

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: January 3, 1975

Forwarded to:

Honorable Alexander P. Butterfield
Administrator
Federal Aviation Administration
Washington, D. C. 20591

SAFETY RECOMMENDATION (S)

A-74-118

On January 31, 1974, Pan American World Airways Flight 806, a B707-321B(A), crashed at Pago Pago International Airport, American Samoa. The National Transportation Safety Board's investigation of the accident disclosed that certain aspects of Pan American's Airport and Route Qualification Program for the Pago Pago airport were inaccurate.

Pan American World Airways uses a movie to augment its Airport Qualification Program. The movie and narrative are descriptive; however, because of recent physical changes in the airport and a change in the reported elevation of Logotala Hill, certain portions of the movie are outdated. For VFR operation, the narrative states, "Due to terrain, when landing on runway 5, maintain 1,000 feet and disregard the VASI until crossing Lima Oscar Golf NDB. At this point, VASI will indicate high." This same information was also printed on page T-1 of the Pan American route manual for Pago Pago airport.

Flights made as a part of the investigation revealed that if this procedure were adhered to, the aircraft would be positioned about 350 feet above the normal ILS glide slope at the LOG NDB. This would require a considerably higher rate of descent to complete the approach than would be required if the electronic glide slope were used. The approved ATC procedure provides the desired guidance and a lower rate of descent. The Safety Board believes that these procedures should not differ significantly.

Although this T-page procedure is not a published FAA procedure, it was contained in Pan American's Airport and Route Qualification Program and, as such, was subject to FAA approval. Since this program can be substituted for an actual entry into an airport for qualification purposes, the Safety Board believes that the contents of this program must be accurate and compatible with the approved ATC procedures.

Honorable Alexander P. Butterfield

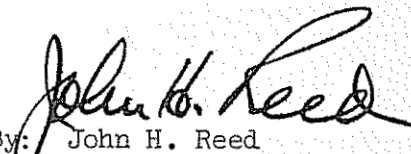
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Accordingly, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Require Air Carrier Operations Inspectors to review and evaluate airport and route qualification programs to insure that all information is up to date, that company procedures are consistent with the published FAA procedures, and that obsolete procedural material is not included.

Personnel of our Bureau of Aviation Safety will be available for consultation in the above matters, if desired.

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


By: John H. Reed
Chairman

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