

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, D.C. 20594**

January 11, 2010

Errata to:

SYSTEMS GROUP CHAIRMAN'S FACTUAL REPORT

Of June 30, 2009

NTSB ID No.: DCA09MA021

A. ACCIDENT:

Location:	Denver International Airport
Date:	December 20, 2008
Time:	About 18:18 PM Mountain Standard Time (MST)
Aircraft:	Boeing 737-500

Change the following:

1. Page 6, paragraph 2: change the fifth sentence from “This damage resulted in a 45-degree chamfer worn off of the top edge of this tread groove” to “This damage resulted in a 45-degree chamfer worn off of the top right edge of this tread groove consistent with a nose gear turn where the wheels were steered sharper right than the airplane direction of forward motion”.
2. Page 11, last paragraph, change the first sentence from “A review of Continental’s FAA approved maintenance program revealed that their NWS cable inspection program requires more frequent inspections of the NWS cables than required by the current Boeing Maintenance Planning Document (MPD) B32-00-00A, dated March 2009” to “A review of Continental’s FAA approved maintenance program revealed that their NWS cable inspection program requires more frequent inspections of the NWS cables than required by the current Boeing Maintenance Planning Data (MPD) D6-38278, Task B32-00-00-A”.
3. Page 15, section 4.C.: Remove the second colon after “Wheel Speed Transducer:”
4. Page 26, section D.5.2.1, paragraph 2: re-format “Figure 8)” by moving it up one line.
5. Page 27, section D.5.2.5, paragraph 1: Change the ninth sentence from “ Electrical operation...” to “Yaw damper operation...”
6. Page 28: Revise the title of Figure 9 from “View of the left side of the vertical stabilizer showing the location of the rudder PCUs” to “View of the left side of the vertical stabilizer showing the location of the rudder main PCU”.
7. Page 28, section D.5.2.6, paragraph 2: Change “Figure 25” to “Figure 9”
8. Page 31, Section D.5.2.10 paragraph 1: Change the second sentence from “The enabling control, status indication, and surface monitoring functions are located within

the cockpit” to “The enabling control, status indication, and Yaw Damper output functions are located within the cockpit”.

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