

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: November 14, 1974

Forwarded to:

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

SAFETY RECOMMENDATION(S)

A-74-97

The National Transportation Safety Board's investigation of a fatal, midair collision between a New Jersey Air National Guard F 106 and a civil aircraft, N6876P, that occurred on October 11, 1974, near Saxis, Va., reveals a serious situation which warrants immediate corrective action.

Our investigation has revealed that military low-level VFR intercept training missions were being conducted at or below 10,000 feet by the Air Defense Command (ADC). These missions were being flown in an area that infringes upon and traverses Victor Airways 1 and 139 between Salisbury, Md., and Cape Charles, Va. Both of these airways are major north/south airways which lie between designated restricted and warning areas used by the military. Under the circumstances, traffic in these airways must remain within the controlled airspace and avoid restricted airspace.

The Safety Board is particularly concerned because no prior coordination was effected with your agency for the use of this airspace and that the procedures in Handbook 7610.4B "Special Military Operations " do not set forth any requirement for ADC to coordinate with FAA for the type of operation being conducted.

Although the Safety Board recognizes the complexity of the problems associated with accommodating both the civil and military requirements in the use of our national airspace, we firmly believe that controlled airspace should not be used for such military intercept training operations. We understand that the ADC has suspended all such operations pending further study of existing procedures.

In view of the facts and circumstances surrounding this accident, the National Transportation Safety Board recommends that the Federal Aviation Administration, in coordination with the Department of Defense:

Take positive action to assure that such low-level military intercept training operations are confined to designated restricted airspace.

Honorable Alexander P. Butterfield

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


By: John H. Reed
Chairman

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DEPARTMENT OF TRANSPORTATION
Washington, D.C. 20591

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