

Docket No. SA-533

Exhibit No. 2-SS

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

ATR Winter Operations Reminder (December 6, 2002)

(3 Pages)

ATTACHMENT

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Enclosed 1

To All ATR Operators

From ATR Flight Safety Officer

Dear Sir,

recently I have addressed to your Company a letter whose content aimed at establishing a direct link with your Flight Safety Officer in order to have a worldwide dialog Operators/Manufacturer on ATR Flight Safety related issues.

As of to day I have not had any return..

Now I am circulating the enclosed **Winter Operations Reminder**.

I would appreciate if you could pass the above Reminder to the Flight Safety Officer for relevant actions, also asking him to forward on to myself his name, e-address, etc. to complete my records.

I thank you in advance and I remain,
Yours sincerely

Toulouse, 06 Dec 02

Capt Edoardo d'Aniello
ATR Flight Safety Officer



Winter Operations Reminder

Enclosed 2

To the Flight Safety Officer,

Winter has come in the northern hemisphere and this is not a news in itself but, at the same time, I regret, as ATR Flight Safety Officer, noting some reports of Ice Events which result from the non respect of the approved Ops Procedures.

The positive aspect is that the Operational dialogue with the Manufacturer has improved.

In this framework and spirit, please allow me to ask you to conduct within your crews a recall on Winter Operations highlighting the following issues, through a general briefing on the matter which would also be consistent with Authorities Recommendations to Operators in terms of Recurrent.

1. NORMAL PROCEDURES

- Entering icing conditions
"Also Engines must be set ON" (Only a/c FAA compliant)
- At first visual indication of ice accretion and as long as icing conditions exist.
"The Airframe deicing must be kept ON until out of ice conditions even if out of ice accretion and, in this case, disregard the memo panel blue blinking light De Icing"
- In both cases
"Bug and watch the Minimum Icing speeds"

2. EMERGENCY PROCEDURES

- Severe Icing
"Both Detection and Procedure steps ask for a strict fulfillment.
Particular attention must be dedicated to the speed or rate of climb.
Minimum maneuver/operating icing speeds must be increased by 10kt and bugged"

Please, ask your pilots to pay the most possible care in watching and detecting conditions which could exceed the certification standards and have to be escaped/avoided when inadvertently encountered.

As we all are aware, turboprop operations are exposed in terms of altitude and time to the risk of prolonged adverse weather conditions.

ATR a/c are state of the art equipped but only a continuous "Situation Awareness" and an accurate compliance with established procedures "would prevent the reoccurrence of such undesired Icing Reports.

I am confident in your collaboration and I remain
Yours faithfully

Toulouse, 5th Dec 02

Capt. Edoardo d'Aniello
ATR Flight Safety Officer

