



Federal Aviation Administration

Memorandum

Date: JAN 31 2014

To: All Air Traffic Services North, Central Service Area
All Air Traffic Services South, Central Service Area

From: Tony Mello, Director, Air Traffic Services North, CSA, AJTCN
Rob Lowe, Acting Director, Air Traffic Services South, CSA, AJTCS

Subject: Mandatory Briefing for Wrong Airport Arrival

The Central Service Area has recently experienced three significant events involving aircraft landing at the wrong airport.

On November 20, 2013, a B747 Dream Lifter, on a RNAV approach to runway 19L at McConnell Air Force Base, inadvertently landed at Jabara Airport (AAO), a small airport approximately eight miles north of McConnell.

The second event occurred on January 12, 2014, when a B737 was cleared for a visual approach to Branson Airport. The aircraft inadvertently landed at Point Lookout (PLK), a small uncontrolled airport five miles north of Branson (BBG).

The most recent event occurred on January 20th, when a Cirrus (SR22) on a visual approach to the Bill and Hillary Clinton National Airport, (LIT) suddenly descended and landed at North Little Rock Airport (ORK) approximately 6 miles north of LIT.

To alleviate confusion and possibly prevent these situations in the future, all Central Service Area Terminal and En Route facilities shall verbally brief all operational personnel on the FAA Order, Air Traffic Control, 7110.65 paragraphs below:

- FAA Order 7110.65U, 7-4-3g, CLEARANCE FOR VISUAL APPROACH, "*In those instances where airports are located in close proximity, also provide the location of the airport that may cause the confusion.*" When other airports are in the vicinity of the destination airfield, and the possibility exists for confusion, operational personnel are required to advise the pilots of these airports to prevent such occurrences.
- FAA Order 7110.65U, 2-1-2. DUTY PRIORITY, "*Give first priority to separating aircraft and issuing safety alerts as required in this order. Good judgment must be used in prioritizing all other provisions of this order based on the requirements of the situation at hand.*" Operational personnel must pay close attention to the inbound track to ensure the aircraft is lining up for the correct airport, as well as the altitude of

the aircraft to prevent a descent below the minimum safe altitude. The MSAW and Low Altitude alerts are not airport specific and will not always alert.

- FAA Order 7110.65U, 2-10-2. TERMINAL RADAR/NONRADAR TEAM POSITION RESPONSIBILITIES, *“There are no absolute divisions of responsibilities regarding position operations. The tasks to be completed remain the same whether one, two, or three people are working positions within a facility/sector. The team, as a whole, has responsibility for the safe and efficient operation of that facility/sector.”*

The National Airspace System (NAS) is based on checks and balances so a simple observation may prevent a potential problem. Opportunities are constantly present in our day to day operation and teamwork plays a critical role in the safety of the NAS, if you see it, say it.

Any questions on the required briefing item should be directed to John A. Crawford, Quality Control Specialist, 817-222-5563.