

Docket No. SA-538

Exhibit No. 6-C

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Email from ASO ADO to BHM
(3 Pages)

United Parcel Service
Airbus A-300-600
Birmingham, Alabama
August 14, 2013
DCA13MA133

**National Transportation Safety Board
Washington, DC**

Survival Factors Group Chairman's Factual Report

Attachment 2

Email from ASO ADO to BHM

1 page

From: <[REDACTED]@faa.gov>
Date: November 8, 2013, 15:46:07 CST
To: [REDACTED]@flybirmingham.com>
Cc: [REDACTED]@flybirmingham.com>, [REDACTED]
<[REDACTED]@flybirmingham.com>, <[REDACTED]@faa.gov>, <[REDACTED]@faa.gov>
Subject: Re: IOU's from Division Manager's Visit

Hello Jim,

Below are answers to questions you asked FAA on October 9, 2013.

Your questions:

1. Is the PAPI for 18 suitable for aircraft listed as height group IV?
2. If not, should the FAA NOTAM the PAPI as not suitable, or does the airport need to restrict the runway as unavailable for certain aircraft?
3. If the airport needs to restrict the runway, what would the criteria be, since the TCH height groups do not correspond to design groups, nor does the design guide list specific aircraft in height groups (the guide lists the criteria as approximate and lists examples, not an exhaustive list). Would this restriction be done via NOTAM or a note in the AFD?

My main goal at the moment is to make sure that the runway is safe and only used by aircraft which can safely do so.

FAA response to your questions:

1. The PAPI for Runway 18 was designed for height group 3 aircraft. The PAPI was not designed for height group 4 aircraft; therefore it does not meet standards for height group 4 aircraft. The TCH, glide angle and other data is published in the AFD for users that want to use Runway 18/36.
2. No FAA NOTAM on the PAPI or aircraft restriction is required because the PAPI and TCH are published in the AFD and approach plates.
3. As mentioned earlier, no restriction is required. If the airport would like to plan for regular use of Runway 18/36 by larger aircraft (i.e. Height group 4 or aircraft over 300,000 lbs.) we can discuss steps needed to evaluate its feasibility.

[REDACTED]
Program Manager, Jackson ADO