

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: June 24, 1977

Forwarded to:

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

SAFETY RECOMMENDATION(S)

A-77-48

On February 10, 1977, a twin engine airplane was operating on an instrument flight rules (IFR) flight plan at 10,000 feet m.s.l. along Victor Airway 456 near Mt. Iliamna, Alaska. The airplane was 3,000 feet below the minimum en route altitude (MEA) for that segment of the airway and presumably crashed, although no wreckage has been found.

The investigation of this accident revealed that a current Notice to Airmen (NOTAM) read "AKN BAK-12 CNTR 11/29 OTS," indicating that an arresting system at King Salmon Airport, Alaska, the destination airport, was out of service. The remarks section of the pilot's IFR flight plan read "AKN BC 12 OTS" indicating that he believed a localizer (back course) for runway 12 at King Salmon Airport was out of service. Based on the disparity between the NOTAM and the pilot's remarks, the Board believes that the pilot misunderstood the NOTAM. We believe that some aviation contractions are ambiguous because various segments of the aviation community use contractions which are not standardized. Some examples are:

<u>CONTRACTIONS</u>	<u>MEANING</u>	<u>SOURCE</u>
OTS	Out of Service	Airman's Information Manual Contractions Handbook 7340.1E
OTS	Organized Track System	ATC Handbook 7110.65
O/S	Out of Service	Flight Information Publication

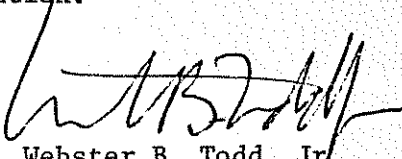
OT	Other Times	Flight Information Publication
OT	On Time	Contractions Handbook 7340.1E

Although the pilot's apparent misinterpretation of the NOTAM was not a causal factor in this accident, we believe that commonly used contractions should be standardized and should have precise meanings.

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

Standardize word and phrase contractions contained in Federal Aviation Administration publications, or in interagency publications approved by the Federal Aviation Administration, to assure that there are no authorized abbreviations with dual meanings, or different abbreviations with the same meanings, used for air traffic control, communications, or associated services. (Class III Longer-term followup.) (A-77-48)

TODD, Chairman, BAILEY, Vice Chairman, McADAMS, HOGUE, and HALEY, Members, concurred in the above recommendation.


By: Webster B. Todd, Jr.
Chairman