

# NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety  
Washington, D.C. 20594

October 29, 2009

## Technical Review Errata Sheet

### A. ACCIDENT:

NTSB Accident Number: DCA08MA098  
Location: Columbia, South Carolina  
Date: September 19, 2008  
Aircraft: Global Executive Aviation, Learjet 60, N999LJ

### B. Purpose of Errata

Per NTSB Board Order 300, a Technical Review of reports and items in the public docket was held on October 29, 2009. Parties to the investigation provided corrections and suggestions of an editorial nature, or minor corrections that would not change the sense of the reports. These corrections are compiled in this document. More substantive changes are included in specific amendments as appropriate.

### C. Factual Docket Corrections

#### All Factual Reports

FAA comment – “14 CFR Part 135, Air Taxi and Commuter” should read “14 CFR Part 135 Operating Requirements: Commuter and On Demand Operations.”

#### Airworthiness Engines/Reversers Report

Page 9; 1st sentence below the graphic describing the FADEC functions;

Replace sentence: "The FADEC is a combination ... overspeed protection."

with:

"The FADEC is a combination of engine control system components that perform starting and shut-down control, power management N2 / N1 governing, rating display, bleed off valve control, variable guide vane control, temperature indication, speed synchronization, automatic power reserve control, N1 & N2 overspeed protection, temperature limiting and fault management."

Page 13; 1st sentence below the caption, replace sentence: "Each FADEC has three ... 28 VDC power."

with

"Each FADEC has two sources of power; each engine has an independent dual winding permanent magnet alternator and, for starting and backup, the airframe supplies 28 VDC power"

**Ops 2 – Factual**

Page 6, line 19, amend sentence to read: "Captain Perrigou said that there had been a debate..."

NO MORE FOLLOWS