

## **ATPAC UPDATE**

### **AREA OF CONCERN 125-2**

**4/19/06**

**SAFETY: No**

**SUBJECT:** Gear down Advisory

**DISCUSSION:** Representatives from AOPA, Navy, and Air Force advocated the safety aspects of the advisory and that despite occurrences at non-towered airports it was felt that the value of the advisory would carry-over from towered airports. The discussion questioned the cost-benefits and the specifics of gear-up landings. In addition, discussions centered on FAA liability, pilot responsibility, and the problems with change. Air Force and Navy reps that use the procedure were unanimous in that this is a good procedure. FAA (ATO-T) and NATCA think this is a bad idea. FAAH 7110.65, Para 2-1-24 states that the reminder does not put any responsibility on the controllers—it is still a pilot responsibility.

**SUGGESTED ATPAC ACTION:** Members were asked to accumulate qualitative and quantitative evidence that this is in fact an issue in the NAS.

**RECOMMENDATION:** Wait for further definitive information and discuss at 126.

**126** - Discussion regarding where further definitive data may be obtained to support an ATPAC recommendation.

**127** - The committee agreed that further information was needed.

**128** - It was agreed that sufficient information existed to suggest FAA take action to investigate and to mitigate the occurrences of wheels up landings by including phraseology for FAA controllers as the military. Possible exceptions might be for major air carrier airports or exempting Part 121 and 135 operations.

**129** - It was decided that the current information is not sufficient to submit for a change in the 7110.65, 7210.3, or AIM therefore Heidi Williams agreed to coordinate with Don Frenya/Kerry Williams to develop a strategy and document to support the argument for this recommendation.

**130** - A formal request will be made to ATO-T for action.

**131** - ATO-T has action memorandum with ATPAC recommendation as listed below.

*The Air Traffic Procedures Advisory Committee (ATPAC) has identified a potential problem in the frequency of occurrence of wheels up landings primarily in the general aviation community. Our initial information gained from NASA ASRS reports and from AOPA indicates this may be an item that a change if FAA procedures could help mitigate.*

*ATPAC requests you initiate action to investigate the possibility of changing FAA Order 7110.65, Chapter, paragraph 2-1-24, Wheels Down Check, to apply to FAA controllers as well as military. The committee has discussed this issue extensively and is of the opinion that significant savings in monetary losses to aircraft and personal injuries to aircrews and passengers may be prevented at towered airports.*

*Also discussed was the advisability of permitting the exemption of this potential change of rules, for example,*

*At airports where the primary traffic is multi-pilot aircraft, FAR Part 121 or 135, and minimally servicing to general aviation.*

**132** - Terminal does not feel it is necessary to change the procedure. The item needs more data to change. IOU for team members Danny Aguerre-Bennett, Pete Lehman, Bruce McGray, Harvey Hartmann, and Scott Casoni to answer how often wheels up landings happen and where (percentage). Team to send details to Scott Casoni.

**133** - Kerry Rose confirmed that Terminal does not feel necessary to change the procedure. They need more data (from Pete Lehman, AOPA) to change. Empirical data (instances, segment, locations) will be tough to obtain (or prove). Rich Jehlen said we can't close this without AOPA present (covered in morning before Pete Lehman present). Pete provided raw data. *Harvey Hartman and Scott Casoni for further data collection.*

**CURRENT STATUS: DEFERRED TO MEETING #134.**

**IOU REMAINS OPEN (ASRS/NASA, ATO-T)**