

NTSB Recommendations Relative to TWA Flight 514, December 1, 1974.

(Extracted verbatim from NTSB report AAR-75-16)

A-75-45 – Relocate the Armel, Virginia, distance measuring equipment monitor from the Washington, D.C., flight service station to the Dulles terminal air traffic control facility. (Class II)

A-75-46 – Conduct a review of all terminal air traffic control facilities to assure that controllers at each facility serviced by a navigational aid will have direct access to the associated monitor for that navigational aid. (Class III)

A-75-52 – Revise FAA Handbook 7110.8D and FAA Handbook 7110.9D to make the issuance of a safety advisory mandatory. (Class II)

A-75-54 – Require that In-flight Advisories (SIGMETs and AIRMETS) be taped on receipt, for subsequent broadcast via navigational aid voice frequency and assure that they are, and continue to be, broadcast in accordance with current procedures. (Class II)

A-75-55 – Require that Principal Air Carrier Operations Inspectors survey all air carrier dispatch departments to assure that adequate standard procedures are in use to provide pilots with SIGMET and other meteorological information in accordance with 14 CFR 121.601(b). (Class II)

A-75-56 – Publish a comprehensive lexicon of ATC terms and provide for its use by all pilots and ATC specialists. (Class II)

A-75-58 – 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)

A-75-59 – Discontinue automatic termination of radar service in accordance with paragraph 1212c of Handbook 7110.8D, dated January 1, 1975, except after the aircraft has been visually sighted by a local controller. (Class II)

A-75-62 – Designate a specific authority to have final responsibility both editorially and technically, for the content of the Airman’s Information Manual. (Class III)

A-75-74 – In concert with the two other IACC Members (Department of Commerce and Department of Defense) and the Jeppesen Company, conduct a study of the cartographic techniques and specifications used throughout the aviation industry for approach charts for the purpose of identifying those techniques and specifications that best lend themselves to uniformity and standardization.

A-75-75 – Based on the above study, initiate steps to revise the IACC manual to include those techniques and specifications that best lend themselves to uniformity and

standardization and to which there is unanimous agreement by the parties engaged in the study.

A-75-76 – Require that the IACC manual be used as the minimum standards for cartographic presentation of specified data on all instrument approach charts used in U. S. civil and military aviation.

A-75-77 – Require that the revised IACC manual be used as a mandatory reference by FAA personnel whenever a new instrument approach procedure is developed or whenever an existing procedure is modified.

A-75-78 – Revise paragraph 1011 of FAA Handbook 8260.19 dated (*date illegible*), to require that on approach procedures, for which neither a procedure turn nor a 1-minute holding pattern is authorized, the profile must start either at the intermediate fix or at an altitude equal to the minimum sector altitude for the quadrant in which the procedure begins. (Class II)