

DCA01MA034
March 29, 2001
Aspen, CO

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C.

ATTACHMENT 7

FAA Airway Facilities Division
(Memorandum of May 11, 2001)

(2 pages)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** National
Transportation Safety Board (NTSB)
Accident Investigation Support
Request #01-048

Date: **MAY 11 2001**

From: Director of Airway Facilities,
AAF-1

Reply to
Attn. of:

To: Director, Office of Accident
Investigation, AAI-1
ATTN: Kim Burtch, AAI-220

The NTSB requested information regarding the accident that involved N303GA that occurred on March 29, 2001, at the Aspen-Pitkin Airport, Aspen, Colorado. This is Airway Facilities (AF) response to the NTSB request of information regarding the accident at the Aspen-Pitkin Airport, Aspen, Colorado, on March 29, 2001.

Request #1: All documentation the FAA has on the runway lights (Precision Approach Path Indicator (PAPI) and Runway-End Identification Lights (REIL)) including the after accident check and re-certification.

The initial request by NTSB was reduced and defined by telecon between Mr. McCreary, NTSB Airports Group Chairman, and Nelson Spohnheimer, National Resource Engineer/Nav aids. Although this information is a substantial reduction of the scope of Mr. McCreary's written request, AF will provide any additional information that may be requested.

Details of the reduction are as follows:

a. Drawing showing the precise location of the PAPI with respect to the approach threshold.

PAPI drawings (vicinity layout plan and layout details) are attached. Corrections are indicated on PAPI area elevations.

b. Logs and Technical Performance Records (TPR's) for the PAPI, since commissioning up to the accident.

Logs and TPR's are attached for the PAPI from the time of commissioning until the point covered by those previously submitted as part of the post-accident documentation.

c. Documentation dealing with PAPI TPR's and the use of as-left values after making adjustments.

At the Aspen, Colorado PAPI facility, the maintenance practice included logging the "as-left" vertical angle of the PAPI on TPR's. This practice has been in place since the facility was commissioned in February 1999. The Rocky Mountain Systems Management Office has taken measures to standardize their documentation to include recording of the "as-found" numeric value and also recording the "as-left" numeric values when adjustments are made.

d. Details on the fencing used to shield the REIL from the highway. When did they first appear, and by whom were they installed by, FAA or airport?

REIL drawings (vicinity lay out plan and flash shields) are attached. Originally, the airport installed shielding fences on the REIL. When the REIL equipment was replaced in 1997, the FAA designed and installed new shielding fences.

If you have any questions or need additional information, please contact Terry Contee, Consulting Staff, AAF-10, at 267-5953.


Alan R. Moore

Attachments