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Honorable John H. Shaffer
Administrator
Federal Aviation Administration
Washington, D. C. 20590

Dear Mr. Shaffer:

It has come to the attention of the National Transportation Safety Board that a discrepancy exists between certain information reflected on the approach plate for the Gary Municipal Airport, Gary, Indiana, and related indications on the Chicago sectional chart, which encompasses the area surrounding Gary.

The current instrument approach plate for the Gary Airport, published by the Coast and Geodetic Survey, dated November 27, 1969, has a notation indicating that there is a control zone which is effective during certain unspecified hours at the Gary Airport. Applicable approach minimums are shown to vary, subject to the status of the control zone.

As you are aware, control zones are depicted on the sectional charts by a broken, blue line, with an appropriate notation if the control zone is only effective during certain hours of the day. This type of information is not included on the applicable sectional chart for the Gary Airport, indicating that no control zone has been established for that airport.

We are in receipt of correspondence from a spokesman for the general aviation user group who informs us that there is considerable confusion among the local pilots as a result of these conflicting publications. The writer further informs us that the employees of a local flight service station have advised inquiring pilots that a control zone does exist at the Gary Airport, regardless of the fact that it is not indicated on the associated sectional chart. Consequently, there is considerable local speculation in regard to the type of protection afforded the pilots when operating in the Gary Airport traffic pattern.

Honorable John H. Shaffer

- 2 -

The Board feels that the confused situation existing as a result of these contradictory publications is not conducive to the maintenance of a safe flight environment. We, therefore, submit the following recommendations:

1. That the Administrator concurrently effect a clarification of the status of the airspace area immediately encompassing the Gary Municipal Airport and an expeditious dissemination of the factual information to the aviation public.
2. That the Federal Aviation Administration review its procedures for updating airport data on flight information publications, and accomplish the necessary measures to preclude the publication of contradictory information on correlated publications.

In accordance with established procedures, this letter will be placed in our public docket at the end of the five working-day period commencing the day after the date of this letter. It is understood, therefore, that there will be no public dissemination of this letter until that time.

Sincerely yours,
Original signed by
John H. Reed

John H. Reed
Chairman

LCLaGrange:bas:NA-86a:1/6/71

cc: NC-1(2), NM-2, NM-3, NM-4, NM-5
NE-1, NG-1, NP-1, NE-51, NE-513, NE-515
NA-80(2), NA-81, NA-86, NA-86a, NA-87,
NA-87c, NA-88, Sec. Volpe (5), Mr. Kemp-FAA-FS-50
Mr. Cristison-BOB, 1 each Field Office
NA-85(NAAIS)

NOTATION 548

Approved by Board 12-22-70