

**DOCKET NO.: SA-517**  
**EXHIBIT NO. 3-CC**

**NATIONAL TRANSPORTATION SAFETY BOARD**  
**WASHINGTON, D.C.**

**PERSONNEL STATEMENTS**

**(4 pages)**

ZUA-CERAP-002  
KAL801

**Personnel Statement**

**Federal Aviation Administration Contract Tower**

**Agana, Guam**

**October 8, 1997**

**The following is a report concerning the accident involving KAL 801 H/B 747 at Agana, Guam August 5, 1997 at approximately 1545 UTC.**

**My name is Marty I. Theobald (operating initials TO). I am employed as an Air Traffic Control Specialist by Barton ATC International Inc. at the Federal Aviation Administration Contract Tower (FCT) Agana, Guam.**

**During the period from 1215 UTC August 5, 1997 to 0545 UTC August 6, 1997, I was on duty in the Agana, Guam FCT. I was working local control/ground control combined from 1228 UTC to 1919 UTC August 5, 1997.**

**Guam Approach Control coordinated KAL 801 H/B-747 inbound ILS Runway 6L at 1538 UTC. At 1541 UTC KAL 801 Heavy checked in with me and I cleared him to land runway 6L. At 1545 UTC the aircraft was not visible, I made several attempts to contact the aircraft with no response. I contacted ramp control, Guam approach control and Andersen Tower inquiring if the aircraft had contacted them, to no avail. At 1557 UTC I received notification from Guam approach that an airborne aircraft had observed a fire on the Nimitz hillside. I then notified Guam airport authority via ramp control. At 1558 UTC the crash phone was activated.**

**I do not recall the equipment settings.**



**Marty I. Theobald  
Agana FCT**

## PERSONNEL STATEMENT

### FEDERAL AVIATION ADMINISTRATION GUAM CERAP

August 9, 1997

The following is a report concerning the accident involving KAL801, B-747, at Agana, Guam, on August 5, 1997, at approximately 1542 UTC.

My name is Kurt J. Mayo, (KM). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at Guam Combined Enroute/Radar Approach (CERAP), Anderson A.F.B., Guam.

During the period of 1345 UTC, August 5, 1997, to 2145 UTC, August 5, 1997, I was on duty in the Guam CERAP. I was working the Radar 4, (R4), position from 1350 UTC to 1607 UTC.

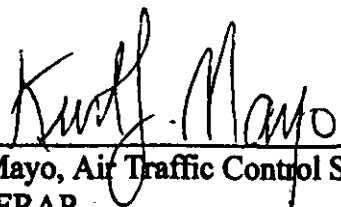
I established initial communications with Korean Air eight zero one at one five zero three UTC and instructed the pilot to proceed direct to the Nimitz VORTAC. At one five zero five UTC I established radar identification of Korean Air eight zero one at twenty nautical miles southeast of the MIXSS Intersection and I instructed the pilot to expect to land on runway six left at the Agana International Airport. At one five three eight UTC I issued a radar vector heading to Korean Air eight zero one and instructed the pilot to intercept the ILS Runway six left localizer. At one five three nine UTC I cleared Korean Air eight zero one for an ILS Runway six left approach and I informed the Korean Air eight zero one of the ILS Runway six left glide slope outage. At one five four zero UTC I instructed Korean Air eight zero one to contact Agana FAA Contract Tower on the their frequency of one one eight point one.

While assigned to the R4 position from 1350 UTC to 1607 UTC on August 5, 1997, I utilized two radar presentations, a long range secondary radar beacon system (ATCBI-5) and an airport surveillance radar system (ASR-8). I set the range of the long range radar system to two hundred sixty-five nautical miles. The primary radar function was out of service. The micro-EARTS automation system displayed the letter, D, for the position D symbology. I set the track and font settings on the long range radar system to smaller to the two settings. I selected the radar video maps, map one, map five, and map 6 to be displayed on the long radar presentation. I selected the history function to selection one. I selected the zero setting for the vector length. I selected the medium intensity setting for the data list and full data block functions. I placed the time display function at the upper left quadrant on the radar presentation. I positioned the alpha- numerics tab list at the upper right quadrant of the radar presentation. I positioned the altimeter setting display, the coast/suspend tab list and the low altitude/conflict alert function at the lower right quadrant of the radar presentation.

For the ASR-8 radar system and the ARTS IIA automation system I selected the sixty mile range for the ASR-8 presentation. I set the panel illumination at the low intensity level. I selected the low intensity level for the compass rose illumination. I repositioned the center of the radar

presentation to a position slightly below the normal center position. I selected the maximum intensity for the beacon control slash. I selected the maximum intensity for the video function. I set the moving target indicator (MTI) function nearly to the maximum intensity. I selected the five mile range marks setting. I turned on my MTI gate. I set the range mark intensity to a medium setting. I set the character size of the alpha- numerics to size one. I set the alpha- numerics intensity between low to medium levels.

I reserve the right to change this statement as further information becomes available.



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Kurt J. Mayo, Air Traffic Control Specialist  
Guam CERAP

ZUA-CERAP-002  
KAL801

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
GUAM CERAP

August 29, 1997

The following is a report concerning the accident involving KAL801, B-747, at Agana Guam on August 5, 1997, at approximately 1542 UTC.

My name is Richard R. Storaci (RS). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at Guam Combined Center/Radar Approach Control (CERAP), at Andersen Air Force Base, Guam, M.I. On August 5, 1997, I was on overtime duty from 1400 UTC through 2200 UTC. I was also assigned Controller-In-Charge duties during this period of time.

I was working the Radar Data (D3) position from 1400 UTC through 1510 UTC. I was assigned CIC duties from 1400 UTC through 2000 UTC.

At 1511 UTC, I went on break and remained in the facility. At approximately 1550 UTC, I was notified of the possibility that an aircraft accident had occurred. I immediately returned to the control room and relieved the radar controller at 1607 UTC.

I do not recall any details concerning equipment configuration.

I reserve the right to add, delete, or amend any portion of this statement as further information becomes available.



Richard R. Storaci  
ATCS Guam CERAP