGHT INSPECTOR'S SIGNATURE: 017 SCOTT A THOMPSON	TECHNICIAN'S SIGNATURE: NA	AIRCRAFT NO: N56
FIO: SAC			

FAA FORM 8240 - 19 (7/98) (FORMFLOW) (Supersedes previous edition)

"PROCESSED BY AVN-210" MAR 0 1 1999

(c) Diverging runways where approach ends are close to each other.

(d) Runways with displaced thresholds.

(e) Where environmental considerations such as snow and fog prevail.

(f) Where REIL's are installed on both ends of the same runway.

(2) Control From Runway-Edge Lighting Circuit. On-off and brightness control is accomplished by sensing the runway lighting circuit. The sensors change the brightness in conjunction with runway lighting brightness as follows:

Table 2-1. REIL INTENSITY CONTROL

Runway Edge Lighting

Type	*Intensity Step*		*REIL Intensity*
LIRL	On	(Single-Intensity)	On (High)
MIRL	Low	(Three-Intensity)	Low
	Med		Med
	High		High
HIRL	1 & 2	(Five-Intensity)	Low
	3		Med
	4 & 5		High

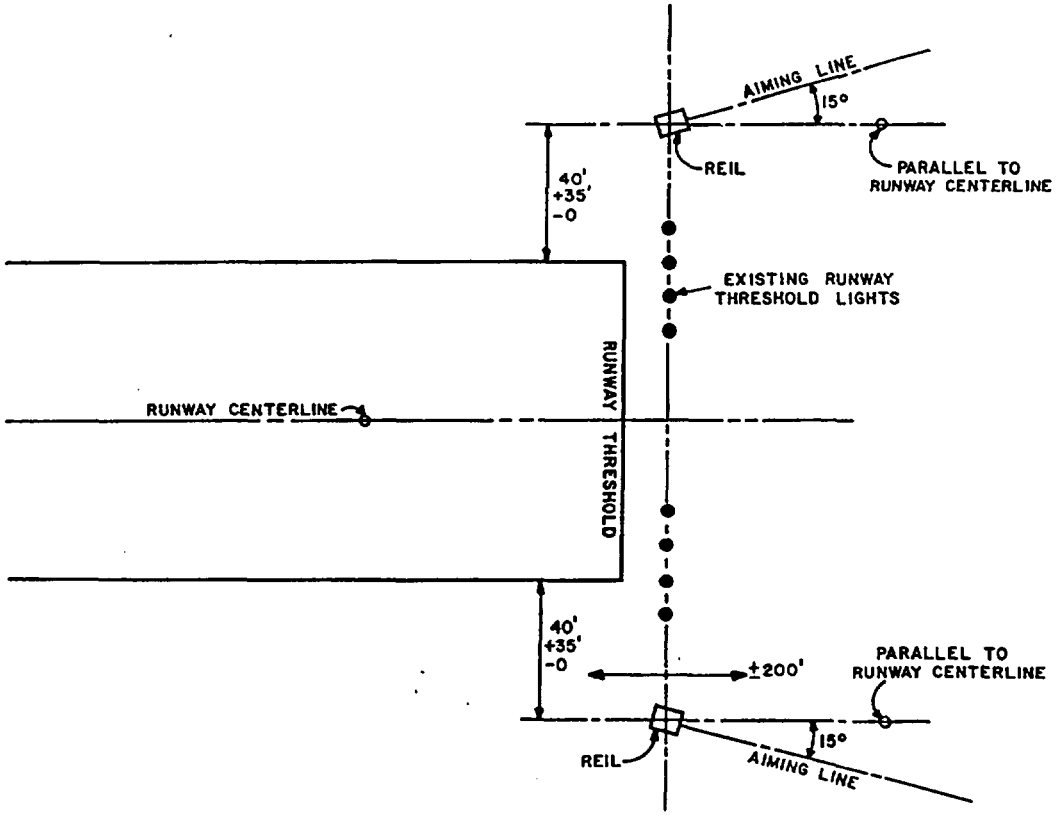


Figure 2-18. REIL Configuration

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