

Log 989

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: October 18, 1978

Forwarded to:

Honorable Langhorne M. Bond
Administrator
Federal Aviation Administration
Washington, D. C. 20591

} SAFETY RECOMMENDATION(S)

A-78-77 and 78

On September 25, 1978, Pacific Southwest Airlines Flight 182 and a Cessna 172, N7711G, collided in midair over San Diego, California. Flight 182 was on an instrument flight rules flight plan and had been cleared for a visual approach to runway 27 at Lindbergh Airport. The Cessna, which was on a visual flight rules (VFR) flight plan, had completed a practice instrument landing system approach to runway 9 at Lindbergh Airport and was proceeding northeast. When the collision occurred Flight 182 was communicating with Lindbergh tower, while the Cessna was communicating with the Miramar Radar Air Traffic Control Facility (RATCF).

Investigation has revealed that a Terminal Radar Service Area (TRSA) with Stage III service (radar sequencing and separation service for VFR aircraft) had been established at Miramar Naval Air Station, the primary airport in the San Diego, California, terminal area. Only Stage II service (radar advisory and sequencing for VFR aircraft) is available at Lindbergh Airport, which is classified as a secondary airport. Because of the mixture of air carrier and general aviation aircraft operating in and out of Lindbergh Airport, the Safety Board believes that a TRSA should be implemented for that airport so that other users can benefit from the same level of air traffic control service as is afforded military flights in the San Diego terminal area.

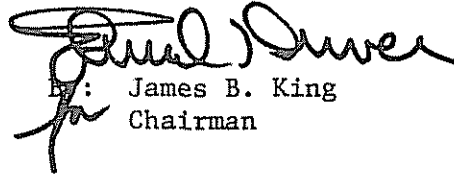
We realize that a TRSA may not have prevented the midair collision between Flight 182 and N7711G since visual separation is still being used in all terminal areas. Nevertheless, we believe that a TRSA would lessen the probability of a midair collision and would be a logical first step toward equalizing the ATC services available to all users of airspace in the San Diego terminal area.

Consequently, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Implement a Terminal Radar Service Area (TRSA) at Lindbergh Airport, San Diego, California. (Class I - Urgent Action) (A-78-77)

Review procedures at all airports which are used regularly by air carrier and general aviation aircraft to determine which other areas require either a terminal control area or a terminal radar service area, and establish the appropriate one. (Class II - Priority Action) (A-78-78)

KING, Chairman, DRIVER, Vice Chairman, McADAMS and HOGUE, Members, concurred in the above recommendation.


By: James B. King
Chairman