

**NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF AVIATION SAFETY  
WASHINGTON, D.C.**

**Addenda to:**

**SURVIVAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT**

<b><u>Accident</u></b>	:	<b>DCA02MA054</b>
LOCATION	:	Tallahassee, Florida
DATE	:	July 26, 2002
TIME	:	0537 Eastern Daylight Time (EDT)
AIRCRAFT	:	Boeing 727-200, Flight 1478, N497FE
OPERATOR	:	Federal Express, Inc.

1. Page 7, 5.1.2.1.1 Runway 9 PAPI, Following last sentence of paragraph 2, add:

The formal National Air Traffic Controllers Association (NATCA) written submission on the investigation was received by Safety Board staff on October, 28, 2003, and mentioned that, "All 4 PAPI light boxes displayed a high level of physical particle contamination..." This comment was based on an observation of the NATCA representative to the Air Traffic Control Group. His observations were made during a physical, visual examination of the PAPI boxes on July 28, 2002 by the Survival Factors Group, which was also observed by the Air Traffic Control Group, the Aircraft Performance Group, and other members of the investigative team. Although, the NATCA representative attended this external exam, none of the NTSB personnel present recall any discussion or concern for the cleanliness of the PAPI units being raised. Additionally, there was no comment raised in any of the nightly progress meetings during the onsite portion of the investigation, or at the final technical review, ending the fact-finding portion of the investigation.

In a telephone conversation on November 21, 2003, the representatives from TLH airport and FAA Airways Facilities (AF) were asked to recall the appearance and cleanliness of the PAPI units as observed during the October 2002 ground inspection. Both representatives said that the PAPI units were "very clean," and the AF representative noted that there "was nothing about the cleanliness of the PAPI units that would remotely affect operation."