Safety Recommendations

On 29<sup>th</sup> March the (US) National Transportation Safety Board (NTSB) announced that it had made the following recommendations to the Federal Aviation Administration (FAA):

To require manufacturers of newly certificated and in-service turbine-powered aircraft to incorporate in their Aircraft Flight Manuals a committed-to-stop point in the landing sequence (for example, in the case of the Hawker Beechcraft 125-800A airplane, once lift dump is deployed) beyond which a go-around should not be attempted. (*Recommendation A-11-18*).

Require 14 Code of Federal Regulations Part 121, 135, and 91 subpart K operators and Part 142 training schools to incorporate the information from the revised manufacturers’ Aircraft Flight Manuals asked for in Safety Recommendation A-11-18 into their manuals and training. (*Recommendation A-11-19*).

Require 14 Code of Federal Regulations Part 135 and 91 subpart K operators to establish, and ensure that their pilots adhere to, standard operating procedures. (*Recommendation A-11-20*).

Require principal operations inspectors of 14 Code of Federal Regulations Part 135 and 91 subpart K operators to ensure that pilots use the same checklists in operations that they used during training for normal, abnormal, and emergency conditions. (*Recommendation A-11-21*).

Require manufacturers and 14 Code of Federal Regulations Part 121, 135, and 91 subpart K operators to design new, or revise existing, checklists to require pilots to clearly call out and respond with the actual flap position, rather than just stating, “set” or “as required.” (*Recommendation A-11-22*).

Work with the National Weather Service to revise Advisory Circular 00-24B, “Thunderstorms,” by including explanations of the terms used to describe severe thunderstorms, such as “bow echo,” “derecho,” and “mesoscale convective system.” (*Recommendation A-11-23*).
Revise regulations and policies to permit appropriate use of prescription sleep medications by pilots under medical supervision for insomnia.  *(Recommendation A-11-24).*

Require 14 Code of Federal Regulations Part 135 and 91 subpart K pilots to receive initial and recurrent education and training on factors that create fatigue in flight operations, fatigue signs and symptoms, and effective strategies to manage fatigue and performance during operations. *(Recommendation A-11-25).*

Review the policy standards for all common sleep-related conditions, including insomnia, and revise them in accordance with current scientific evidence to establish standards under which pilots can be effectively treated for common sleep disorders while retaining their medical certification. *(Recommendation A-11-26).*

Increase the education and training of physicians and pilots on common sleep disorders, including insomnia, emphasizing the need for aeromedically appropriate evaluation, intervention, and monitoring for sleep-related conditions. *(Recommendation A-11-27).*

Actively pursue with aircraft and avionics manufacturers the development of technology to reduce or prevent runway excursions and, once it becomes available, require that the technology be installed. *(Recommendation A-11-28).*

Inform operators of airplanes that have wet runway landing distance data based on the British Civil Air Regulations Reference Wet Hard Surface or Advisory Material Joint 25X1591 that the data contained in the Aircraft Flight Manuals (and/or performance supplemental materials) may underestimate the landing distance required to land on wet, ungrooved runways and work with industry to provide guidance to these operators on how to conduct landing distance assessments when landing on such runways. *(Recommendation A-11-29).*

Require that 14 Code of Federal Regulations Part 135 pilot-in-command line checks be conducted independently from other required checks and be conducted on flights that truly represent typical revenue operations, including a portion of cruise flight, to ensure that thorough and complete line checks, during which pilots demonstrate their ability to manage weather information, checklist execution, sterile cockpit adherence, and other variables that might affect revenue flights, are conducted. *(Recommendation A-11-30).*
Require 14 Code of Federal Regulations Part 121, 135, and 91 subpart K operators to ensure that terrain avoidance warning system-equipped aircraft in their fleet have the current terrain database installed. *(Recommendation A-11-31).*

**Non-responsive airplane**

On 29th March NTSB reported that it was investigating an incident involving a Southwest Airlines airplane that was requested to veer off course by Air Traffic Control to view into the cockpit of a general aviation airplane that had been out of radio communication. On Sunday, 27th March 2011, Southwest Airlines flight 821 was requested by Central Florida Terminal Radar Approach Control (TRACON) to check on a Cirrus SR22 that had been out of radio contact for an hour. The TRACON vectored the Southwest Airlines commercial flight until visual contact was obtained with the Cirrus. The NTSB has designated Dan Bartlett as the Investigator-in-Charge.

**Airliner fuselage rupture**

On 2nd April the NTSB announced it was launching a Go Team to investigate an in-flight fuselage rupture that occurred that day on a Southwest Airline Boeing 737 aircraft (N632SW). The damaged airplane diverted and landed safely in Yuma, Arizona. Joe Sedor will serve as Investigator-in-Charge for the team and was due to depart on 2nd April. Board Member Robert Sumwalt was to accompany the team to Yuma to serve as principal spokesman for the on-scene investigation. Terry Williams was nominated as the public affairs officer accompanying the team.