



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

July 22, 2015

Errata to:

Group Chairman's Factual Report

SURVIVAL FACTORS

ERA13MA139

A. ACCIDENT

Accident : ERA13MA139
Location : Thomson, Georgia
Date : February 20, 2013
Time : 2006 EST¹
Airplane : Beechcraft 390 Premier 1A, N777VG

B. FACTUAL INFORMATION

The below revisions are to the Survival Factors Group Chairman’s Factual Report dated February 6, 2014.

Page 11, lines 8-10, change:

“Adjacent to the touchdown zone for both ends of the runway was a two-unit (L-881) precision approach path indicator (PAPI) system set at 3 degrees.”

to:

“Adjacent to the touchdown zone for both ends of the runway were two-unit (L-881) precision approach path indicator (PAPI) systems set at 3 degrees for runway 10 and 3.5 degrees for runway 28.”

Page 16, lines 1-3, change:

“Georgia Power did not notify FAA prior to construction of the transmission poles in 1989, therefore FAA had no knowledge of the poles as potential obstructions. Accordingly, there were no depictions or mention of possible obstructions on associated aeronautical charts.”

to:

“Georgia Power did not notify the FAA before constructing the utility poles in 1989.”

¹ All times are in eastern standard time (EST) unless otherwise noted.
FACTUAL REPORT