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departure traffic pattern procedures are established at every airport. Further, the Board recommends that such procedures be clearly identified and made known to pilots.

(P) The Safety Board also recommends that the manufacturers of general aviation aircraft direct their attention to the need for increased visual conspicuity of small as well as large airplanes.

Notwithstanding these recommendations addressed to the aviation community, the National Transportation Safety Board recommends that the Federal Aviation Administration:

1. Take additional steps through their accident prevention specialists to alert the general aviation community of the increasing potential of the midair collision hazard in the vicinity of airports. A-72-156

2. Develop a total midair collision prevention system approach to include training, education, procedures, ATC equipment and practices, and the development of collision avoidance systems and proximity warning instruments that are cost feasible to the general aviation community. A-72-157

3. Require general aviation aircraft, when equipped, to utilize at all times both landing lights and anticollision lights during the approach and takeoff phases of operation and

while operating in terminal or other high-density areas. A-72-158

4. After a designated date, require the daytime use of high-intensity white lights on all air carrier aircraft. A-72-159

5. Expedite the implementation of standard traffic pattern altitudes at all airports. A-72-160

6. Review and reconsider the feasibility of requiring radar reflectors on all civil aircraft. A-72-161

7. Expedite the planned implementation of terminal control area and terminal radar separation of VFR and IFR traffic and examine the potential benefits of high-speed climb and descent corridor access and egress therefrom. A-72-162

8. Designate high-speed climb and descent corridors between the top of the TCA (Terminal Control Areas) and the floor of the PCA (Positive Control Areas) for high density traffic areas. A-72-163

9. Study the feasibility of providing funding support and implementation of small mobile control facilities for periods of high-density traffic operation at uncontrolled airports to reduce collision hazard. A-72-164

10. Develop a system to evaluate the effectiveness of improvements and developments in midair collision avoidance systems, to assess, measure, and analyze hazard trends. A-72-165

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