

**Docket No. SA-538**

**Exhibit No. 2-W**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

Attachment 22 – Lido LOC18 NOTAM Information  
(8 Pages)



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

February 1, 2014

### **Attachment 22 – LIDO LOC18 NOTAM Information**

# **OPERATIONAL FACTORS**

**DCA13MA133**

To the extent this document contains material that UPS Airlines, Inc., regards as proprietary or confidential information under 49 C.F.R. § 831.6, the NTSB is disclosing the document with UPS's express agreement, reached on January 23, 2014, to the disclosure. The NTSB has signified UPS's agreement to disclosure by placing a line through any UPS markings in the document related to claims of proprietary or confidential status.

# LIDO LOC18 NOTAM INFORMATION<sup>1</sup>

## LIDO System

*Verification of the LIDO software issue and solution (removal of the remarks section of the METAR)*

Attachment #1 includes two parts:

- 1) UPS internal appropriation approval form for the change request. It states the reason for the change (too many alerts) and the resolution (removal of RMK).
- 2) The change request form signed by UPS IT with the vendor for the change. UPS IT holds the LIDO contract.

The approval process for this change all occurred in the period Mar-Apr 2011. The CR was delivered to UPS for testing in May 2011, and was placed into the production system in Sep 2011.

*Participants to the Flight Control Standards user group involved in this resolution*

"User group" in this context was the Flight Control dispatcher group as a whole using that module. There was no specific group formed to address the issue, it was solved through discussion with the vendor and ultimately thru the execution of a CR (Change Request) to the weather feed process in the application.

*Any guidance provided to UPS pilots related to the removal of the remarks section of the METARS issued via the briefing package or ACARS*

Although the Dispatchers were aware of the problem and solution, UPS could not locate any official or unofficial communication i.e. bulletin, Chief Pilot Hotline, AirUPsers.com article, etc. that communicated the change.

*In addition, we would like UPS to research if the inputted NOTAM data (DFS) to the LIDO system used by UPS ever included the FDC NOTAM 1/3755 referencing the LOC18 Approach night authorization."*

The FDC NOTAM 1/3755 referencing the BHM LOC 18 approach was included in the LIDO system.

Attachment #2 illustrates the life cycle of ICAO NOTAM # A0767/11 (FDC NOTAM 1/3755) within LIDO. This attachment shows the NOTAM trail in the LIDO system for info in ICAO format. [NOTE: KBHM is a crossover airport in the FAA system, so all data is issued in both formats, LIDO retains the ICAO formatted NOTAM]. We included the reference FAA document as well as the current approach plate, as both have correlating date information on them.

~~Doc 40 USC 831.8 - Confidential Commercial Information~~

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<sup>1</sup> Information provided to the NTSB by the UPS System Safety Manager.

Below illustrates how NOTAMs with the Q-code "PICH" (like 1/3755) behave in the LIDO system.

### Explanation for frame elements

**Q-Code Maintenance**

DATA SOURCE: ALL

Q-Code Letter: PICH Description: RESTRICTED APPROACH PROCEDURE

Subject: Approach Procedures

Status for Flight Planning: Closed

Status for Briefing / Rights Release: Not Authorized

This status means the NOTAM contains info only and does not restrict use during flight planning (e.g. for 'CLOSED' or 'Limited CLOSED' status).

This status means the NOTAM appears in the Briefing file regardless of how the aircraft was used during planning (DCST, ALTN, ENROUTE, ALTN, etc.).

~~Per 49 USC 601.6 - Confidential Commercial Information~~

RECEIPT of NOTAM in ICAO format

NOTE: date corresponds to date on provided form FAA 8260-5

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<FinUser>u200271  
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<AdmTime>  
<AdmUser>  
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(A0767/11 NOTAMN  
Q)KZTL/QPICH/I/NBO/A/000/999/3333N08645W005  
A)KBHM B)1112151401 C)PERM  
E)LOC RWY 18, AMDT 2...  
    DELETE NOTE PROCEDURE NOT AUTHORIZED AT NIGHT.  
    CHART NOTE: WHEN VGS I INOP, PROCEDURE NA AT NIGHT.  
    THIS IS LOC RWY 18, AMDT 2A.)  
<OrgTxtEnd>  
<ActTxt>  
A0767/11 NOTAMN  
Q)KZTL/QPICH/I/NBO/A/000/999/3333N08645W005  
A)KBHM  
B)1112151401 C)PERM  
E)LOC RWY 18, AMDT 2...  
    DELETE NOTE PROCEDURE NOT AUTHORIZED AT NIGHT.  
    CHART NOTE: WHEN VGS I INOP, PROCEDURE NA AT NIGHT.  
    THIS IS LOC RWY 18, AMDT 2A.)  
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Per 49 USC 831.6 - Confidential Commercial Information

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION LOC STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.25				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Callings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RWY.																																																												
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COLJG INTA-BXO 14.07 DME/RADAR (FAAF)	BASKN-BXO 6.02 DME/RADAR	183.03 / 6.05 (I-BXO)	2300	MAP: 4.68 MILES AFTER BASKN-BXO 6.02 DME/RADAR OR AT I-BXO 1.34 DME FIX  CLIMB TO 1500 ON HEADING 183 THEN CLIMBING LEFT TURN TO 3800 ON VUZ VORTAC R-137 TO HANDE INT/VUZ 28.56 DME AND HOLD, OR AS DIRECTED BY ATC.  ALTERNATE MA: CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3500 ON HEADING 025 AND ON GAD VOR/DME R-231 TO SPATT INT AND HOLD.  ADDITIONAL FLIGHT DATA: HOLD SE, RT, 318.51 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE SPATT INT, RT, 231.00 INBOUND. CHART FAS OBST: 910 TREE 333612N/0864451W 1115 AAO 333015N/0864423W. CHART IN PLANVIEW: SPATT INT. BASKN TO RWY18: 3.28/46																																																												
1. PT NA SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF) 2. PROFILE STARTS AT COLJG 3. FAC 183.03 FAF BASKN-BXO 6.02 DME/RADAR DIST FAF TO MAP 4.68 THLD 4.68 4. MIN. ALT COLJG 3500, BASKN 2300, INTVOA-BXO 3.34 DME 1380 5. MSA FROM: VUZ VORTAC 3700				MAG VAR: 3W EPOCH YEAR: 2010																																																												
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N/A																																																												
CATEGORY: A				STANDARD																																																												
<table border="1"> <thead> <tr> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> </tr> </thead> <tbody> <tr> <td>1380</td> <td>1</td> <td>736</td> <td>1380</td> <td>1</td> <td>736</td> <td>1380</td> <td>2</td> <td>736</td> <td>1380</td> <td>2</td> <td>736</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	1380	1	736	1380	1	736	1380	2	736	1380	2	736				<table border="1"> <thead> <tr> <th colspan="3">MINIMUMS</th> <th colspan="3">MINIMUMS</th> <th colspan="3">MINIMUMS</th> </tr> <tr> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> <th>MDA</th> <th>VIS</th> <th>HAT/HAA</th> </tr> </thead> <tbody> <tr> <td>1200</td> <td>1</td> <td>556</td> <td>1200</td> <td>1</td> <td>556</td> <td>1200</td> <td>1 5/8</td> <td>556</td> </tr> </tbody> </table>				MINIMUMS			MINIMUMS			MINIMUMS			MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	1200	1	556	1200	1	556	1200	1 5/8	556
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1200	1	556	1200	1	556	1200	1 5/8	556																																																								
NOTES:				CHART NOTE: DME OR RADAR REQUIRED. CHART NOTE: PROCEDURE NA AT NIGHT. Superseded by Amendment 1A (Page 4) CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART PLANVIEW NOTE: RADAR REQUIRED.																																																												
CITY AND STATE BIRMINGHAM, AL		ELEVATION: 650 THRE: 644 AIRPORT NAME: BIRMINGHAM SHUTTLEWORTH INTL		FACILITY IDENTIFIER: I-BXO		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: LOC RWY 18, AMDT 2 15 DEC 2011		SUP AMDT 1 DATE 10/22/2008																																																								



**CANCEL of NOTAM in ICAO format**

**NOTE: date corresponds to AIRAC date / date of AMEND 2A to 11-2 chart**

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A)KBHM B)1203081457  
E)IFR APCH PROCEDURE  
NOTAM CANCELLED)  
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A0146/12 NOTAMC A0767/11  
Q)KZTL/QPIX/I/NBO/A/000/999/3333N08645W005  
A)KBHM  
B)1203081457  
E)IFR APCH PROCEDURE  
NOTAM CANCELLED  
<ActTxtEnd>

~~PL 10 USC 2014 - Confidential Communications~~

