

FAA EMAIL RE NTAP FILES

Pollack Wayne

From: Betsy Sutton [REDACTED]
Sent: Friday, May 31, 2002 12:03 PM
To: pollac [REDACTED]
Subject: NTAP Data



N328cg6.txt



N328cgnt.txt

Hi Wayne,

I just finished this NTAP using the precise coordinates of the crash location. The last radar return is at 3800 about a third of a mile north of the accident. Also attached is a NTAP of the entire flight of the suspect aircraft. I listened to the voice tape from that sector and we received no mayday or distress calls during the twenty minutes of the flight of that target. Talk to you later,
Betsy

NTAP INSTRUCTIONS FROM FAA

The first page of each NTAP contains the perimeters used for that NTAP. Following is an example of how to decipher it. Example:

CODE ADD 1200 (This NTAP will look for radar returns on that beacon code.)

ALTLIM 000 110 (The NTAP will only look for returns from the surface to 11,000.)

CDC (This has something to do with what type of computer processing is involved.)

POINT SEZ 0242.1250 0397.2500 (This NTAP will plot the fix of SEZ as I have defined it, using ZAB X/Y coordinates. You can also use lat/longs.)

POINT CRASH 335740N,1120046W (Another point plotted, defined by lat/long.)

PLOT 043000 050000 0238 0394 **012 1800 SEL LST3** (This NTAP has a time plotted of 0430-0500 UTC. The next group of numbers are the ZAB X/Y coordinates of the center of the plot. The next number, in this case 012, is how many miles will be across the plot. In this case, it is twelve inches, one inch=one mile. The next number is how many seconds of data will be printed on each page, in this case, it is 1800 seconds, or 30 minutes. SEL means that this NTAP will only look for the selected beacon code of 1200 and LST3 means that the list 3 data will be processed.)

The message about the ALTLIM card used without associated filter option is a message the NTAP program sent back to me. Filter options are not required so I did not use them. For most of the NTAPs run for this event, I used the same plot time and kept moving the centerpoint of the data. That is why although the plot time is for 30 minutes, the NTAP may only show 10 minutes of flight, it will only show the data from the time the aircraft fit within the other perimeters of the plot. In other words, on a one inch=one mile plot, where the page is twelve inches across, the NTAP will only process radar data for the time it took the aircraft to travel twelve miles.

The two 3.5 diskettes attached have the following NTAPs:

	<u>File name</u>	<u>Plot time (UTC)</u>	
Yellow disk:	N328CG	0430-0500	
	N328CG1	0430-0445	
	N328CG2	0430-0500	
	N328CG3	0430-0500	
	N328CG4	0430-0500	
	N328CG5	0445-0515	
	N328CG6	0445-0515	This NTAP has the most accurate crash site plotted.
	N328CGNT	0430-0500	
	1200NT4	1430-1530	This NTAP covers the time just prior to discovery of the accident and the increased activity in the area.
Blue disk:	1200NT1	0415-1015	
	1200NT2	1015-1400	
	1200NT3	1400-1530	

All of the NTAPs with the aircraft call sign in the file name focus on the one 1200 code that fit the criteria of departing Sedona, heading toward Deer Valley and being in the accident area. All of the files with 1200NT in the file name are for the 0415-1530 time period and were run to exclude other 1200 targets. All of the 1200NT files on the blue disk plot both SEZ and the accident location and will show any 1200 codes between those two points. When you see the message "no data stored for this interval" and a blank plot, it is because there were no 1200 codes for that time period. The 1200NT4 file on the yellow disk is centered on the accident location and uses a one inch=one mile scale to attempt to sort out all the increased activity in the area when the fire was discovered.