



Briefing Sheet

August 2017

ATSAP-X – Program Recap

Recent ATSAP-X excerpts from submitter's reports:

“Approach Light System clearance surfaces are not being properly protected from both man-made objects and trees possibly causing unsafe aircraft approaches. Objects such as light poles and fences have been constructed within Approach Light Planes (ALPs) with approval of the Obstruction Evaluation Group. Trees growing into the ALPs and obstructing lights are not being properly identified due to lack of clear guidance from FAA orders and lack of understanding between Tech Ops, Airports Division, and the Airport Sponsors....”

“The issue involves what appears to be a failure to complete JAI's (Joint Acceptance Inspections) in a timely manner. There has been a history since at least 2015 when construction/installation work is complete and a CAI/JAI is requested the local SSC responsible for the facility typically fails to complete entering in JAI's into the database where inspections are tracked FAA-wide. It is my understanding that facility transfer from ES (Engineering Services) to the local SSC organization occurs at the time of the JAI....”

The intent of this Briefing Sheet is to make Region X personnel aware of trending ATSAP-X data, and to provide a general overview of the safety issue. Mitigations should be explored within your work areas.

ATSAP-X began 2 years ago, so this is an ideal time to review the registration process. This briefing sheet serves a two-fold purpose:

1) Provides an update on the type of reports the program has received and also what's being done with them:

- To date, ATSAP-X has received more than 20 reports across the 3 Service Areas.
 - Reported Topics include pilot controlled lighting requirements, approach light clearance surfaces, clarification on UAS separation minima, instrument flight procedures process, among others.
 - The ATSAP-X ERC has shared multiple redacted reports to various offices and facilities for awareness and/or some sort of action.
 - The ATSAP-X ERC has issued 4 Corrective Action Requests (CARs), all of which are being worked to resolution by the applicable SUs.
- 2) Ensure eligible personnel know how to register, in anticipation that more reports will be generated:
- Simply visit <https://www.atsapsafety.com> and **click** the Register Tab.



By filing an ATSAP-X Report, you contribute important safety information that will help identify trends and help the ATO measure Success by what we fix