

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, D.C.**

Errata/Addenda to Airport/Emergency response Group Chairman's Factual Report

Accident: DCA00MA030
Location: Burbank, California
Date: March 5, 2000
Operator: Southwest Airlines
Time: 1811 Pacific Standard Time (PST)
Aircraft: Boeing 737-300, N668SW

Errata

1. Page 3, 2.1 Visual Observations:
Delete first two sentences of first paragraph.
2. Page 5, paragraph 3 ("Crash 1 reported...")
Delete: "because the blast fence debris precluded the direct route."
3. Page 5, paragraph 4 ("Crash 1 responded at...")
Delete "After freeing the microphone," and begin the sentence with "He radioed..."
Delete "...because debris was blocking access through the break in the blast fence."

Addenda

1. Page 3, 2.1, Visual Observations:
Add sentence to beginning of first paragraph: "The surface of runway 08/26 was Portland cement concrete (PCC) and hot-mix asphalt (HMA)."
2. Page 5, insert last (5th) paragraph with:
"In an August 9, 2001 telephone interview conducted by Mark George, AS-60, Max Benton, airport fire chief at the time of the accident, reported that after the accident, the magnetic key card reader and the vehicle accelerator pedal were examined. The key card reader for gate 300 was tested for function, and no anomalies were found. The magnetic key card opening system was replaced one to three months after the accident with remote openers that can be activated from each ARFF vehicle. Mechanics from the Burbank ARFF unit and representatives from the vehicle manufacturer attempted to recreate the situation in which the radio microphone jammed the accelerator pedal, but were unable to do so. The

Burbank Airport subsequently replaced the microphone holders in the ARFF vehicles with spring-loaded, locking units."

3. Add Attachment 7, *Letter of 4/10/02 from BUR Executive Director*