

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: November 9, 1971

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD  
at its office in Washington, D. C.  
on the 15th day of October 1971

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FORWARDED TO:

Honorable John H. Shaffer  
Administrator  
Federal Aviation Administration  
Washington, D. C. 20591  
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SAFETY RECOMMENDATION A-71-52

Investigation of the Duarte, California, midair collision revealed that there is an apparent lack of knowledge on the part of users of the airspace over greater Los Angeles and Orange County, California, regarding typical traffic flow and the airspace requirements of military and air carrier aircraft.

The Los Angeles and Orange County areas include, in addition to the air carrier hubs, numerous military air bases. The requirements generated by this traffic have created flow patterns which, to a certain extent, are predictable, both as to altitude and location. This appears to be true of the military traffic as well as the air carrier. We are not aware of any concerted, broad-scale, effective program designed to apprise either the military or the civil aviation community of the direction and flow of this traffic. Portrayal of this information on a systematic basis does not exist at many of the numerous fields situated throughout this area. The Board is of the opinion that a similar lack of knowledge probably exists in other areas where intermixes of this nature occur. We believe that typical traffic flow information should be made known to all pilots operating in such areas. An expanded program is required which is designed to assure adequate dissemination of graphical information depicting civil/military airspace requirements and resultant flow patterns. Such a program would forewarn pilots regarding areas of traffic concentration and the necessity for exercising high levels of vigilance while traversing them. A program of this type would be of value to all pilots in that, having knowledge of such areas, they could plan their flights to avoid them and/or be particularly alert while therein.

Honorable John H. Shaffer

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The Board is aware that the Terminal Control Area program will do much to eliminate a part of the hazard. However, the recently implemented Los Angeles Terminal Control Area would not have prevented the midair collision between the Hughes Air West DC-9 and the USMC F-4B near Duarte, California, since the accident occurred above the boundaries of the Terminal Control Area.


In view of these facts, the Safety Board recommends that the FAA take the following action:

Coordinate with the Department of Defense, and, in areas where a large intermix of civil and military traffic exists, develop a program to insure that appropriate graphical depictions of airspace utilization and typical flow patterns are prominently displayed at all airports and operational bases for the benefit of all airspace users.

Members of our Bureau of Aviation Safety will be available for consultation in this matter if desired.

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.

  
By: John H. Reed  
Chairman