

LOG 1061

AI-4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: October 10, 1979

Forwarded to:

Honorable Langhorne M. Bond
Administrator
Federal Aviation Administration
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)

A-79-73 and -74

The National Transportation Safety Board's investigation of the midair collision involving Pacific Southwest Airlines Flight 182, a Boeing 727, and N7711G, a Cessna 172, at San Diego, California, on September 25, 1978, revealed that the air carrier's flightcrew probably was not aware of the full extent of its responsibility after accepting a maintain-visual-separation clearance. Because of the cooperative nature of the air traffic control (ATC) system, the Safety Board is concerned that there may be a lack of understanding on the part of pilots regarding the relationship of their responsibility and the responsibility of the air traffic controller when a pilot accepts a maintain-visual-separation clearance.

While the Board believes the AIM adequately describes the interrelationship of pilot and controller roles and responsibilities, we further believe all pilots should be tested recurrently on pilot/controller interrelationships and responsibilities as outlined in the AIM.

A way to address this issue might be for the requirements of 14 CFR 61.57, "Recent Flight Experience: Pilot in Command," to be expanded expressly to include a review of ATC procedures, and for 14 CFR 121, "Appendix F - Proficiency Check Requirements," to be expanded expressly to include a similar review.

2503-G

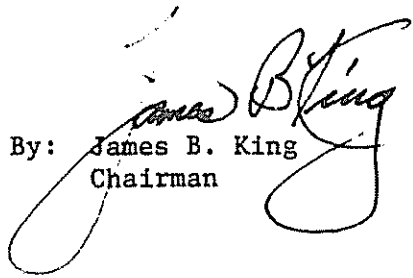
2503-G

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

Prescribe an appropriate method to do so and require all air carrier companies and commercial operators to test their pilots recurrently on ATC radar procedures, radar services, pilot/controller relationships, and ATC clearances. (Class-II, Priority Action) (A-79-73)

Prescribe a method to insure that all general aviation pilots are tested periodically on ATC radar procedures, radar services, pilot/controller relationships, and ATC clearances as appropriate to their operations. (Class-II, Priority Action) (A-79-74)

KING, Chairman, DRIVER, Vice Chairman, McADAMS, GOLDMAN, and BURSLEY, Members, concurred in the above recommendations.

By:  James B. King
Chairman