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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

FOR RELEASE: 6:30 P.M., E.D.S.T., MAY 26, 1975

ISSUED: May 26, 1975

Forwarded to:

Mr. James E. Dow
Acting Administrator
Federal Aviation Administration
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)

A-75-45 & 46

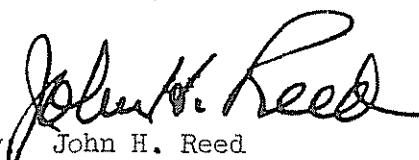
During its investigation of the accident involving TWA Flight 514 at Berryville, Virginia, on December 1, 1974, the Safety Board noted that the monitor for the Armel, Virginia, distance measuring equipment (DME) is located at the Washington, D. C., Flight Service Station (FSS). Information regarding the operational status of the Armel DME must be relayed by Washington FSS personnel to the Dulles International Airport air traffic control tower, since there is no monitor for the Armel DME in the Dulles tower cab or in the associated approach control facility.

Although the remote location of the Armel DME monitor was not a causal factor in the accident, we believe that the monitor should be located at the Dulles facility. For safety considerations Dulles controllers should have direct access to indications regarding the operational status of the Armel DME, especially when VOR DME approaches to runway 12 are being conducted.

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

1. Relocate the Armel, Virginia, distance measuring equipment monitor from the Washington, D.C., flight service station to the Dulles terminal air traffic control facility.
(Class II)
2. Conduct a review of all terminal air traffic control facilities to assure that controllers at each facility serviced by a navigational aid will have direct access to the associated monitor for that navigational aid.
(Class III)

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

By 
John H. Reed
Chairman