

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

FOR RELEASE: 6:30 A.M., E.D.S.T., AUGUST 14, 1975

ISSUED: August 14, 1975

Forwarded to:

Honorable James E. Dow
Acting Administrator
Federal Aviation Administration
Washington, D. C. 20594

SAFETY RECOMMENDATION(S)

A-75-68 & 69

On February 23, 1975, a Britton Norman aircraft crashed at the Provincetown Municipal Airport, Provincetown, Massachusetts; the pilot was executing a visual approach to runway 7. Visibility was 3 miles because of patchy ground fog, and the airport's lead-in light system had been turned on. The pilot stated that he became disoriented about 1,500 feet from the runway threshold.

The lead-in light system to runway 7 at Provincetown Municipal Airport consists of five strobe lights sited at prescribed intervals on the extended runway centerline. The system, however, does not include two strobe lights on the sides of the runway landing threshold. Some users of the system have stated that the absence of lights on the sides of the runway threshold deprives them of roll or horizontal guidance. Consequently, when visibility is reduced, the lead-in lights tend to confuse users of the system.

The FAA Advisory Circular (AC) 15/5340-14B, Change 1 dated June 24, 1973, was in effect when the lead-in light system was installed at the Provincetown Airport. Paragraph 4, Appendix 1 of the AC describes the system and specifies where the lights must be sited. The paragraph states that the system must consist of seven strobe lights, five of which must be sited on the extended runway centerline, and that, "The other two strobes are located on the sides of the runway landing threshold." The lead-in light system at Provincetown does not contain the two strobes which are required on the sides of the runway threshold.

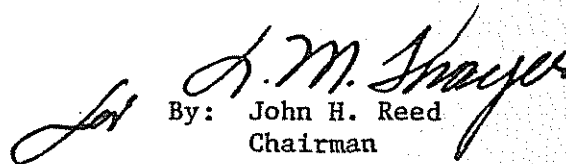
Change 1 to the AC has been revised by Change 2, dated February 11, 1975. The new amendment, however, has not altered the description of the lead-in light system except to describe the strobe lights as "omnidirectional capacitor discharge flashing lights" and to specify that the runway end

lights, are to be "approximately 40 feet from each edge of the runway threshold."

In view of this accident and the nonconformance of the approach light system with the guidelines of the applicable Advisory Circular, the Safety Board believes that the two strobe lights should be installed at the threshold of runway 7. The National Transportation Safety Board, therefore, recommends that the Federal Aviation Administration:

1. Require that the omnidirectional lead-in approach light system to runway 7 at Provincetown Municipal Airport, Massachusetts, be modified to comply with the guidelines of AC 150/5340-14B. (Class II).
2. Monitor present and future installations of similar lead-in light installations to insure compliance with applicable provisions of AC 150/5340-14B. (Class II).

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendations.


By: John H. Reed
Chairman

THESE RECOMMENDATIONS WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THIS DOCUMENT SHOULD BE MADE BEFORE THAT DATE.