



point at issue here. For example, a pilot planning to fly to Gulfport in accordance with instrument flight rules, has no practical and sure way of learning in advance of his arrival that an approach aid, upon whose weather minima he is relying for the successful completion of his flight, does not exist. Furthermore, he may be planning to use such an airport as his alternate, predicated upon the lower alternate weather minima applicable to the availability of a precision approach as opposed to a nonprecision approach, and, again, he could be "booby-trapped."

We are aware that the FAA is under constant pressure from the users of the airspace to implement new approach procedures, especially those providing lower minima, without delay, upon the commissioning of an approach aid. However, we believe that the present system of publishing instrument approach procedure charts in advance of commissioning might create more problems than it solves.

In view of the foregoing, it is recommended:

That a policy be established that no instrument approach procedure chart be published in advance of the successful completion of a commissioning flight check of the facility on which the procedure is based.

This subject has been discussed informally with cognizant personnel of your Flight Standards and Air Traffic Services. Our staff is available for further discussions.

This recommendation will be released to the public on the issue date shown above. No public dissemination of the contents of this document should be made prior to that date.

Reed, Chairman; Laurel, McAdams, Thayer and Burgess, Members, concurred in the above recommendation.

/s/

By: Oscar M. Laurel  
Acting Chairman

WASHINGTON, D.C. 20590



OFFICE OF  
THE ADMINISTRATOR

20 Apr 1971

Honorable John H. Reed  
Chairman, National Transportation Safety Board  
Department of Transportation  
Washington, D.C. 20591

Dear Mr. Chairman:

This is in response to your Safety Recommendation A-71-19 issued on 16 April 1971 concerning the Southern Airways accident at Gulfport, Mississippi.

The conditions cited in your recommendation have been noted, and we concur in the need for improved control over facility commissioning and the publication of new flight procedures.

Of primary concern is the correlation of the facility commissioning date with the effective date of the procedure. In the past, this has not presented a serious problem when limited numbers of facilities were being installed. With the implementation of our ILS program, many new installations are being accomplished and delays in project completion are being experienced more frequently. Since an approach procedure must be submitted for publication approximately eight weeks in advance of the effective date, it is not always possible to anticipate delays that might be encountered during facility installation.

At this time, we are exploring several ways to improve the correlation of the procedure effective date with the facility commissioning date which includes your recommendation for withholding chart publication pending a successful commissioning flight check of the facility. We will also investigate the availability of FDC NOTAM's at Flight Service Stations.

Action on these items will be completed within the next 90-day period, and we will advise you further on the results of our current efforts.

Sincerely,

/s/  
K. M. Smith  
Acting Administrator