

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: September 28, 1977

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Forwarded to:

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

SAFETY RECOMMENDATION(S)

A-77-67

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On April 4, 1977, Southern Airways, Inc., Flight 242, a DC-9-31, crashed at New Hope, Georgia, as its crew attempted an emergency landing on a highway. Following failure of both engines and as the flight descended through 7,000 feet, the crew requested ... "a vector to the nearest place." The Atlanta Approach Controller told the flight to turn right, issued a vector for Dobbins Air Force Base, and advised the flight that it was 20 miles west of Dobbins. Before this turn instruction was issued, the aircraft was 6 miles from Cornelius Moore Airport and headed in that direction. The airport has a published instrument approach procedure.

Investigation revealed that the airport was not included on the video map of the radar display and that the Atlanta Approach Controller and his Handoff Controller did not know that the Cornelius Moore Airport existed. The Board recognizes that the Cornelius Moore Airport is located in Atlanta Air Route Traffic Control Center's (ARTCC) airspace near the boundary of the adjacent Atlanta Approach Control's airspace, and that air traffic control facilities generally do not depict areas outside their jurisdiction in as much detail as areas within their jurisdiction.

The Board also recognizes that although the Cornelius Moore Airport may not have been suitable for a DC-9 type aircraft in this situation, the Board nevertheless believes that had that airport been depicted on the radar display of Atlanta Approach Control, it would have been available for immediate consideration by the controllers. Also, in an emergency situation involving a smaller aircraft, the depiction of similar adjacent airports would provide controllers greater latitude in assessing their options and facilitate coordination with adjacent facilities.

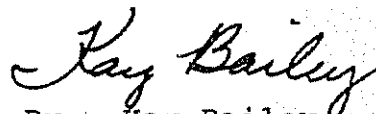
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Since a portion of adjacent airspace is normally displayed on a facility's radarscope, the Board believes that the video mapping for this adjacent airspace should then contain the same airport information as the adjacent facility, thus increasing the air traffic controller's capability to assist aircraft during emergencies. Specifically, those airports outside a facility's boundary, but within the area in which handoffs normally are accomplished, should be included on the video display.

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

Require that each air traffic control facility depict on the map portion of its radar displays, those airports immediately outside of that facility's jurisdiction to the extent that adjacent facilities depict those airports on their displays.  
(A-77-67) (Class II, Priority Followup).

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



By: Kay Bailey  
Acting Chairman