

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: July 3, 1975

Forwarded to:  
Honorable James E. Dow  
Acting Administrator  
Federal Aviation Administration  
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)

A-75-56

The National Transportation Safety Board has noted the amendments to 14 CFR 91.75(a) and 91.116(f), effective March 6, 1975, regarding pilot responsibility under IFR after an ATC clearance has been received. However, the Board believes that further action should be taken to reduce the probability of misunderstanding by pilots and controllers of the meaning of ATC terms.

The aviation profession has its own unique language which tends to become ambiguous sometimes, as evidenced by our investigation of the accident involving TWA 514 at Berryville, Virginia, on December 1, 1974. Such ambiguity will be eliminated if everyone in the aviation community utilizes a standardized language in which the terms have a precise meaning. To accomplish this, a U. S. lexicon of air traffic control words and phrases should be published for the use of all pilots and ATC specialists. Words and phrases unique to air traffic control used in any document whatever, such as the Code of Federal Regulations, ATC handbooks, the TERPS Manual, the Airman's Information Manual, and military ATC publications should be included in this lexicon. Terms in common usage which are not now published (e.g., "cleared for the approach," "final approach course," "intermediate approach fix") should be included. The definitions in this lexicon should, to the maximum extent possible, be exactly those set forth in Volume II of the International Civil Aviation Organization (ICAO) Lexicon.

On the basis of the above, the National Transportation Safety Board recommends that the Federal Aviation Administration:

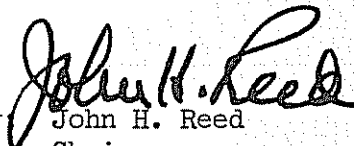
Publish a comprehensive lexicon of ATC terms and provide for its use by all pilots and ATC specialists. (Class II)

1517C

Honorable James E. Dow

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REED, Chairman, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendation. McADAMS, Member, did not participate.

By   
John H. Reed  
Chairman

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