

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

CORRECTED COPY - DESTROY PREVIOUS ISSUE. \*

ISSUED: June 12, 1975

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Forwarded to:

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

SAFETY RECOMMENDATION(S)

A-75-52

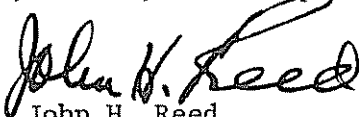
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The National Transportation Safety Board's investigations of an accident involving Trans World Airlines Flight 514 on December 1, 1974, and an accident involving N57V, a Beech BE-90, on January 25, 1975, indicate that the controllers possessed safety advisory information which was not issued to the pilots. Both pilots were flying at excessively low altitudes. The issuance of such essential information is currently not mandatory since a safety advisory is an "additional service" and the controller has complete discretion for determining if this service is to be provided.

The categorization of a safety advisory as an additional service in paragraph 1545 of FAA Handbook 7110.8D and paragraph 810 of FAA Handbook 7110.9D is inconsistent with the apparent intent of paragraph 1800 of FAA Handbook 7110.8D and paragraph 907 of FAA Handbook 7110.9D. There is a lack of definitive guidelines to enable controllers to distinguish between a situation which is "likely to affect the safety of an aircraft" and a situation involving an imminent emergency. We believe both situations should be treated as emergencies.

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

Revise FAA Handbook 7110.8D and FAA Handbook 7110.9D to make the issuance of a safety advisory mandatory. (Class II)

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

  
By: John H. Reed  
Chairman

\* Underscored portion  
denotes change.

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