

DOCKET NO. SA-509

EXHIBIT NO. 15B

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

FAA Form 5010 , Airfield Diagram, Airport
NOTAM log, and Airport Operations personnel Written Statements
(5 Pages)

ATIS Departure	132.1	PDC	CHARLOTTE Departure (R)	120.05
CHARLOTTE Clearance	127.15		360°-179° 8000' & below	134.75
Ground 360°-179°	121.9		180°-359° 8000' & below	124.0
180°-359°	121.8		360°-179° above 8000'	120.5
Tower Rwy 5-23 & 18L-36R	118.1	Ramp Control	Inbound	129.8
Rwy 18R-36L	126.4		Outbound	131.6
			VOT	112.0

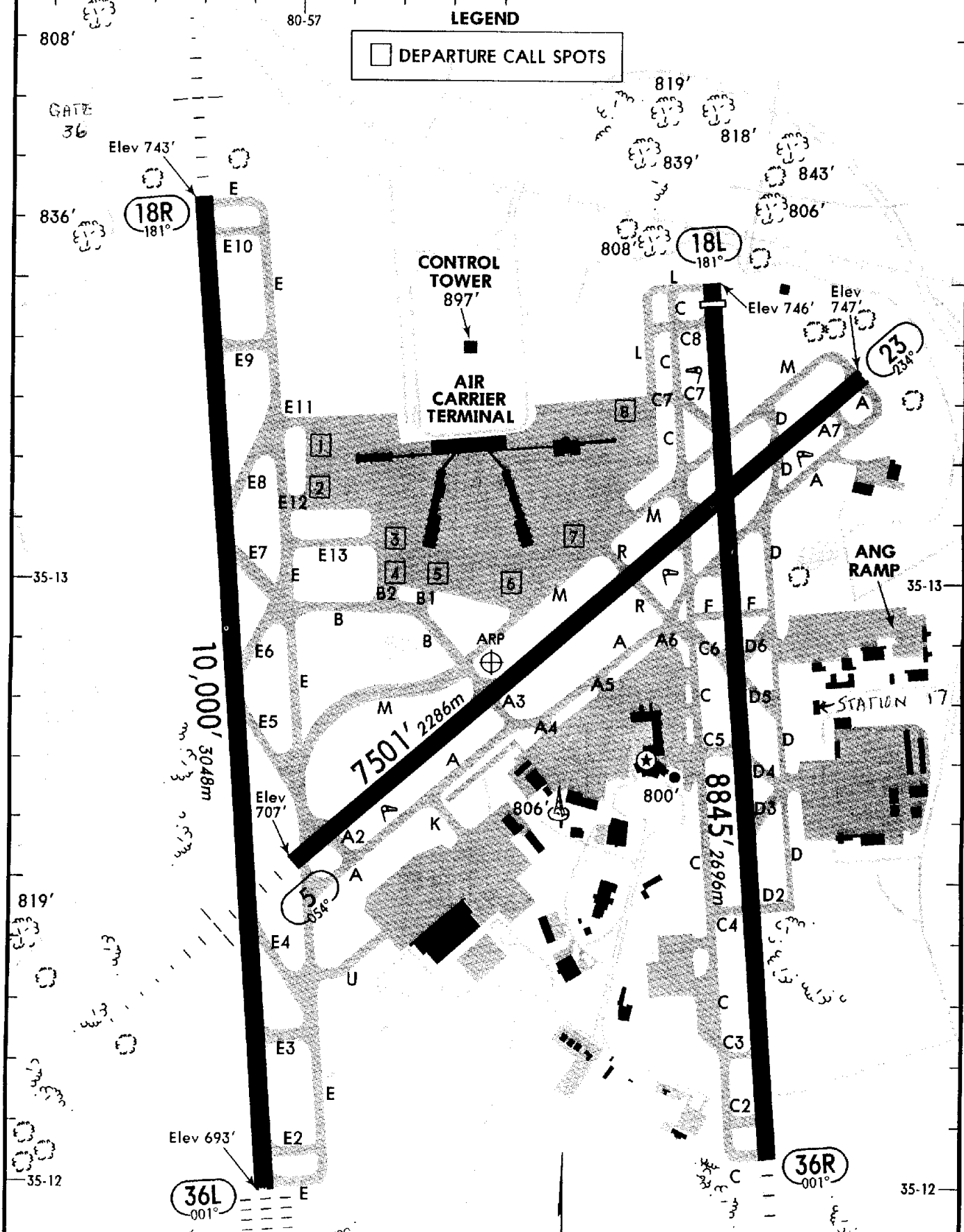


FIGURE 1

1 CITY: CHARLOTTE 4 STATE: NC FAA SITE NR: 16608.A
 2 AIRPORT NAME: CHARLOTTE/DOUGLAS INTL 5 COUNTY: MECKLENBURG NC
 3 CBD TO AIRPORT(NM): 04 M 6 REG/ADD: ASD/ATL 7 SECT AERO CNT: CHARLOTTE

GENERAL	SERVICES	BASED AIRCRAFT
10 OWNERSHIP: PUBLIC	>70 FUEL: A 100LL	90 SINGLE ENG: 61
>11 OWNER: CITY OF CHARLOTTE	>71 AIRFRAME RPRS: MAJOR	91 MULTI ENG: 68
>12 ADDRESS: 600 EAST FOURTH ST CHARLOTTE, NC 28202	>72 PWR PLANT RPRS: MAJOR	92 JET: 35
>13 PHONE NR: 704-336-2241	>73 BOTTLE OXYGEN: NONE	TOTAL 164
>14 MANAGER: JERRY ORR	>74 BULK OXYGEN: HIGH	
>15 ADDRESS: PO BOX 19066 CHARLOTTE, NC 28219	75 TSNT STORAGE: TIE	93 HELICOPTERS: 6
>16 PHONE NR: 704-359-4000	76 OTHER SERVICES: AFRT	94 GLIDERS:
>17 ATTENDANCE SCHEDULE:	CARGO CHTR RNTL SALES	95 MILITARY: 13
MONTHS DAYS HOURS	SURV AMB AVNCS	96 ULTRA-LIGHT:
ALL ALL ALL		

	FACILITIES	OPERATIONS
18 AIRPORT USE: PUBLIC	>80 ARPT BCN: CG	100 AIR CARRIER: 245412
19 ARPT LAT: 35-12-52.410N ESTIMATED	>81 APT LGT SKED: DUSK-DAWN	101 COMMUTER:
20 ARPT LONG: 080-56-36.363W	>82 UNICOM: 122.950	102 AIR TAXI: 133897
21 ARPT-ELEV: 749 SURVEYED	>83 WIND INDICATOR: YES-L	103 G A LOCAL:
22 ACREAGE: 5000	84 SEGMENTED CIRCLE: NONE	104 G A ITRNT: 64406
>23 RIGHT TRAFFIC: NO	85 CONTROL TWR: YES	105 MILITARY: 4957
>24 NON-COMM LANDING FEE: NO	86 FSS: HICKORY	TOTAL: 448672
25 NASP/FEDERAL AGREEMENT: NGRY3	87 FSS ON ARPT: NO	
26 FAR 139 INDEX: DS 05/73	88 FSS PHONE NR: 704-328-3510	OPERATIONS FOR 12
	89 TOLL FREE NR:*332-6125	MOS ENDING 26AUG93

--- RUNWAY DATA ---

	05/23	18L/36R	18R/36L
>30 RUNWAY IDENT	05/23	18L/36R	18R/36L
>31 LENGTH:	7501	7501 8845	10000
>32 WIDTH:	150	150	150
>33 SURF TYPE-COND	ASPH-CONC-G	ASPH-CONC-G	CONC-G
>34 SURF TREATMENT	GRVD	GRVD	WC
>35 GROSS WT: SW	140	140	75
>36 (IN THSOS) OW	170	200	200
>37 DTW	240	350	350
>38 DOTW		650	650

--- LIGHTING/APCH AIDS ---

	05/23	18L/36R	18R/36L		
>40 EDGE INTENSITY	HIGH	HIGH	HIGH		
>41 NDW ELEMENT 81					
>42 RWY MARK TYPE-COND	PIR-G /PIR-G	PIR-G /PIR-G	PIR-G /PIR-G	/	/
>43 VASI	*V4L /V6R	*V6R	P4R	/	/
>44 THR CROSSING HGT	60	149	69	/	/
>45 VISUAL GLIDE ANGLE	2.65	2.65	3.00	/	/
>46 CNTRLN-TDZ		Y-N	Y-N	/Y-Y	/
>47 RVR-RVV	T-N	T-	TMR-N	/TMR-N	/
>48 REIL		Y		/	/
>49 APCH LIGHTS	MALSR	/MALSR	MALSR	/ALSF2	/

--- OBSTRUCTION DATA ---

	05/23	18L/36R	18R/36L		
>50 FAR 77 CATEGORY	PIR /C	C /PIR	PIR /PIR	/	/
>51 DISPLACED THR		170		/	/
>52 CTLG OBSTN	TREES /TREE	RR	ROAD	/	/
>53 OBSTN MARKED/LGTD				/	/
>54 HGT ABOVE RWY END	45 /59	19	25	/	/
>55 DIST FROM RWY END	2000 /1975	523	1350	/	/
>56 CNTRLN OFFSET	575L /540R	00	425L	/	/
>57 OBSTN CLNC SLOPE	40:1 /30:1	*17:1	46:1 /50:1	/	/
>58 CLOSE-IN OBSTN	* /Y			/	/

--- 20:1 LANDING LENGTH ---

	05/23	18L/36R	18R/36L		
>60 LANDING RWY-LENGTH				/	/
>61 CTLG OBSTACLE				/	/
>62 HGT-ABOVE THR				/	/
>63 DIST FROM THR				/	/
>64 CNTRLN OFFSET				/	/

>> ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A043 RWY 18L VASI UPWIND TCH 90.9' GA 3.25 DEG; DNWD TCH 52.4' GA 2.75 DEG.
 A043 RWY 23 VASI UPWIND TCH 93.7' GA 3.25 DEG; DNWD TCH 55.8' GA 3.00 DEG.
 A057 RWY 18L APCH RATIO 36:1 TO DSPLCD THR.
 A058 RWY 23 +14' TREE 150' FM RY END 375' RIGHT.
 A089 ALSO TOLL-FREE 1-800-222-5743.
 A110 -01 RY SFC COND INFO DURG DUTY HRS PHONE ANG OPS V583-9177/9144 OR AIRBORNE 292.2.
 A110 -02 NOISE ABATEMENT PROCEURE IN EFFECT 2300-0700; LAND ON RY 05 TKOF RY 23.
 A110 -03 RY 18L/36R DIST MRKRS EVERY 1000' FM EACH RY END.
 A110 -04 RY 05/23 DIST MRKRS EVERY 1000' FM EACH RY END. (UNLGTD).
 A110 -05 BE ALERT FOR FLOCKS OF MIGRATORY BIRDS ON & INVOF ARPT.
 A110*6 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL OCEAN SERVICE. FOR INFORMATION ON GEODETIC CONTROL, CONTACT THE NATIONAL GEODETIC SURVEY, 301-443-8168.

NOTAMS

NUMBER	SUBJECT	DATE ISSUED	DATE CANCELLED
94-25	Runway 18R/36L closed nightly for lighting repair from Sunday April 17 - 2300 until 0700 - until further notice	April 14, 1994	Further Notice 4-25-94
94-26	PLEASE BE ADVISED THAT NOTAM 94-12 IS CANCELLED	4-14-94	—
94-27	PLEASE BE ADVISED THAT NOTAM 94-25 IS CANCELLED	4-25-94	—
94-28	MIXTAINWAY Closed Between Bravo and the Ramp for correct Repair	5/9/94	—
94-29	NOTAM 93-63 is cancelled	5/23/94	Self
94-30	First 1000 feet of 36R and entire 5/23 closed from 0900-1100, FRI MAY 27, 1994.	5/27/94	Self
94-31	Runway 18L/36R will be closed for MARKING AND REPAIRS FROM 2300 HAS LCL TIME ON WED JUN 03 1994 UNTIL 0700 HAS LCL TIME ON THURS JUN 09 1994	6/7/94	SELF
94-32	Runway 18L/36R will be closed from 2300 local time on THURSDAY JUN 9 to 0700 local time on FRI JUN 10 and 0300 local time on SAT JUN 11 1994	6/9/94	Self
94-33	RUNWAY 18L/36R will be closed for marking & repairs from 2300 Monday June 13 to 0700 Tuesday June 14	6/13/94	Self
94-34	Runway 18L/36R closed for MARKING AND REPAIRS FROM 2300 local time TUES JUN 14 TO 0700 local time WED JUN 15 and again from 2300 local time THURS JUN 16 1994	6/15/94	Self
94-35	RUNWAY 18L/36R will be closed for MARKING & REPAIRS FROM 2300 LCL TIME ON THURS JUN 16 1994 UNTIL 0700 LCL TIME ON FRI JUN 17, 1994	6-16-94	SELF
94-36	Runway 36 L/18 R closed for marking & repairing from 2300 on FRI. June 17 until 0700 SAT. June 18	6-17-94	Self
94-37	Runway 36L/18 R closed for marking & repairing from 2300 ON SUN June 19 until 0700 Monday June 20	6-17-94	Self
94-38	Runway 5/23 closed for moving from 0530 Sunday June 19 until 0700. Mowing Around Runway lights.	6-17-94	Self
94-39	18R/36L Closed for marking & repairing from 2300 - 0700, June 20 until June 21	6-20-94	Self
94-40	18R/36L Closed for marking & repairs from 2300 - 0700 June 21 - June 22	6-20-94	Self
94-41	18R/36L closed for Marking & Repairing From 2300 - 0700 June 21 - June 22	6-20-94	Self
94-42	Mgt & Equip working in safety Area Runway 5/23 0630 to 1630 UFA	6-24-94	Self
94-43	18R/36L closed for Marking & Repairs From 2300 0700 June 24 to June 25	6-24-94	Self
94-44	18R/36L closed for MARKING & REPAIRS (Weather permitting) 2300 Monday June 27 - 0700 Tues June 28	6-27-94	Self
94-45	18R/36L closed for MARKING/REPAIRS (Weather Permitting) 2300 Tues. June 28 - 0700 Wednesday June 29	6-27-94	Self
94-46	18R/36L closed for tug road construction from 2230 - June 30, 1994 to 0700 - July 1, 1994	6-30-94	Self
94-47	18R/36L closed for painting from 2330 July 5, 1994 to 0700 - July 6, 1994	7-5-94	Self

JULY, 07 1994

Below is the sequence of events, to the best of my knowledge, that transpired from the time I received the call regarding the aircraft being down until 30 minutes after the accident.

On July 02, 1994 at approximately 1850 hours I received a call, at home, from Operations Officer Christopher J. Mueller advising me that a DC9 was down west of the airport. Chris said he had dispatched Airport Police, called the Duty Officer and had started the emergency call list.

I arrived in the control room at approximately 1915 hours.

Chris advised me the plane was down in the vicinity of Old Dowd Road and Wallace Neal Road, which is off airport property. The flight was USAir Flight 1016 arriving from CAE with 50 passengers and 5 crew members onboard.

I immediately checked to see if Runway 18R/36L was closed. Chris had not closed the runway. Flights were arriving and departing at this time.

Receive reports from our Officers on the scene that there were both survivors and casualties

The emergency call list completed with the exception of the FAA Comm Center and the local FBI.

Called CMPD and requested 3 officers be sent to the terminal building to assist with traffic and terminal security.

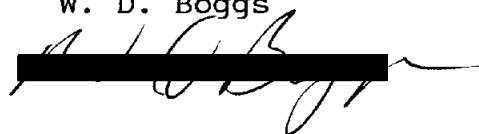
Airport Chaplains contacted.

Started calling additional airport staff for assistance.

Determined location USAir would be taking Friends and Relatives of passengers on flight 1016. Sent Officer to this location.

During this time period we were receiving numerous inquiries from the Media, concerned citizens, friends and relatives of passengers flying into and out of CDIA regarding the aircraft accident.

W. D. Boggs



July 07, 1994

The following is an account of the events/actions taken by me on the night of 7-2-94.

At approximately 1845 hrs the FAA Red Phone rang.

I immediately answered the phone and received information regarding FLT 1016.

The FAA controller stated that they had just lost contact with FLT 1016 approximately 1/2 mile west of the airport.

At this time I informed the Lieutenant on duty and the mobile outside officer. I then called the duty officer Don Hicks who was already at the airport working on a different project.

After advising him of the situation, I tried to get a better location by using the outside cameras on the building. I knew this would help all those who were responding.

As soon as I relayed this information to all parties involved, I called the USAiR tower to find out if FLT 1016 was theirs, and if so how many were on board.

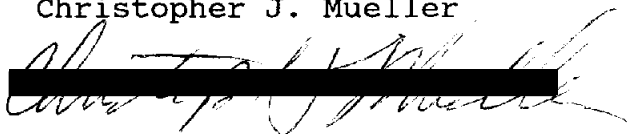
At about 1850 I started the emergency call list including my supervisor Doug Boggs.

At approximately 1900 I started calling additional Airport Police Officers and Staff to assist where needed.

Doug Boggs arrived on scene at 1915. I informed him that the Airport was fully operational. I then gave him an account of actions taken by me up to that point.

The above information as to the sequence of events is to the best of my knowledge and should cover approximately the first 30 minutes of the aircraft accident.

Christopher J. Mueller

A handwritten signature in black ink, appearing to read "Christopher J. Mueller", is written over a thick black horizontal redaction bar.