

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SURVIVAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT

ADDENDA

February 23, 2007

I. ACCIDENT

Operator : Comair, Inc.
Aircraft : Bombardier CL-600-2B19 [N431CA]
Location : Lexington, KY
Date : August 27, 2006
Time : 0607 Eastern Daylight Time¹
NTSB # : DCA06MA064

1.) *Section 6.2, Interviews:* Add the following interview summary:

Mr. Tommy Dupree
Program Manager
Memphis Airports District Office (MEM ADO)

The interview was conducted on February 7, 2007, via telephone conference call. Participating in the interview were Mr. Jason Fedok (NTSB), Mr. Mark George (NTSB), Ms. Linda Berkowitz (FAA), Capt. Paul Nelson (ALPA), Mr. John Coon (Blue Grass Airport – LEX), and Ms. Jennifer Reed (Comair). FAA attorney David Wiegand was present as Mr. Dupree's designated representative.

Mr. Dupree stated his responsibilities as program manager included the administration of Airport Improvement Project (AIP) funds to public use airports, the review of airport construction phasing plans, and assisting airports in coordinating changes to the Airport/Facility Directory and other FAA publications. He stated that he had initially been assigned to work on the LEX construction project between 2000 and 2003. Program managers at the MEM-ADO are rotated on projects approximately every 4 to 5 years. He was reassigned to the LEX construction project on April 1, 2006, after the retirement of a coworker. He stated that, at that time, LEX was completing Phase 2 of the project and just beginning Phase 3 – which included the NAVAIDS and paving projects.

He recalled that in accordance with LEX's construction phasing plan, LEX had proposed that they be allowed to operate with 7,325 feet of runway after the June 9, 2006, runway 04 ILS flight check and before the completion of the construction work north of

¹ All times are reported in Eastern Daylight Time unless otherwise noted.

runway 26. At that time, and in accordance with their construction phasing plan, LEX had constructed approximately 325 feet of pavement to the approach end of Runway 04 and had repainted the pavement to reflect a new position for the Runway 04 threshold. However, he stated that the project and the FAA's Runway Safety Area Determination was never intended to increase the existing runway length (7,003 feet) at any time and allowing the additional length would have made the information in the AFD inaccurate.² Because the intent of the project was to improve the runway safety areas, and not to change the length of runway, the MEM-ADO recommended against the proposal and suggested that the airport obliterate the new runway 04 markings after the flight check and remark it to the original positions – thereby providing 7,003 feet of runway length. After further discussions with the MEM-ADO, LEX agreed to revise its proposal consistent with the MEM-ADO recommendations.

When asked about the physical taxiway configuration changes north of runway 26, Mr. Dupree explained it would not have been possible to continue to use old taxiway A to taxi airplanes to the new runway 22 threshold because it would have violated the terminal instrument procedures (TERPS) criteria. These criteria do not permit anything to penetrate the area prior to the threshold of the runway, due to airplanes arriving on an instrument approach to runway 22. Therefore, taxiway A north of old taxiway A5 was required to be closed (via NOTAM) after the final runway 4/22 paving on August 18-20, 2006, and old taxiway A5 was to be used for taxi to runway 22. Mr. Dupree learned of LEX's proposal to use old taxiway A5 for temporary taxi to runway 22 during the June 19/20 2006 conference calls. He stated, however, that the implementation of this proposal was dependent upon LEX receiving approval from LEX's FAA Part 139 Certification Inspector, ASO-620, Airports Safety and Standards Branch, Southern Region, Atlanta, GA. Mr. Dupree deferred additional questions about the approval of LEX's proposed use of old taxiway A5 and the associated signage and markings to ASO-620.

Mr. Dupree stated that the cycle for the FAA (NACO) chart publication is 56 days, but that it was "more like 90 days" to process a change when all of the reviews were factored in. He said that in June 2006 LEX proposed that an airport diagram be published with an interim airport configuration after the paving weekend of August 18-20 and prior to the completion of construction north of runway 26. Mr. Dupree recommended against publishing interim charts due to the cycle length and the FAA ATCT manager's operational concerns regarding LEX's phasing plan (timetable) for construction north of runway 26.³ Mr. Dupree stated that if interim charts had been published, there was a likelihood they would have been inaccurate for a period of time as well.

² Mr. Dupree did not recall whether or not the airport proposed to have the additional length published in the AFD.

³ The taxiway reconfiguration required backtaxi on runway 22 by utilizing newly redesignated taxiway A6 or runway 26. LEX's phasing plan, as proposed, required approximately 77 days of back taxi. Postaccident, and as a result of further discussions with the MEM-ADO, ATCT Manager, LEX, ASO-620, and other FAA offices, that time period was reduced to 30 days, and was thereafter reduced further to one to two weeks. The construction project north of runway 26 was completed in November 2006.

2.) *Section 6.2, Interviews:* Add the following information:

During the interview with Mr. Dupree, Ms. Berkowitz stated that she was involved with the decision not to publish an interim chart. She stated that it was a “practice in circumstances” to recommend the publishing of the airport diagram depicting the ultimate configuration and use NOTAMs to advise on any differences to the published charts.

3.) *Section 4.2, Forward Service Door*

Modify the sentence “The outside handle was in the closed and stowed position.” to read “The outside handle and the remaining portion of the inner handle were both in the closed and stowed position.”