

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

ISSUED: February 8, 1972

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD  
at its office in Washington, D. C.  
on the 22nd day of December 1971

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FORWARDED TO: )  
Honorable John H. Shaffer )  
Administrator )  
Federal Aviation Administration )  
Washington, D. C. 20591 )  
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SAFETY RECOMMENDATIONS A-72-12 & 13

The National Transportation Safety Board has reviewed your letter of November 10, 1971, outlining the Federal Aviation Administration's program for producing air traffic flow and airspace utilization graphics. The graphics presently in existence, plus those either awaiting approval or under consideration, represent an excellent cross section of the major traffic hubs, and should aid in lowering the risk of midair collision inherent in these areas of traffic intermix.

The proposed prototype VFR Terminal Area Chart of the Chicago Terminal Control Area (TCA) is particularly noteworthy. The fact that it not only can be carried with the pilot aboard his aircraft, but is particularly adaptable for posting upon airport bulletin boards, makes this type of graphic extremely valuable. The Board believes that this method of portrayal should be utilized for all the other major TCA's and large air traffic hubs.

While the development of these graphics represents a significant step forward in this area, charts will be of limited value if a program is not developed to publicize their existence and encourage maximum utilization.

This publicity program, to be effective, must be designed to reach the entire aviation community and must be continuing in nature. This objective can be attained, in part, by using Examograms and by revising the Federal Aviation Administration pilot examinations to include questions regarding these graphics, such as their purpose, format, and location.

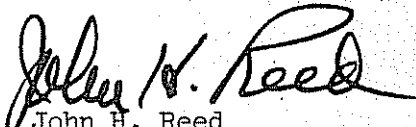
In view of these facts, the Safety Board recommends that the FAA take the following action:

1. Develop VFR Terminal Area Charts, similar to that prototype portraying the Chicago TCA, for all other TCA's and, if feasible, for other large air traffic hubs.
2. Initiate a program to publicize the existence of, and the location of, these graphics for prospective users. The program should incorporate, in part, Examograms and, in airmen examinations, questions referring to these graphics.

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

These recommendations 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