

Docket No. SA-532

Exhibit No. 6-U

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Recommendation Correspondence
from NTSB Safety Study SS-85-02

(17 Pages)

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

Log Number 1806

Issue Date 7/2/1985

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS REVIEWED THE CURRENT FEDERAL AVIATION REGULATIONS RELATED TO THE EQUIPMENT AND PROCEDURES FOR AIR CARRIER WATER CONTACT ACCIDENT; PREVIOUS SAFETY RECOMMENDATIONS MADE BY THE BOARD AND THE FEDERAL AVIATION ADMINISTRATION'S (FAA'S) RESPONSE TO THEM; THE FAA'S 1984 WATER SURVIVAL STAFF STUDY: INADVERTENT, SURVIVABLE AIR CARRIER WATER ACCIDENTS; AND A NUMBER OF RELATED ISSUES RAISED BY CONCERNED SAFETY ORGANIZATIONS. A FULL PRESENTATION OF THE SAFETY BOARD'S REVIEW OF THESE MATTERS IS SET OUT IN THE RECENT BOARD SAFETY STUDY, AIR CARRIER OVERWATER EMERGENCY EQUIPMENT AND PROCEDURES (NTSB/SS-85/02). THE SAFETY BOARD FOUND A NUMBER OF WAYS IN WHICH THE FAA COULD AND SHOULD IMPROVE REQUIREMENTS FOR EQUIPMENT AND PROCEDURES RELATED TO AIR CARRIER WATER CONTACT ACCIDENTS.

Recommendation #	A-85-035	Overall Status	Priority
		CUA	CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND 14 CFR 121 TO REQUIRE THAT ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THIS PART BE EQUIPPED WITH APPROVED LIFE PRESERVERS MEETING THE REQUIREMENTS OF THE MOST CURRENT REVISION OF TSO-C13 WITHIN A REASONABLE TIME AFTER THE ADOPTION OF THE CURRENT REVISION OF THE TSO; ENSURE THAT 14 CFR 25 IS CONSISTENT WITH THE AMENDMENTS TO PART 121.

FAA	Closed - Unacceptable Action	3/29/2002
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12/10/1985 Addressee I BELIEVE THERE IS MERIT IN THESE RECOMMENDATIONS. MY FIRST PRIORITY IS ADOPTION OF THE NEW TSO FOR LIFE PRESERVERS. ONCE THE NEW TSO STANDARDS ARE ADOPTED, I WILL CONSIDER THE FEASIBILITY OF APPLYING THE STANDARDS TO AIRPLANES IN SERVICE AND TO TYPE CERTIFICATION OF NEW AIRPLANES.

2/18/1986 NTSB The Safety Board understands the FAA's desire to complete action on the new Technical Standard Order (TSO) prior to requiring associated changes to the various subchapters of 14 CFR. Therefore, pending the adoption of the proposed TSO and FAA action on the recommended modifications to 14 CFR Parts 121, 125, 135 and 25, Safety Recommendations A-84-35 through -38 have been classified as "Open--Acceptable Action."

8/21/1986 Addressee THE FAA IS REVIEWING ALL FACTORS ASSOCIATED WITH THE INADVERTENT WATER ENTRY OF PASSENGER-CARRYING AIRPLANES. THE REVIEW IS INTENDED TO IDENTIFY ANY REQUIRED REGULATORY ACTION. AS THIS IS A LONG-TERM ACTION, THE FAA WILL KEEP THE BOARD ADVISED OF THE FAA'S INTENDED ACTION WITH RESPECT TO ANY REGULATORY CHANGES ADDRESSING INADVERTENT WATER ENTRY.

10/27/1986 NTSB The Safety Board is of the opinion that as the FAA has issued the new Technical Standard Order (TSO) C13e for life preservers, it would seem that the recommended changes to 14 CFR Parts 121, 125, and 135 could be made without delay. In fact, the FAA's letter of December 10, 1985, implied that the FAA would proceed to amend the Federal Aviation Regulations once the new TSO was adopted. The Board is distressed to learn that the FAA now plans to continue to review the need for equipping the affected aircraft with life preservers complying with the latest TSO. The Safety Board believes that ample review of this topic has been accomplished and that the FAA should commence development of the rulemaking action necessary to accomplish the objectives of the above recommendations. Pending further correspondence, Safety Recommendations A-84-35 through -37 have been classified as "Open--Unacceptable Action."

11/8/1988 NTSB As a result of its Safety Study on Air Carrier Overwater Emergency Equipment and Procedures, the National Transportation Safety Board, on July 2, 1985, forwarded Safety Recommendations A-85-35 through -49 to the FAA. Of these 15 Recommendations, six (A-85-35, -36, -37, -41, -48, and -49) remain in an open status. We would appreciate receiving an early response on the progress of these open recommendations.

12/23/1988 Addressee "ON JUNE 27, 1988, THE FAA ISSUED NPRM NO. 88-11 (DOCKET NO. 25642). THE COMMENT PERIOD ENDED NOVEMBER 28, 1988. THIS NPRM ADDRESSES THE ISSUES OF THESE SAFETY RECOMMENDATIONS AND PROPOSES NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE REQUIREMENTS WOULD APPLY, AFTER SPECIFIED DATES, TO U.S. CERTIFICATE HOLDERS THAT CONDUCT COMMON CARRIAGE OPERATIONS WITH AIRPLANES AND ROTORCRAFT."

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

- 2/21/1989 NTSB Thank you for your further response to the National Transportation Safety Board's Safety Recommendations A-85-35, -37, -41, and -48 concerning overwater emergency equipment and procedures. On November 28, 1988, the Safety Board responded to Notice of Proposed Rulemaking No. 88-11, Docket No. 25642. We await the FAA's regulatory action to make our further evaluation. These recommendations are classified as "Open--Acceptable Action."
- 7/9/1997 Addressee THE FAA ANTICIPATES ISSUANCE OF ITS FINAL RULES GOVERNING OVERWATER EMERGENCY EQUIPMENT & PROCEDURES BY DECEMBER 1997. THE FINAL RULE WILL ADDRESS RECOMMENDATIONS A-85-35, -37, & -48 DIRECTLY & RECOMMENDATIONS A-85-36, -41, & -97 INDIRECTLY.
- 8/18/1997 NTSB A-85-35 ASKED THE FAA TO AMEND 14 CFR 121 TO REQUIRE THAT ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THIS PART BE EQUIPPED WITH APPROVED LIFE PRESERVERS MEETING THE REQUIREMENTS OF THE MOST CURRENT REVISION OF TECHNICAL STANDARD ORDER (TSO)-C13 WITHIN REASONABLE TIME AFTER THE ADOPTION OF THE CURRENT REVISION OF THE TSO; ENSURE THAT 14 CFR 25 IS CONSISTENT WITH THE AMENDMENTS TO PART 121. PENDING REVIEW OF THE FAA'S FINAL RULE, THE BOARD CLASSIFIES RECOMMENDATIONS A-85-35, -36,-37, -41, -48, & 97 "OPEN--ACCEPTABLE RESPONSE."
- 6/8/2000 NTSB ON 6/8/00 THE SAFETY BOARD ASKED THE FAA FOR AN UPDATE ON THE STATUS OF THIS RECOMMENDATION.
- 7/10/2000 Addressee Letter Mail Controlled 07/13/2000 3:17:02 PM MC# 2000890 ON 6/27/88, THE FAA ISSUED NOTICE OF PROPOSED RULEMAKING (NPRM) NO. 88-11, WHICH ADDRESSED THE ISSUES OF THESE SAFETY RECOMMENDATIONS AND PROPOSED NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE FAA HAD ANTICIPATED ISSUING ITS FINAL RULE GOVERNING OVERWATER EMERGENCY EQUIPMENT AND PROCEDURES BY DECEMBER 1997. DUE TO THE NUMBER OF COMMENTS RECEIVED IN RESPONSE TO THE NPRM AND THE AMOUNT OF TIME SINCE THE NPRM WAS ORIGINALLY ISSUED, THE FAA HAS DECIDED TO PUBLISH A SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING (SNPRM) FOR COMMENT. IT IS ANTICIPATED THAT THE SNPRM WILL BE PUBLISHED IN THE FEDERAL REGISTER BY OCTOBER 2000. I WILL PROVIDE THE BOARD WITH A COPY OF THE SNPRM AS SOON AS IT IS ISSUED.
- 8/17/2000 NTSB THE SAFETY BOARD IS DISAPPOINTED AND CONCERNED THAT IN THE 12 YEARS SINCE THE FAA INITIALLY ISSUED THE NPRM, AND IN THE 15 YEARS SINCE THESE RECOMMENDATIONS WERE ISSUED, ACTION HAS NOT BEEN COMPLETED IN RESPONSE TO THESE RECOMMENDATIONS. THE BOARD UNDERSTANDS THE NEED FOR THE SNPRM, GIVEN THE TIME THAT HAS PASSED SINCE THE NPRM WAS ISSUED, BUT BELIEVES THAT THE FAA NEEDS TO ACT PROMPTLY. THEREFORE, PENDING ISSUANCE OF THE SNPRM BY OCTOBER 2000 AS PROPOSED IN YOUR LETTER, AND PUBLICATION OF A FINAL RULE IN AN EXPEDITIOUS TIME FRAME, A-85-35, A-85-36, A-85-37, A-85-41, A-85-48 AND -97 REMAIN CLASSIFIED "OPEN--ACCEPTABLE RESPONSE."
- 3/29/2002 NTSB On August 17, 2000, the Safety Board reminded the FAA that a significant amount of time had elapsed since the FAA had issued the NPRM and that the activities started in response to these recommendations had not yet been completed. Although the Board noted the need for the SNPRM, given these circumstances, the Board believed that the FAA needed to act promptly. At that time, the Board stated that, should the FAA be unable to comply with the October 2000 publication date for the SNPRM and publication of a final rule by April 2001, these recommendations would be classified "Closed--Unacceptable Action." The Safety Board is aware that an SNPRM has not been issued and that no efforts are underway to issue one. Consequently, given the amount of time that has passed since these recommendations were issued, Safety Recommendations A-85-35, -36, -37, -41, -48, and ?97 are classified "Closed--Unacceptable Action."

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

Recommendation # A-85-036

Overall Status
CUA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND 14 CFR 125 TO REQUIRE THAT ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THIS PART BE EQUIPPED WITH APPROVED LIFE PRESERVERS MEETING THE REQUIREMENTS OF THE MOST CURRENT REVISION OF TSO C13 WITHIN A REASONABLE TIME AFTER THE ADOPTION OF THE CURRENT REVISION OF THE TSO; AMEND PART 125 TO REQUIRE APPROVED FLOTATION-TYPE SEAT CUSHIONS (TSO-C72) ON ALL SUCH AIRCRAFT; ENSURE THAT 14 CFR 25 IS CONSISTENT WITH THE AMENDMENT OF PART 125.

FAA	Closed - Unacceptable Action	3/29/2002
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- 12/10/1985 Addressee I BELIEVE THERE IS MERIT IN THESE RECOMMENDATIONS. MY FIRST PRIORITY IS ADOPTION OF THE NEW TSO FOR LIFE PRESERVERS. ONCE THE NEW TSO STANDARDS ARE ADOPTED, I WILL CONSIDER THE FEASIBILITY OF APPLYING THE STANDARDS TO AIRPLANES IN SERVICE AND TO TYPE CERTIFICATION OF NEW AIRPLANES.
- 2/18/1986 NTSB The Safety Board understands the FAA's desire to complete action on the new Technical Standard Order (TSO) prior to requiring associated changes to the various subchapters of 14 CFR. Therefore, pending the adoption of the proposed TSO and FAA action on the recommended modifications to 14 CFR Parts 121, 125, 135 and 25, Safety Recommendations A-84-35 through -38 have been classified as "Open--Acceptable Action."
- 8/21/1986 Addressee THE FAA IS REVIEWING ALL FACTORS ASSOCIATED WITH THE INADVERTENT WATER ENTRY OF PASSENGER-CARRYING AIRPLANES. THE REVIEW IS INTENDED TO IDENTIFY ANY REQUIRED REGULATORY ACTION. AS THIS IS A LONG-TERM ACTION, THE FAA WILL KEEP THE BOARD ADVISED OF THE FAA'S INTENDED ACTION WITH RESPECT TO ANY REGULATORY CHANGES ADDRESSING INADVERTENT WATER ENTRY.
- 10/27/1986 NTSB The Safety Board is of the opinion that as the FAA has issued the new Technical Standard Order (TSO) C13e for life preservers, it would seem that the recommended changes to 14 CFR Parts 121, 125, and 135 could be made without delay. In fact, the FAA's letter of December 10, 1985, implied that the FAA would proceed to amend the Federal Aviation Regulations once the new TSO was adopted. The Board is distressed to learn that the FAA now plans to continue to review the need for equipping the affected aircraft with life preservers complying with the latest TSO. The Safety Board believes that ample review of this topic has been accomplished and that the FAA should commence development of the rulemaking action necessary to accomplish the objectives of the above recommendations. Pending further correspondence, Safety Recommendations A-84-35 through -37 have been classified as "Open--Unacceptable Action."
- 8/13/1987 Addressee FAA FOUND NO PROBLEM

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

- 11/27/1987 NTSB The Board's special study found that the majority of survivable water impact accidents were inadvertent (as opposed to planned ditchings), and that flotation seat cushions afforded readily accessible means to assist the survivors in staying afloat. The fact that seat cushions, whether or not they are approved flotation type cushions, will typically float free of an airplane and can often be the only flotation aid available for survivors, is the main factor in the Safety Board's continued advocacy of this issue. Our special study also found that the longstanding problems with retrieving and donning life preservers following an unplanned water accident, as well as the lack of requirements for life preservers on all aircraft which operate under 14 CFR 121, 125, and 135, exacerbate further occupant survival. The Safety Board's letter of June 16, 1987, to the Administrator, regarding Safety Recommendations A-79-36 and A-85-37, described an accident which involved a Virgin Island Seaplane Shuttle seaplane which crashed at St. Croix, on October 28, 1986. Passengers had no time to retrieve life preservers before the airplane sank and the nonflotation type seat cushions floated free. One passenger who was uninjured and a nonswimmer drowned. In that letter, we again called attention to Safety Recommendations A-85-37 and A-79-36 and the need to require flotation seat cushions on 14 CFR 135 and 121 aircraft respectively. Our 1985 special study examined the FAA's findings in its February 1984 "Study on Transport Airplane Unplanned Water Contact" (DOT/FAA/CT-84/3), and its subsequent "Water Survival Staff Study-Inadvertent, Survivable Air Carrier Water Accidents," dated August 1984. Notwithstanding the FAA's findings in these studies the Safety Board found, and continues to believe strongly, that regulatory action is necessary to provide for increased minimum levels of occupant protection and survival following survivable unplanned water impact accidents. It appears that we have reached an impasse with the FAA on this issue and consequently Safety Recommendation A-79-36 is classified as "Closed--Unacceptable Action." The portions of Safety Recommendations A-85-36 and -37 which address flotation seat cushions on airplanes which operate under 14 CFR 125 and 135 are also considered as "Closed--Unacceptable Action." Those portions of Safety Recommendations A-85-36 and -37 which address other passenger safety issues continue to be held as "Open--Unacceptable Action."
- 11/8/1988 NTSB As a result of its Safety Study on Air Carrier Overwater Emergency Equipment and Procedures, the National Transportation Safety Board, on July 2, 1985, forwarded Data Source: NTSB Recommendations to FAA and FAA Responses Safety Recommendations A-85-35 through -49 to the FAA. Of these 15 Recommendations, six (A-85-35, -36, -37, -41, -48, and -49) remain in an open status. We would appreciate receiving an early response on the progress of these open recommendations.
- 4/16/1990 NTSB (United Airlines Flight 811 Report dated 4/16/90.) In a November 28, 1988, letter to the FAA the Safety Board recommended that a cut off date January 1, 1989, be reestablished. Based on this accident, the Safety Board's again urges the FAA to establish a cut off date by which life preservers meeting TSO-C13e would be introduced into the fleets within a reasonable time (A-85-36). The Safety Board recognizes that the FAA has complied with part of this recommendation, pertaining to the flotation-type seat cushions. Safety Recommendations A-85-35 and -37 are being held in an "Open--Acceptable Action" status pending the publication of the final rule. Safety Recommendation A-85-36 is being held in an "Open--Unacceptable Action" status because Part 125 operations were not included in the FAA rulemaking action.
- 7/9/1997 Addressee THE FAA ANTICIPATES ISSUANCE OF ITS FINAL RULES GOVERNING OVERWATER EMERGENCY EQUIPMENT & PROCEDURES BY DECEMBER 1997. THE FINAL RULE WILL ADDRESS RECOMMENDATIONS A-85-35, -37, & -48 DIRECTLY & RECOMMENDATIONS A-85-36, -41, & -97 INDIRECTLY.
- 8/18/1997 NTSB A-85-36 ASKED THE FAA TO AMEND 14 CFR 125 TO REQUIRE THAT ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THIS PART BE EQUIPPED WITH APPROVED LIFE PRESERVERS MEETING THE REQUIREMENTS OF THE MOST CURRENT REVISION OF TSO-C13 WITHIN A REASONABLE TIME AFTER THE ADOPTION OF THE CURRENT REVISION OF THE TSO; AMEND PART 125 TO REQUIRE APPROVED FLOTATION-TYPE SEAT CUSHIONS (TSO-C72) ON ALL SUCH AIRCRAFT; ENSURE THAT 14 CFR 25 IS CONSISTENT WITH THE AMENDMENTS OF PART 125. PENDING REVIEW OF THE FAA'S FINAL RULE, THE BOARD CLASSIFIES RECOMMENDATIONS A-85-35, -36,-37,-41,-48, &-97 "OPEN--ACCEPTABLE RESPONSE."
- 6/8/2000 NTSB ON 6/8/00 THE SAFETY BOARD ASKED THE FAA FOR AN UPDATE ON THE STATUS OF THIS RECOMMENDATION.

Recommendation Report

Monday, June 01, 2009

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- 7/10/2000 Addressee Letter Mail Controlled 07/13/2000 3:17:02 PM MC# 2000890 ON 6/27/88, THE FAA ISSUED NOTICE OF PROPOSED RULEMAKING (NPRM) NO. 88-11, WHICH ADDRESSED THE ISSUES OF THESE RECOMMENDATIONS AND PROPOSED NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE FAA HAD ANTICIPATED ISSUING ITS FINAL RULE GOVERNING OVERWATER EMERGENCY EQUIPMENT AND PROCEDURES BY DECEMBER 1997. DUE TO THE NUMBER OF COMMENTS RECEIVED IN RESPONSE TO THE NPRM AND THE AMOUNT OF TIME SINCE THE NPRM WAS ORIGINALLY ISSUED, THE FAA HAS DECIDED TO PUBLISH A SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING (SNPRM) FOR COMMENT. IT IS ANTICIPATED THAT THE SNPRM WILL BE PUBLISHED IN THE FEDERAL REGISTER BY OCTOBER 2000. I WILL PROVIDE THE BOARD WITH A COPY OF THE SNPRM AS SOON AS IT IS ISSUED.
- 8/17/2000 NTSB THE SAFETY BOARD IS DISAPPOINTED AND CONCERNED THAT IN THE 12 YEARS SINCE THE FAA INITIALLY ISSUED THE NPRM, AND IN THE 15 YEARS SINCE THESE RECOMMENDATIONS WERE ISSUED, ACTION HAS NOT BEEN COMPLETED IN RESPONSE TO THESE RECOMMENDATIONS. THE BOARD UNDERSTANDS THE NEED FOR THE SNPRM, GIVEN THE TIME THAT HAS PASSED SINCE THE NPRM WAS ISSUED, BUT BELIEVES THAT THE FAA NEEDS TO ACT PROMPTLY. THEREFORE, PENDING ISSUANCE OF THE SNPRM BY OCTOBER 2000 AS PROPOSED IN YOUR LETTER, AND PUBLICATION OF A FINAL RULE IN AN EXPEDITIOUS TIME FRAME, A-85-35, A-85-36, A-85-37, A-85-41, A-85-48, AND -97 REMAIN CLASSIFIED "OPEN--ACCEPTABLE RESPONSE."
- 3/29/2002 NTSB On August 17, 2000, the Safety Board reminded the FAA that a significant amount of time had elapsed since the FAA had issued the NPRM and that the activities started in response to these recommendations had not yet been completed. Although the Board noted the need for the SNPRM, given these circumstances, the Board believed that the FAA needed to act promptly. At that time, the Board stated that, should the FAA be unable to comply with the October 2000 publication date for the SNPRM and publication of a final rule by April 2001, these recommendations would be classified "Closed--Unacceptable Action." The Safety Board is aware that an SNPRM has not been issued and that no efforts are underway to issue one. Consequently, given the amount of time that has passed since these recommendations were issued, Safety Recommendations A-85-35, -36, -37, -41, -48, and ?97 are classified "Closed--Unacceptable Action."

Recommendation # A-85-037

Overall Status
CUA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND 14 CFR 135 TO REQUIRE THAT ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THIS PART BE EQUIPPED WITH APPROVED LIFE PRESERVERS MEETING THE REQUIREMENTS OF THE MOST CURRENT REVISION OF TSO-C13 WITHIN A REASONABLE TIME AFTER THE ADOPTION OF THE CURRENT REVISION OF THE TSO; AMEND PART 135 TO REQUIRE APPROVED FLOATATION-TYPE SEAT CUSHIONS (TSO-C72) ON ALL SUCH AIRCRAFT; ENSURE THAT 14 CFR SFAR NO. 23 IS CONSISTENT WITH THE AMENDMENTS TO PART 135.

FAA	Closed - Unacceptable Action	3/29/2002
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- 12/10/1985 Addressee I BELIEVE THERE IS MERIT IN THESE RECOMMENDATIONS. MY FIRST PRIORITY IS ADOPTION OF THE NEW TSO FOR LIFE PRESERVERS. ONCE THE NEW TSO STANDARDS ARE ADOPTED, I WILL CONSIDER THE FEASIBILITY OF APPLYING THE STANDARDS TO AIRPLANES IN SERVICE AND TO TYPE CERTIFICATION OF NEW AIRPLANES.
- 2/18/1986 NTSB The Safety Board understands the FAA's desire to complete action on the new Technical Standard Order (TSO) prior to requiring associated changes to the various subchapters of 14 CFR. Therefore, pending the adoption of the proposed TSO and FAA action on the recommended modifications to 14 CFR Parts 121, 125, 135 and 25, Safety Recommendations A-84-35 through -38 have been classified as "Open--Acceptable Action."

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

6/16/1987 NTSB

The Board notes that these two safety recommendations are being held as "Open--Unacceptable Action" and "Open--Acceptable Action" respectively pending further consideration and action by the FAA. Based on the findings of the St. Croix accident and on previous comments the Board has made on these two safety recommendations, we would appreciate a current status discussion of any such actions by the FAA.

We further note that there are six other safety recommendation from the overwater safety study that are still being held open pending FAA action. These are A-85-35, -36, -39, -40, -41, and -48. We look forward to hearing from you on each of these eight safety recommendations.

8/13/1987 Addressee

11/27/1987 NTSB

The Board's special study found that the majority of survivable water impact accidents were inadvertent (as opposed to planned ditchings), and that flotation seat cushions afforded readily accessible means to assist the survivors in staying afloat. The fact that seat cushions, whether or not they are approved flotation type cushions, will typically float free of an airplane and can often be the only flotation aid available for survivors, is the main factor in the Safety Board's continued advocacy of this issue. Our special study also found that the longstanding problems with retrieving and donning life preservers following an unplanned water accident, as well as the lack of requirements for life preservers on all aircraft which operate under 14 CFR 121, 125, and 135, exacerbate further occupant survival.

The Safety Board's letter of June 16, 1987, to the Administrator, regarding Safety Recommendations A-79-36 and A-85-37, described an accident which involved a Virgin Island Seaplane Shuttle seaplane which crashed at St. Croix, on October 28, 1986. Passengers had no time to retrieve life preservers before the airplane sank and the nonflotation type seat cushions floated free. One passenger who was uninjured and a nonswimmer drowned. In that letter, we again called attention to Safety Recommendations A-85-37 and A-79-36 and the need to require flotation seat cushions on 14 CFR 135 and 121 aircraft respectively.

Our 1985 special study examined the FAA's findings in its February 1984 "Study on Transport Airplane Unplanned Water Contact" (DOT/FAA/CT-84/3), and its subsequent "Water Survival Staff Study-Inadvertent, Survivable Air Carrier Water Accidents," dated August 1984. Notwithstanding the FAA's findings in these studies the Safety Board found, and continues to believe strongly, that regulatory action is necessary to provide for increased minimum levels of occupant protection and survival following survivable unplanned water impact accidents.

It appears that we have reached an impasse with the FAA on this issue and consequently Safety Recommendation A-79-36 is classified as "Closed--Unacceptable Action." The portions of Safety Recommendations A-85-36 and -37 which address flotation seat cushions on airplanes which operate under 14 CFR 125 and 135 are also considered as "Closed--Unacceptable Action." Those portions of Safety Recommendations A-85-36 and -37 which address other passenger safety issues continue to be held as "Open--Unacceptable Action."

11/8/1988 NTSB

As a result of its Safety Study on Air Carrier Overwater Emergency Equipment And Procedures, the National Transportation Safety Board, on July 2, 1985, forwarded Safety Recommendations A-85-35 through -49 to the FAA. Of these 15 recommendations, six (A-85-35, -36, -37, -41, -48, and -49) remain in an open status. We would appreciate receiving an early response on the progress of these open recommendations.

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12/23/1988 Addressee "ON JUNE 27, 1988, THE FAA ISSUED NPRM NO. 88-11 (DOCKET NO. 25642). THE COMMENT PERIOD ENDED NOVEMBER 28, 1988. THIS NPRM ADDRESSES THE ISSUES OF THESE SAFETY RECOMMENDATIONS AND PROPOSES NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE REQUIREMENTS WOULD APPLY, AFTER SPECIFIED DATES, TO U.S. CERTIFICATE HOLDERS THAT CONDUCT COMMON CARRIAGE OPERATIONS WITH AIRPLANES AND ROTORCRAFT."

2/21/1989 NTSB Thank you for your further response to the National Transportation Safety Board's Safety Recommendations A-85-35, -37, -41, and -48 concerning overwater emergency equipment and procedures. On November 28, 1988, the Safety Board responded to Notice of Proposed Rulemaking No. 88-11, Docket No. 25642. We await the FAA's regulatory action to make our further evaluation. These recommendations are classified as "Open--Acceptable Action."

7/9/1997 Addressee THE FAA ANTICIPATES ISSUANCE OF ITS FINAL RULES GOVERNING OVERWATER EMERGENCY EQUIPMENT & PROCEDURES BY DECEMBER 1997. THE FINAL RULE WILL ADDRESS RECOMMENDATIONS A-85-35, -37, & -48 DIRECTLY & RECOMMENDATIONS A-85-36, -41, & -97 INDIRECTLY.

8/18/1997 NTSB A-85-37 ASKED THE FAA AMEND 14 CFR 135 TO REQUIRE THAT ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THIS PART BE EQUIPPED WITH APPROVED LIFE PRESERVERS MEETING THE REQUIREMENTS OF THE MOST CURRENT REVISION OF TSO-C13 WITHIN A REASONABLE TIME AFTER THE ADOPTION OF THE CURRENT REVISION OF THE TSO; AMEND PART 135 TO REQUIRE APPROVED FLOTATION-TYPE SEAT CUSHION (TSO-C72) ON ALL SUCH AIRCRAFT; ENSURE THAT 14 CFR SPECIAL FEDERAL AIR REGULATIONS NO. 23 IS CONSISTENT WITH THE AMENDMENTS TO PART 135. PENDING REVIEW OF THE FAA'S FINAL RULE, THE BOARD CLASSIFIES RECOMMENDATIONS A-85-35,-36,-37,-41,-48, &-97 "OPEN--ACCEPTABLE RESPONSE."

6/8/2000 NTSB ON 6/8/00 THE SAFETY BOARD ASKED THE FAA FOR AN UPDATE ON THE STATUS OF THIS RECOMMENDATION.

7/10/2000 Addressee Letter Mail Controlled 07/13/2000 3:17:02 PM MC# 2000890 ON 6/27/88, THE FAA ISSUED NOTICE OF PROPOSED RULEMAKING (NPRM) NO. 88-11, WHICH ADDRESSED THE ISSUES OF THESE RECOMMENDATIONS AND PROPOSED NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE FAA HAD ANTICIPATED ISSUING ITS FINAL RULE GOVERNING OVERWATER EMERGENCY EQUIPMENT AND PROCEDURES BY DECEMBER 1997. DUE TO THE NUMBER OF COMMENTS RECEIVED IN RESPONSE TO THE NPRM AND THE AMOUNT OF TIME SINCE THE NPRM WAS ORIGINALLY ISSUED, THE FAA HAS DECIDED TO PUBLISH A SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING (SNPRM) FOR COMMENT. IT IS ANTICIPATED THAT THE SNPRM WILL BE PUBLISHED IN THE FEDERAL REGISTER BY OCTOBER 2000. I WILL PROVIDE THE BOARD WITH A COPY OF THE SNPRM AS SOON AS IT IS ISSUED.

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3/29/2002 NTSB On August 17, 2000, the Safety Board reminded the FAA that a significant amount of time had elapsed since the FAA had issued the NPRM and that the activities started in response to these recommendations had not yet been completed. Although the Board noted the need for the SNPRM, given these circumstances, the Board believed that the FAA needed to act promptly. At that time, the Board stated that, should the FAA be unable to comply with the October 2000 publication date for the SNPRM and publication of a final rule by April 2001, these recommendations would be classified "Closed--Unacceptable Action." The Safety Board is aware that an SNPRM has not been issued and that no efforts are underway to issue one. Consequently, given the amount of time that has passed since these recommendations were issued, Safety Recommendations A-85-35, -36, -37, -41, -48, and ?97 are classified "Closed--Unacceptable Action."

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

Recommendation # A-85-038

**Overall Status
CUA**

**Priority
CLASS II**

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND 14 CFR 25 AND SFAR NO. 23 TO REQUIRE THAT THE STOWAGE COMPARTMENTS FOR LIFE PRESERVERS BE LOCATED WHERE THE LIFE PRESERVERS WILL NOT BE SUSCEPTIBLE TO WATER IMPACT CRASH DAMAGE OR TO CABIN FLOODING; AMEND 14 CFR 121, 125, AND 135 TO BE CONSISTENT WITH THE AMENDMENTS TO PART 25 AND SFAR NO. 23 AND TO REQUIRE COMPLIANCE WITHIN A REASONABLE TIME AFTER ADOPTION OF THE AMENDMENT TO PART 25 AND SFAR NO. 23.

FAA	Closed - Unacceptable Action	12/8/1987
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12/10/1985 Addressee I BELIEVE THERE IS MERIT IN THESE RECOMMENDATIONS. MY FIRST PRIORITY IS ADOPTION OF THE NEW TSO FOR LIFE PRESERVERS. ONCE THE NEW TSO STANDARDS ARE ADOPTED, I WILL CONSIDER THE FEASIBILITY OF APPLYING THE STANDARDS TO AIRPLANES IN SERVICE AND TO TYPE CERTIFICATION OF NEW AIRPLANES.

2/18/1986 NTSB The Safety Board understands the FAA's desire to complete action on the new Technical Standard Order (TSO) prior to requiring associated changes to the various subchapters of 14 CFR. Therefore, pending the adoption of the proposed TSO and FAA action on the recommended modifications to 14 CFR Parts 121, 125, 135 and 25, Safety Recommendations A-84-35 through -38 have been classified as "Open--Acceptable Action."

8/21/1986 Addressee I BELIEVE THAT THE POTENTIAL ABILITY OF PASSENGERS TO QUICKLY OBTAIN LIFE PRESERVERS, COUPLED WITH THE FLIGHT ATTENDANT BRIEFING AND SAFETY BRIEFING CARD INFORMATION, PROVIDES AN ADEQUATE SAFETY LEVEL. THE FAA ALSO BELIEVES THAT EXISTING REGULATIONS PERTAINING TO THE LOCATION AND STOWAGE OF LIFE PRESERVERS ARE ADEQUATE AND NO CHANGES ARE CURRENTLY ENVISIONED.

10/27/1986 NTSB The Safety Board disagrees with the FAA's assessment that existing regulations pertaining to the location and stowage of life preservers are adequate. The Safety Board's review of water impact accidents found many examples of cases in which passengers had difficulty in finding and extracting life preservers from the stowage compartments, and the Board therefore believes that additional efforts should be made to improve the stowage of these critical items. Since the FAA does not plan to take any action on this recommendation, Safety Recommendation A-85-38 has been classified as "Closed--Unacceptable Action." However, the Safety Board will continue to stress this safety issue in future pertinent accident investigation and other studies.

12/8/1987 Addressee

3/21/1988 NTSB

Recommendation # A-85-039

**Overall Status
CUA**

**Priority
CLASS II**

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND THE RELEVANT SECTIONS OF 14 CFR 121, 125, AND 135 TO REQUIRE THAT ALL PRE-DEPARTURE BRIEFINGS INCLUDE A FULL DEMONSTRATION OF CORRECT LIFE PRESERVER DONNING PROCEDURES.

FAA	Closed - Unacceptable Action	2/18/1987
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12/10/1985 Addressee I BELIEVE THAT PASSENGERS SHOULD BE GIVEN INFORMATION APPROPRIATE ONLY TO A PARTICULAR FLIGHT. A FLIGHT NOT BEING CONDUCTED ON AN EXTENDED OVERWATER OPERATION SHOULD NOT INCLUDE A FULL DEMONSTRATION ON THE DONNING AND INFLATION OF THE LIFEVESTS.

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

2/18/1986 NTSB As noted in the Board's Safety Study, there are at least 179 fully certificated airports in the United States which are located within 5 miles of a significant body of water. Therefore, many passengers are at risk even though they may not be on an "extended" overwater flight. As most air carrier accidents occur during the approach or landing phases of flight, the Safety Board believes that if a flight originates or terminates near a significant body of water, it is appropriate for passengers to be provided a full demonstration of correct life preserver donning procedures. Given the potential risk involved, the Safety Board requests that the FAA reevaluate its position on providing this critical safety information on all passenger flights that terminate or originate from airports located near significant bodies of water. Pending further correspondence on this issue, Safety Recommendation A-85-39 has been classified as "Open--Unacceptable Action."

8/21/1986 Addressee

2/18/1987 Addressee WHILE IT IS TRUE THAT MANY FLIGHTS TAKE OFF OR LAND OVER BODIES OF WATER, IN MOST CASES THESE FLIGHTS ARE NOT BEING OPERATED IN EXTENDED OVERWATER OPERATIONS AND THEREFORE, ARE NOT REQUIRED TO BE EQUIPPED WITH LIFE PRESERVERS. IF AN AIRCRAFT NOT ON AN EXTENDED OVERWATER LIGHT CRASHED INTO THE WATER, THERE WOULD BE LITTLE OR NO WARNING FOR PASSENGERS TO DON LIFE PRESERVERS. THEREFORE, RULEMAKING ON THIS SUBJECT WOULD NOT BE WARRANTED.

6/1/1987 NTSB The Safety Board is distressed to learn that the FAA does not plan to take any action in response to this recommendation. As stated in the Board's previous letters of this subject, it is the Board's opinion that if a flight originates or terminates near a significant body of water, it is appropriate for passengers to be provided a full demonstration of correct life preserver donning procedures. As it is evident that an impasse has been reached on this issue, Safety Recommendation A-85-39 has been classified as "Closed--Unacceptable Action." Although this recommendation has been closed, the Board still considers this issue to be active and we will continue to stress our concerns in future pertinent accident investigations and other studies.

Recommendation # A-85-040

Overall Status
CUA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: DETERMINE THE ITEMS OF EQUIPMENT, INCLUDING SURVIVAL TOOLS NEEDED ON LIFERAFTS AND SLIDE/RAFT COMBINATIONS, AND STANDARDIZE THE NOW-DIFFERING REQUIREMENTS FOR THESE ITEMS VARIOUSLY SPECIFIED IN 14 CFR 121.339, 125.209, 135.167, TSO-C70A, AND TSO-C69A.

FAA	Closed - Unacceptable Action	1/21/1988
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12/10/1985 Addressee IN REVIEWING INADVERTENT WATER CONTACT ACCIDENTS/DITCHINGS AND THE REQUIREMENTS OF 14 CFR PARTS 121, 125, AND 135 CONCERNING ITEMS OF EQUIPMENT INCLUDING SURVIVAL TOOLS, I BELIEVE THE CURRENT REGULATIONS ARE ADEQUATE. A REVIEW OF WATER CONTACT ACCIDENTS HAS NOT SHOWN ANY PREVIOUS PROBLEMS WITH CONTENTS OF THE SURVIVAL KITS. I DO NOT SEE WHERE A CHANGE TO THE CURRENT REGULATIONS WOULD BE REQUIRED.

2/18/1986 NTSB In the conduct of its safety study, the Safety Board noted that similar aircraft, flying over identical overwater routes, could have different safety equipment onboard depending on the particular rules of 14 CFR under which they were operating. The Safety Board believes that passengers should be afforded the same level of protection irrespective of the type of service provided. The Safety Board requests that the FAA review the rationale used in determining the amount and types of survival equipment currently required under the various subchapters of 14 CFR given the types of aircraft used and routes flown. Pending the results of this review, Safety Recommendation A-85-40 has been classified as "Open--Unacceptable Action."

8/21/1986 Addressee

2/18/1987 Addressee THE FAA WILL ISSUE AN AC REGARDING THE ITEMS OF EQUIPMENT, INCLUDING SURVIVAL TOOLS, NEEDED ON LIFERAFTS AND SLIDE/RAFT COMBINATIONS. IT IS ANTICIPATED THAT THIS AC WILL BE COMPLETED BY MAY (MORE LIKE LATE JUNE) 1987.

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

- 6/1/1987 NTSB The Safety Board acknowledges the FAA's efforts to publish an advisory circular (AC) that will cover these issues. We note, however, that the recommendations suggested regulatory changes and, while we view the issuance of an AC as an acceptable interim response, any effort short of the regulatory changes recommended, will be viewed as an inadequate response. Based on these comments, we will hold Safety Recommendations A-85-40 and -49 as "Open--Acceptable Action" pending our review of further responses from the FAA.
- 8/12/1987 Addressee ON JUNE 12, 1987, THE FAA ISSUED AC 120-47, SURVIVAL EQUIP MENT FOR USE IN OVERWATER OPERATIONS. I BELIEVE THE AC MEETS THE INTENT OF THIS RECOMMENDATION AND CONSIDER THE FAA'S ACTION BE COMPLETED ON THIS RECOMMENDATION.
- 9/24/1987 NTSB The Safety Board has reviewed the advisory circular (AC) which accompanied your letter. As stated in our previous letter, this recommendation suggested regulatory changes and, while we view the issuance of an AC as an acceptable interim response, any effort short of the regulatory action would be viewed as an inadequate response. It remains the Board's opinion that in order to ensure that rafts and slide/rafts are properly equipped, regulatory action is required. Pending further correspondence, Safety Recommendation A-85-40 is classified as "Open--Unacceptable Action."
- 1/21/1988 Addressee SEE LOG FILE FOR RESPONSE.
- 6/28/1988 NTSB It remains the Safety Board's opinion that in order to ensure that rafts and slide/rafts are properly equipped, regulatory action is required to ensure standardization and compliance. In view of the FAA's restated belief that existing regulations are adequate and provide for a high degree of safety, this recommendation is now classified as "Closed--Unacceptable Action."

Recommendation #	A-85-041	Overall Status	Priority
		CUA	CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C69A TO REQUIRE QUICK-RELEASE GIRTS AND HANDHOLDS ON EMERGENCY EVACUATION SLIDES; AMEND 14 CFR 121 AND 125 TO SPECIFY A REASONABLE TIME FROM THE ADOPTION OF THE REVISION OF THE TSO BY WHICH ALL TRANSPORT PASSENGER AIR CARRIER AIRCRAFT BEING OPERATED UNDER THESE PARTS MUST BE EQUIPPED WITH SLIDES CONFORMING TO THE REVISED TSO.

FAA	Closed - Unacceptable Action	3/29/2002
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- 12/10/1985 Addressee THE FAA EXPECTS TO PUBLISH A PROPOSED REVISION TO TSO-C69A IN THE FEDERAL REGISTER BEFORE MARCH 31, 1986, AND HAVE A NPRM REVISING 14 CFR PARTS 121 AND 125 READY TO GO TO THE OFFICE FO THE SECRETARY BY SEPT. 1, 1986, TO REQUIRE QUICK RELEASE GIRT HANDHOLDS ON EMERGENCY EVACUATION SLIDES.
- 2/18/1986 NTSB Pending the Safety Board's review of the proposed revision to TSO-C69a, and 14 CFR Parts 121 and 125, Safety Recommendation A-85-41 has been classified as "Open--Acceptable Action."
- 8/21/1986 Addressee ENCLOSED FOR THE BOARD'S INFORMATION IS A DRAFT COPY OF PROPOSED TSO-C69B. THIS NOTICE WAS PUBLISHED IN THE FEDERAL REGISTER ON 6/27/86, AND THE PUBLIC COMMENT PERIOD ENDS 10/17/86. FOLLOWING THE FAA'S REVIEW ON THE COMMENTS, THE FAA WILL ADVISE THE BOARD OF ITS FURTHER ACTIONS.
- 10/27/1986 NTSB The Safety Board has reviewed the draft copy of proposed TSO-C69b, and finds it to be responsive to the intent of this recommendation. Pending the issuance of TSO-C69b, Safety Recommendation A-85-41 has been classified as "Open--Acceptable Action."
- 2/21/1988 NTSB
- 11/8/1988 NTSB As a result of its Safety Study on Air Carrier Overwater Emergency Equipment and Procedures, the National Transportation Safety Board, on July 2, 1985, forwarded Safety Recommendations A-85-35 through -49 to the FAA. Of these 15 recommendations, six (A-85-35, -36, -37, -41, -48, and -49) remain in an open status. We would appreciate receiving an early response on the progress of these open recommendations.

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

- 12/23/1988 Addressee "ON AUGUST 17, 1988, THE FAA ISSUED TSO C69B, EMERGENCY EVACUATION SLIDES, RAMPS, AND SLIDE/RAFT COMBINATIONS. THIS TSO HAS BEEN REVISED TO INCLUDE QUICK RELEASE GIRTS AND HANDHOLDS ON EMERGENCY EVACUATION SLIDES. I HAVE ENCLOSED A COPY OF THE TSO FOR THE BOARD'S INFORMATION. THE REMAINDER OF THIS SAFETY RECOMMENDATION IS ADDRESSED IN NPRM NO. 88-11 (DOCKET NO. 25642) ISSUED BY THE FAA ON JUNE 27, 1988. A COPY OF THE NPRM IS ENCLOSED FOR THE BOARD'S INFORMATION."
- 7/9/1997 Addressee THE FAA ANTICIPATES ISSUANCE OF ITS FINAL RULES GOVERNING OVERWATER EMERGENCY EQUIPMENT & PROCEDURES BY DECEMBER 1997. THE FINAL RULE WILL ADDRESS RECOMMENDATIONS A-85-35, -37, & -48 DIRECTLY & RECOMMENDATIONS A-85-36, -41, & -97 INDIRECTLY.
- 8/18/1997 NTSB A-85-41 ASKED THE FAA TO AMEND TSO-69A TO REQUIRE QUICK RELEASE GIRTS & HANDHOLDS ON EMERGENCY EVACUATION SLIDES; AMEND 14 CFR 121 & 125 TO SPECIFY A REASONABLE TIME FROM THE ADOPTION OF THE REVISION OF THE TSO BY WHICH ALL TRANSPORT PASSENGER AIR CARRIER AIRCRAFT BEING OPERATED UNDR THSE PARTS MUST BE MUST BE EQUIPPED WITH SLIDES CONFORMING TO THE REVISED TSO. PENDING REVIEW OF THE FAA'S FINAL RULE, THE BOARD CLASSIFIES RECOMMENDATIONS A-85-35,-36,-37,-41,-48, & -97 "OPEN--ACCEPTABLE RESPONSE.
- 6/8/2000 NTSB ON 6/8/00 THE SAFETY BOARD ASKED THE FAA FOR AN UPDATE ON THE STATUS OF THIS RECOMMENDATION.
- 7/10/2000 Addressee Letter Mail Controlled 07/13/2000 3:17:02 PM MC# 2000890 ON 6/27/88, THE FAA ISSUED NOTICE OF PROPOSED RULEMAKING (NPRM) NO. 88-11, WHICH ADDRESSED THE ISSUES OF THESE RECOMMENDATIONS AND PROPOSED NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE FAA HAD ANTICIPATED ISSUING ITS FINAL RULE GOVERNING OVERWATER EMERGENCY EQUIPMENT AND PROCEDURES BY DECEMBER 1997. DUE TO THE NUMBER OF COMMENTS RECEIVED IN RESPONSE TO THE NPRM AND THE AMOUNT OF TIME SINCE THE NPRM WAS ORIGINALLY ISSUED, THE FAA HAS DECIDED TO PUBLISH A SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING (SNPRM) FOR COMMENT. IT IS ANTICIPATED THAT THE SNPRM WILL BE PUBLISHED IN THE FEDERAL REGISTER BY OCTOBER 2000. I WILL PROVIDE THE BOARD WITH A COPY OF THE SNPRM AS SOON AS IT IS ISSUED.
- 8/17/2000 NTSB THE SAFETY BOARD IS DISAPPOINTED AND CONCERNED THAT IN THE 12 YEARS SINCE THE FAA INITIALLY ISSUED THE NPRM, AND IN THE 15 YEARS SINCE THESE RECOMMENDATIONS WERE ISSUED, ACTION HAS NOT BEEN COMPLETED IN RESPONSE TO THESE RECOMMENDATIONS. THE BOARD UNDERSTANDS THE NEED FOR THE SNPRM, GIVEN THE TIME THAT HAS PASSED SINCE THE NPRM WAS ISSUED, BUT BELIEVES THAT THE FAA NEEDS TO ACT PROMPTLY. THEREFORE, PENDING ISSUANCE OF THE SNPRM BY OCTOBER 2000 AS PROPOSED IN YOUR LETTER, AND PUBLICATION OF A FINAL RULE IN AN EXPEDITIOUS TIME FRAME, A-85-35, A-85-36, A-85-37, A-85-41, A-85-48 AND -97 REMAIN CLASSIFIED "OPEN--ACCEPTABLE RESPONSE."
- 3/29/2002 NTSB On August 17, 2000, the Safety Board reminded the FAA that a significant amount of time had elapsed since the FAA had issued the NPRM and that the activities started in response to these recommendations had not yet been completed. Although the Board noted the need for the SNPRM, given these circumstances, the Board believed that the FAA needed to act promptly. At that time, the Board stated that, should the FAA be unable to comply with the October 2000 publication date for the SNPRM and publication of a final rule by April 2001, these recommendations would be classified "Closed--Unacceptable Action." The Safety Board is aware that an SNPRM has not been issued and that no efforts are underway to issue one. Consequently, given the amount of time that has passed since these recommendations were issued, Safety Recommendations A-85-35, -36, -37, -41, -48, and ?97 are classified "Closed--Unacceptable Action."

Recommendation # A-85-042

**Overall Status
CAA**

**Priority
CLASS II**

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C13D TO REQUIRE THAT THE TIMED DOWNING TESTS INCLUDE THE TIME TO EXTRACT THE LIFE PRESERVER FROM AN UNOPEN PACKAGE.

FAA	Closed - Acceptable Action	8/21/1986
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- 12/10/1985 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, AND -46 ARE INCLUDED IN THE PROPOSED REVISION OF TSO-C13E. A COPY OF THE PROPOSED TSO-C13E, LIFE PRESERVERS, IS ENCLOSED FOR YOUR INFORMATION.

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

- 2/18/1986 NTSB The Safety Board's letter of October 2, 1985, commented on the proposed Technical Standard Order (TSO) C13e. In our review of the proposed TSO the Recommendations A-85-42, -43, -45, and -46 acceptable. Pending our review of the adopted version of TSO-C13e, therefore, the subject Safety Recommendations have been classified as "Open--Acceptable Action."
- 8/21/1986 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, & -46 IS INCLUDED IN THE REVISION OF TSO-C13E.
- 10/27/1986 NTSB The Safety Board has reviewed TSO-C13e and finds that the modifications to the TSO comply with the intent of Safety Recommendations A-85-42, -43, -45, and -46. Therefore, the subject Safety Recommendations have been classified as "Closed--Acceptable Action."

Recommendation # A-85-043 **Overall Status CAA** **Priority CLASS II**

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO C13D TO ESTABLISH SPECIFIC DONNING TESTS PERFORMANCE REQUIREMENTS AND COMPLIANCE CRITERIA, BASED ON ACCEPTED STATISTICAL SAMPLING PRACTICES THAT, AT A MINIMUM, SET A LOWER LIMIT ON THE NUMBER OF PERSONS TO BE USED IN EACH GROUP TEST; UPPER AND LOWER LIMITS ON THE NUMBER OF GROUP TESTS THAT MAY BE PERFORMED; THE MINIMUM PERCENTAGE OF PERSONS IN EACH GROUP WHO MUST PASS THE TEST IN ORDER TO COUNT THE GROUP TEST A SUCCESS; THE MINIMUM NUMBER OF GROUP TESTS THAT MUST BE SUCCESSFUL; AND THE COMPOSITION OF EACH GROUP, INCLUDING A REQUIREMENT THAT ONLY NAIVE SUBJECTS BE USED.

FAA	Closed - Acceptable Action	8/21/1986
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- 12/10/1985 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, AND -46 ARE INCLUDED IN THE PROPOSED REVISION OF TSO-C13E. A COPY OF THE PROPOSED TSO-C13E, LIFE PRESERVERS, IS ENCLOSED FOR YOUR INFORMATION.
- 2/18/1986 NTSB The Safety Board's letter of October 2, 1985, commented on the proposed Technical Standard Order (TSO) C13e. In our review of the proposed TSO the Recommendations A-85-42, -43, -45, and -46 acceptable. Pending our review of the adopted version of TSO-C13e, therefore, the subject Safety Recommendations have been classified as "Open--Acceptable Action."
- 8/21/1986 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, & -46 IS INCLUDED IN THE REVISION OF TSO-C13E.
- 10/27/1986 NTSB The Safety Board has reviewed TSO-C13e and finds that the modifications to the TSO comply with the intent of Safety Recommendations A-85-42, -43, -45, and -46. Therefore, the subject Safety Recommendations have been classified as "Closed--Acceptable Action."

Recommendation # A-85-044 **Overall Status CUA** **Priority CLASS II**

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C13D TO REQUIRE THAT THE TIMED DONNING TESTS BE PERFORMED WITHOUT THE USE OF A BRIEFING CARD OR A DONNING DEMONSTRATION.

FAA	Closed - Unacceptable Action	8/21/1986
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- 12/10/1985 Addressee I RECOGNIZE THE IMPORTANCE OF SIMPLE, QUICK DONNING LIFE PRESERVERS WHICH ARE INTENDED FOR UNTRAINED TYPICAL AIRLINE PASSENGERS. HOWEVER, I DO NOT BELIEVE IT IS REASONABLE OR REALISTIC TO EXCLUDE FROM THE DONNING TEST THE PREFLIGHT DEMONSTRATION OR THE PASSENGER BRIEFING CARDS.

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

2/18/1986 NTSB The Safety Board continues to believe that donning tests should be performed without the benefit of a donning demonstration or use of a briefing card. This requirement would truly test how easily and quickly the life preservers can be donned; it also would simulate more closely the actual conditions faced by passengers during a water impact accident. Test subjects know that something will happen during the test period to which they must respond appropriately, thus they are preconditioned. Passengers in a real inflight emergency may not have this advantage and may have seen and read the demonstration several hours previously. The Safety Board requests that the FAA reconsider the need to provide the most appropriately severe situation to test subjects in order to determine more realistic donning times for passengers functioning in real emergency conditions. Pending further correspondence on this issue Safety Recommendation A-85-44 has been classified as "Open--Unacceptable Action."

8/21/1986 Addressee THE FAA HAS CAREFULLY CONSIDERED THE BOARD'S POSITION AND THE POSITION OF OTHER COMMENTS TO THE FEDERAL REGISTER NOTICE, AND HAS CONCLUDED, WITH RESPECT TO A-85-44, THAT IT IS NOT REASONABLE OR REALISTIC TO EXCLUDE FROM THE DONNING TEST THE PREFLIGHT DEMONSTRATION OR THE PASSENGER BRIEFING CARDS, WHICH ARE AVAILABLE TO PASSENGERS AT THE START OF EACH FLIGHT.

10/27/1986 NTSB The Safety Board continues to believe that donning tests should be performed without the benefit of a donning demonstration or use of a briefing card in order to more accurately test how easily and quickly the life preservers can be donned. As mentioned in our previous letter, test subjects know that something will happen during the test period to which they must respond appropriately; thus, they are preconditioned. Passengers in a real inflight emergency may not have this advantage and may have reviewed the information and seen the demonstration several hours previously. The Safety Board regrets that the FAA does not plan to take any action to implement this recommendation. Safety Recommendation A-85-44 has been classified as "Closed--Unacceptable Action."

Although this recommendation has been closed, the Safety Board considers this recommendation to be valid and will continue to stress this issue in future accident investigations and studies.

Recommendation # A-85-045

Overall Status
CAA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C13D SO THAT IT DOES NOT PRECLUDE THE USE OF SINGLE INFLATION CHAMBER LIFE PRESERVER DESIGNS THAT OTHERWISE MEET THE REQUIREMENTS OF THE TSO.

FAA	Closed - Acceptable Action	8/21/1986
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12/10/1985 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, AND -46 ARE INCLUDED IN THE PROPOSED REVISION OF TSO-C13E. A COPY OF THE PROPOSED TSO-C13E, LIFE PRESERVERS, IS ENCLOSED FOR YOUR INFORMATION.

2/18/1986 NTSB The Safety Board's letter of October 2, 1985, commented on the proposed Technical Standard Order (TSO) C13e. In our review of the proposed TSO the Recommendations A-85-42, -43, -45, and -46 acceptable. Pending our review of the adopted version of TSO-C13e, therefore, the subject Safety Recommendations have been classified as "Open--Acceptable Action."

8/21/1986 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, & -46 IS INCLUDED IN THE REVISION OF TSO-C13E.

10/27/1986 NTSB The Safety Board has reviewed TSO-C13e and finds that the modifications to the TSO comply with the intent of Safety Recommendations A-85-42, -43, -45, and -46. Therefore, the subject Safety Recommendations have been classified as "Closed--Acceptable Action."

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

Recommendation # A-85-046

Overall Status
CAA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C13D TO REQUIRE AN AUTOMATICALLY ACTIVATED SURVIVOR LOCATOR LIGHT.

FAA	Closed - Acceptable Action	8/21/1986
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12/10/1985 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, AND -46 ARE INCLUDED IN THE PROPOSED REVISION OF TSO-C13E. A COPY OF THE PROPOSED TSO-C13E, LIFE PRESERVERS, IS ENCLOSED FOR YOUR INFORMATION.

2/18/1986 NTSB The Safety Board's letter of October 2, 1985, commented on the proposed Technical Standard Order (TSO) C13e. In our review of the proposed TSO the Recommendations A-85-42, -43, -45, and -46 acceptable. Pending our review of the adopted version of TSO-C13e, therefore, the subject Safety Recommendations have been classified as "Open--Acceptable Action."

8/21/1986 Addressee THE SUBSTANCE OF RECOMMENDATIONS A-85-42, -43, -45, & -46 IS INCLUDED IN THE REVISION OF TSO-C13E.

10/27/1986 NTSB The Safety Board has reviewed TSO-C13e and finds that the modifications to the TSO comply with the intent of Safety Recommendations A-85-42, -43, -45, and -46. Therefore, the subject Safety Recommendations have been classified as "Closed--Acceptable Action."

Recommendation # A-85-047

Overall Status
CAA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C13D TO REQUIRE THAT DONNING AND/OR USE INSTRUCTIONS PRINTED ON LIFE PRESERVERS MUST BE DEMONSTRATED TO BE READABLE WHEN THE PRESERVER IS DONNED.

FAA	Closed - Acceptable Action	12/10/1985
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12/10/1985 Addressee THIS RECOMMENDATION IS COVERED BY SECTION 4.2.2 OF THE CURRENT TSO-C13D. THE PROPOSED REVISION TO TSO-C13C RETAINS THIS PROVISION.

2/18/1986 NTSB The Safety Board notes that TSO-C13d and proposed TSO-C13e both contain the requirement that instructions pertaining to operations which would normally be accomplished after the life preserver is donned must be oriented so that the wearer may read them while in the water. This wording complies with the intent of this recommendation. Safety Recommendation A-84-47 has been classified as "Closed--Acceptable Action."

Recommendation # A-85-048

Overall Status
CUA

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND TSO-C13D TO PROVIDE SPECIFIC MINIMUM PERFORMANCE STANDARDS FOR FLOTATION DEVICES DESIGNED TO MEET THE NEEDS OF INFANTS, INCLUDING WHOLE BODY PROTECTION FROM HYPOTHERMIA; AMEND 14 CFR 121, 125, AND 135 TO REQUIRE THAT A SPECIFIC NUMBER OF APPROVED INFANT FLOTATION DEVICES, MEET THE REQUIREMENTS OF TSO-C13 AS AMENDED, BE CARRIED WITHIN A REASONABLE TIME ON ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THESE PARTS.

FAA	Closed - Unacceptable Action	3/29/2002
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12/10/1985 Addressee THE FAA IS CONTINUING ITS REVIEW OF THE FEASIBILITY OF THIS RECOMMENDATION AND WILL PROVIDE THE BOARD WITH AN UPDATE WITHIN 90 DAYS.

2/18/1986 NTSB Pending completion of the FAA's review on the feasibility of complying with the intent of this recommendation, Safety Recommendation A-85-48 has been classified as "Open--Acceptable Action."

8/21/1986 Addressee THE FAA'S REVIEW DISCUSSED IN MY RESPONSE TO A-85-37 ALSO INCLUDES AN EVALUATION OF WHETHER OR NOT IT IS PRACTICAL TO REQUIRE INFANT FLOTATION DEVICES THAT PROVIDE WHOLE BODY PROTECTION FOR HYPOTHERMIA.

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

- 10/27/1986 NTSB The Safety Board is concerned about the amount of time that has passed in review of a topic that has been previously and thoroughly reviewed by the FAA and other safety researchers. The Safety Board believes that there is now sufficient information to proceed with development of the recommended regulations. Pending further correspondence, Safety Recommendation A-85-48 has been classified as "Open--Unacceptable Action."
- 11/8/1988 NTSB As a result of its Safety Study on Air Carrier Overwater Emergency Equipment and Procedures, the National Transportation Safety Board, on July 2, 1985, forwarded Safety Recommendations A-85-35 through -49 to the FAA. Of these 15 recommendations, six (A-85-35, -36, -37, -41, -48, and -49) remain in an open status. We would appreciate receiving an early response on the progress of these open recommendations.
- 12/23/1988 Addressee "ON JUNE 27, 1988, THE FAA ISSUED NPRM NO. 88-11 PROPOSING TO REQUIRE INFANT LIFE PRESERVERS AND HYPOTHERMIA PROTECTION. THE COMMENT PERIOD ENDED NOVEMBER 28, 1988. AS SOON AS THE COMMENTS HAVE BEEN ANALYZED, THE FAA WILL MAKE A DETERMINATION AS TO WHETHER OR NOT A REVISION TO TSO C13D IS REQUIRED."
- 2/21/1989 NTSB Thank you for your further response to the National Transportation Safety Board's Safety Recommendations A-85-35, -37, 41, and -48 concerning overwater emergency equipment and procedures. On November 28, 1988, the Safety Board responded to Notice Of Proposed Rulemaking No. 88-11, Docket No. 25642. We await the FAA's regulatory action to make our further evaluation. These recommendations are classified as "Open--Acceptable Action."
- 7/9/1997 Addressee A-85-48 ASKED THE FAA TO AMEND TSO-C13D TO PROVIDE SPECIFIC MINIMUM PERFORMANCE STANDARDS FOR FLOTATION DEVICES DESIGNED TO MEET THE NEEDS OF INFANTS, INCLUDING WHOLE BODY PROTECTION FROM HYPOTHERMIA; AMEND 14 CFR 121, 125, & 135 TO REQUIRE THAT A SPECIFIC NUMBER OF APPROVED INFANT FLOTATION DEVICES, MEETING THE REQUIREMENTS OF TSO-C13 AS AMENDED, BE CARRIED WITH A REASONABLE TIME ON ALL PASSENGER-CARRYING AIR CARRIER AIRCRAFT OPERATING UNDER THESE PART. PENDING REVIEW OF THE FAA'S FINAL RULE, THE BOARD CLASSIFIES A-85-35, -36, -37, -41, -48, & 97 "OPEN--ACCEPTABLE RESPONSE."
- 6/8/2000 NTSB ON 6/8/00 THE SAFETY BOARD ASKED THE FAA FOR AN UPDATE ON THE STATUS OF THIS RECOMMENDATION.
- 7/10/2000 Addressee Letter Mail Controlled 07/13/2000 3:17:02 PM MC# 2000890 ON 6/27/88, THE FAA ISSUED NOTICE OF PROPOSED RULEMAKING (NPRM) NO. 88-11, WHICH ADDRESSED THE ISSUES OF THESE RECOMMENDATIONS AND PROPOSED NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE FAA HAD ANTICIPATED ISSUING ITS FINAL RULE GOVERNING OVERWATER EMERGENCY EQUIPMENT AND PROCEDURES BY DECEMBER 1997. DUE TO THE NUMBER OF COMMENTS RECEIVED IN RESPONSE TO THE NPRM AND THE AMOUNT OF TIME SINCE THE NPRM WAS ORIGINALLY ISSUED, THE FAA HAS DECIDED TO PUBLISH A SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING (SNPRM) FOR COMMENT. IT IS ANTICIPATED THAT THE SNPRM WILL BE PUBLISHED IN THE FEDERAL REGISTER BY OCTOBER 2000. I WILL PROVIDE THE BOARD WITH A COPY OF THE SNPRM AS SOON AS IT IS ISSUED.
- 8/17/2000 NTSB THE SAFETY BOARD IS DISAPPOINTED AND CONCERNED THAT IN THE 12 YEARS SINCE THE FAA INITIALLY ISSUED THE NPRM, AND IN THE 15 YEARS SINCE THESE RECOMMENDATIONS WERE ISSUED, ACTION HAS NOT BEEN COMPLETED IN RESPONSE TO THESE RECOMMENDATIONS. THE BOARD UNDERSTANDS THE NEED FOR THE SNPRM, GIVEN THE TIME THAT HAS PASSED SINCE THE NPRM WAS ISSUED, BUT BELIEVES THAT THE FAA NEEDS TO ACT PROMPTLY. THEREFORE, PENDING ISSUANCE OF THE SNPRM BY OCTOBER 2000 AS PROPOSED IN YOUR LETTER, AND PUBLICATION OF A FINAL RULE IN AN EXPEDITIOUS TIME FRAME, A-85-35, A-85-36, A-85-37, A-85-41, A-85-48, AND -97 REMAIN CLASSIFIED "OPEN--ACCEPTABLE RESPONSE."

Recommendation Report

Monday, June 01, 2009

REPORT NUMBER:SS-85-02

3/29/2002 NTSB On August 17, 2000, the Safety Board reminded the FAA that a significant amount of time had elapsed since the FAA had issued the NPRM and that the activities started in response to these recommendations had not yet been completed. Although the Board noted the need for the SNPRM, given these circumstances, the Board believed that the FAA needed to act promptly. At that time, the Board stated that, should the FAA be unable to comply with the October 2000 publication date for the SNPRM and publication of a final rule by April 2001, these recommendations would be classified "Closed--Unacceptable Action." The Safety Board is aware that an SNPRM has not been issued and that no efforts are underway to issue one. Consequently, given the amount of time that has passed since these recommendations were issued, Safety Recommendations A-85-35, -36, -37, -41, -48, and -97 are classified "Closed--Unacceptable Action."

Recommendation #	A-85-049	Overall Status	Priority
		CUA	CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: AMEND RELEVANT EMERGENCY TRAINING SECTIONS OF 14 CFR 121, 125, AND 135 TO REQUIRE THE COCKPIT AND CABIN CREWMEMBERS ON AIRCRAFTS BEING OPERATED UNDER THESE PARTS BE GIVEN PERIODIC TRAINING, INCLUDING "HANDS-ON" "WET" DRILLS, IN THE SKILLS RELEVANT TO INADVERTENT WATER IMPACT WHICH MAY INCREASE THE CHANCES OF POST-CRASH SURVIVAL.

FAA	Closed - Unacceptable Action	9/23/1992
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12/10/1985 Addressee THE FAA IS PRESENTLY ENGAGED IN A BROAD SCALE REVIEW AF ALL ASPECTS OF CABIN SAFETY TO INCLUDE OPERATIONAL, MAINTENANCE, AND ENGINEERING RESPONSIBILITIES. IF DURING THIS REVIEW, WHICH WILL BE CONDUCTED WITH INDUSTRY, IT BECOMES APPARENT THAT THE "HANDS ON" TRAINING IN A WATER ENVIRONMENT IS A MATTER FOR CONSIDERATION, YOU MAY BE ASSURED THE FAA WILL GIVE FULL WEIGHT TO THESE DETERMINATIONS IN ANY RULEMAKING WHICH OCCURS AS A RESULT OF THE REVIEW.

2/18/1986 NTSB The Safety Board is pleased to learn that the FAA is engaged in a broad scale review of all aspects of cabin safety in which "hands on" training in a water environment will be considered. Pending the results of this review, Safety Recommendation A-85-49 has been classified as "Open--Acceptable Action".

2/18/1987 Addressee THE FAA COMPLETED ITS REVIEW OF CREWMEMBER EMERGENCY TRAINING AND IS IN THE PROCESS OF PREPARING AN AC TO PROVIDE GUIDANCE REGARDING CABIN SAFETY. THIS AC WILL ADDRESS DRILLS, "HANDS-ON" TRAINING, AND COMPETENCY CHECKS. IT IS ANTICIPATED THAT THIS AC WILL BE COMPLETED BY JULY 1987.

6/1/1987 NTSB The Safety Board acknowledges the FAA's efforts to publish an advisory circular (AC) that will cover these issues. We note, however, that the recommendations suggested regulatory changes and, while we view the issuance of an AC as an acceptable interim response, any effort short of the regulatory changes recommended, will be viewed as an inadequate response. Based on these comments, we will hold Safety Recommendations A-85-40 and -49 as "Open--Acceptable Action" pending our review of further responses from the FAA.

11/8/1988 NTSB As a result of its Safety Study on Air Carrier Overwater Emergency Equipment and Procedures, the National Transportation Safety Board, on July 2, 1985, forwarded Safety Recommendations A-85-35 through -49 to the FAA. Of these 15 recommendations, six (A-85-35, -36, -37, -41, -48, and -49) remain in an open status. We would appreciate receiving an early response on the progress of these open recommendations.

1/23/1989 Addressee ON JUNE 27, 1988, THE FAA ISSUED NPRM NO. 88-11 (DOCKET NO. 25642). THE COMMENT PERIOD ENDED NOVEMBER 28, 1988. THE NPRM PROPOSED NEW REQUIREMENTS FOR WATER SURVIVAL EQUIPMENT CARRIED ABOARD AIRPLANES AND ROTORCRAFT. THE FAA HAS ALSO DECIDED TO ISSUE AN AIR CARRIER OPERATIONS BULLETIN ON THE SUBJECT OF "HANDS -ON" TRAINING FOR CREWMEMBERS.

2/23/1989 NTSB Thank you for former Administrator McArto's further response to the National Transportation Safety Board's Safety Recommendation A-85-49. On November 28, 1988, the Safety Board responded to Notice of Proposed Rulemaking No. 88-11, Docket No. 25642, regarding "Improved Survival Equipment for Inadvertent Water Landings." We await the FAA's regulatory action as well as the proposed Air Carrier Operations Bulletin on "hands-on drills." This recommendation is classified as "Open--Acceptable Action."

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9/23/1992 Addressee AS AN ALTERNATE SOLUTION TO THIS SAFETY RECOMMENDATION, THE FAA ISSUED HANDBOOK BULLETIN 91-28, WET DITCHING TRAINING, ON OCTOBER 21, 1991. THIS BULLETIN DIRECTS PRINCIPAL OPERATIONS INSPECTORS TO ENCOURAGE THEIR ASSIGNED OPERATORS TO CONDUCT TRAINING WHICH PROVIDES REALISTIC ENVIRONMENTS FOR WET DITCHING TRAINING AND DRILLS AND THAT EMERGENCY EQUIPMENT AND DRILL TRAINING BE FULLY INTEGRATED INTO THE OPERATOR'S SITUATIONAL AWARENESS TRAINING MODULES. THE TRAINING OBJECTIVES SHOULD BE ACCOMPLISHED IN SWIMMING POOLS OR OTHER SAFE AQUATIC ENVIRONMENTS USING THE FLOTATION DEVICES REQUIRED TO BE ON BOARD THE AIRCRAFT. THE BULLETIN ALSO DIRECTS PRINCIPAL OPERATIONS INSPECTORS TO ENSURE THAT INADVERTENT WATER IMPACT ACCIDENTS ARE EMPHASIZED DURING WET DITCHING TRAINING. NOTICE OF PROPOSED RULEMAKING (NPRM) 88-11, IMPROVED SURVIVAL EQUIPMENT FOR INADVERTENT WATER LANDINGS, IS BEING REVIEWED. HOWEVER, THE NPRM ONLY ADDRESSES WATER SURVIVAL EQUIPMENT ON AIR CARRIER AIRCRAFT AND DOES NOT ADDRESS THE TRAINING ISSUES REFERENCED IN THIS SAFETY RECOMMENDATION. CONSEQUENTLY, I DO NOT BELIEVE THAT THIS SAFETY RECOMMENDATION SHOULD BE MAINTAINED IN AN "OPEN" CLASSIFICATION PENDING ISSUANCE OF THE FINAL REGULATORY ACTION. I BELIEVE THAT THE ISSUANCE OF HANDBOOK BULLETIN 91-28 IS AN ACCEPTABLE ALTERNATE ACTION TO ADDRESS THIS SAFETY RECOMMENDATION, AND I PLAN NO FURTHER ACTION.

1/6/1993 NTSB THE SAFETY BOARD REITERATED THIS RECOMMENDATION TO THE FAA AS A RESULT OF THE USAIR, INC., FLIGHT 5050 ACCIDENT ON 9/20/89, AT NEW YORK CITY'S LAGUARDIA AIRPORT, WHICH REVEALED INSTANCES OF INADEQUATE COCKPIT & CABIN CREWMEMBER SKILLS RELEVANT TO INADVERTENT WATER IMPACT. ALTHOUGH THE FAA ISSUED HANDBOOK BULLETIN 91-28, WET DITCHING TRAINING, ON 10/21/91, DIRECTING PRINCIPAL OPERATIONS INSPECTORS TO ENCOURAGE THEIR ASSIGNED OPERATORS TO CONDUCT TRAINING THAT WOULD SATISFY THE NEEDS THAT PROMPTED THIS RECOMMENDATION, THERE IS NO REQUIREMENT THAT AN OPERATOR ACTUALLY CONDUCT THE TRAINING. THE BOARD DOES NOT ACCEPT THE FAA'S ACTIONS AS MEETING THE INTENT OF RECOMMENDATION A-85-49 & HAS CLASSIFIED IT "CLOSED--UNACCEPTABLE ACTION."

Total Number of Recommendations for Recommendation Report: 15

Selection for Report:

REPORT NUMBER:SS-85-02