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NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

FOR RELEASE: 6:30 P.M., E.D.S.T., JULY 24, 1975

ISSUED: July 24, 1975

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Forwarded to:

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

SAFETY RECOMMENDATION(S)

A-75-58 & 59

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The National Transportation Safety Board's investigation of the crash of Trans World Airlines (TWA) Flight 514 at Berryville, Virginia, on December 1, 1974, revealed that air traffic control (ATC) established radar contact with TWA 514 immediately after the airplane departed from Columbus, Ohio. TWA 514 progressed through the control jurisdictions of Columbus departure control, Indianapolis Air Route Traffic Control Center (ARTCC), Cleveland ARTCC, Washington ARTCC, and Dulles International Airport arrival control. The flightcrew was never advised of termination of radar control up to the time of the crash.

During the public hearing following the accident, the Dulles arrival controller testified that TWA 514 was classified as a nonradar arrival even though he was monitoring the progress of the flight by radar. The controller's testimony was corroborated by FAA management personnel from Air Traffic Service and from Flight Standards Service, who maintained that TWA 514 was a nonradar arrival since the pilot was performing his own navigation during the instrument approach.

The Board notes in Chapter 1 of FAA Handbook 7110.8D, dated January 1, 1975, that the term "radar service" encompasses radar separation, radar navigational guidance, and radar monitoring.

While we have been unable to locate an official FAA definition for the term "radar arrival," we believe that it is patently inconsistent and confusing to pilots for the FAA to categorize as "radar arrivals" flights receiving either radar separation or radar navigational guidance, and to categorize as "nonradar arrivals" flights receiving radar monitoring service.

Honorable James E. Dow

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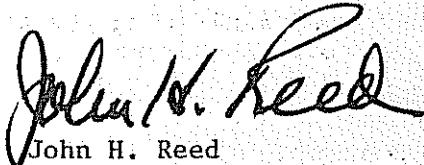
Therefore, we believe that a significant contribution would be made to the safety and efficiency of the National Airspace System by discontinuing the automatic termination of radar service in accordance with paragraph 1212c of ATC Handbook 7110.8D, dated January 1, 1975, and paragraph 662b of ATC Handbook 7110.9D, dated January 1, 1975, except after the aircraft has been visually sighted by a local controller.

Whenever a need arises for radar service termination after the aircraft is vectored to the final approach course, the pilot should be so advised. In any event, such termination should not be automatic as it is described on page 1-67 of the Airman's Information Manual.

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

1. Define the term "radar arrival" and assign an equal weight of controller responsibility to all arrivals receiving radar service, regardless of the kind of radar service. (Class II)
2. Discontinue automatic termination of radar service in accordance with paragraph 1212c of Handbook 7110.8D, dated January 1, 1975, and paragraph 662b of Handbook 7110.9D, dated January 1, 1975, except after the aircraft has been visually sighted by a local controller (Class II)

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendations.

  
By: John H. Reed  
Chairman

THESE RECOMMENDATIONS WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.