



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 3, 2016

In reply refer to: A-16-45 and -46

Mr. Eric Hinson
President
SIMCOM Aviation Training
6989 Lee Vista Boulevard
Orlando, FL 32822

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge SIMCOM Aviation Training to take action on the safety recommendations being issued in this letter.

On October 18, 2016, we adopted our report concerning the November 10, 2015, accident in which a British Aerospace HS 125-700A (Hawker 700A), N237WR, registered to Rais Group International NC LLC and operated by Execuflight, departed controlled flight while on a nonprecision localizer approach to runway 25 at Akron Fulton International Airport and impacted a four-unit apartment building in Akron, Ohio. Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our [Aviation Information Resources](#) webpage under report number NTSB/AAR-16/03.¹

As a result of this investigation, we issued 13 new recommendations, including 9 to the Federal Aviation Administration, 2 to Textron Aviation, and the following 2 to Hawker 700- and -800 series training centers, such as SIMCOM Aviation Training:

¹ NTSB. 2016. *Crash During Nonprecision Instrument Approach to Landing, Execuflight Flight 1526, British Aerospace HS 125-700A, N237WR, Akron, Ohio, November 10, 2015*, NTSB/AAR-16/03. Washington, DC: National Transportation Safety Board.

A-16-45

Work with the Federal Aviation Administration and Textron Aviation to develop and incorporate into Hawker 700- and 800-series pilot training programs a nonprecision approach procedure that aligns with the stabilized approach criteria outlined in Advisory Circular 120-71A and eliminates configuration changes at low altitudes.

A-16-46

Work with the Federal Aviation Administration and Textron Aviation to develop and incorporate into Hawker 700- and 800-series pilot training programs a definition of the term “landing assured” that aligns with the language of 14 *Code of Federal Regulations* 91.175(c)(1).

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

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Mr. David Davenport
Executive Vice President
Flight Safety International
4660 Diplomacy Road
Fort Worth, TX 76155

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On October 18, 2016, we adopted our report concerning the November 10, 2015, accident in which a British Aerospace HS 125-700A (Hawker 700A), N237WR, registered to Rais Group International NC LLC and operated by Execuflight, departed controlled flight while on a nonprecision localizer approach to runway 25 at Akron Fulton International Airport and impacted a four-unit apartment building in Akron, Ohio. Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our [Aviation Information Resources](#) webpage under report number NTSB/AAR-16/03.¹

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A-16-45

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A-16-46

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Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

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[Original Signed]

By: Christopher A. Hart,
Chairman