



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: May 9, 2017

In reply refer to: A-17-44

Ms. Cindy D'Aoust
President & CEO
Cruise Lines International Association
1201 F Street NW, Suite 250
Washington, DC 20004

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 the Cruise Lines International Association to take action on the safety recommendation being issued in this letter.

On April 25, 2017, the NTSB adopted its report concerning the June 25, 2015, accident in which a single-engine, turbine-powered, float-equipped de Havilland DHC-3 (Otter) airplane, N270PA, collided with mountainous, tree-covered terrain about 24 miles east-northeast of Ketchikan, Alaska.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/AAR-17/02.

As a result of this investigation, we issued 10 new recommendations, including 9 to the Federal Aviation Administration and the following recommendation to the Cruise Lines International Association:

¹ National Transportation Safety Board, *Collision with Terrain, Promech Air, Inc., de Havilland DHC-3, N270PA, Ketchikan, Alaska, June 25, 2015*, NTSB/AAR-17/02 (Washington, DC: NTSB, 2017).

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Encourage your members that sell air tours as shore excursions to review the circumstances of this accident and to consider ways to mitigate associated risks.

Acting Chairman SUMWALT and Members HART, WEENER, and DINH-ZARR concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is 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 it. When replying, please refer to the safety recommendation 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.

By:

[Original Signed]

Robert L. Sumwalt, III
Acting Chairman