

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



July 30, 2026

Mr. Bryan Bedford
Federal Aviation Administration
Washington, DC 20591

Dear Mr. Bedford:

This letter provides information about the National Transportation Safety Board's (NTSB) July 3, 2026, report *In-Flight Loss of Control and Impact with Pack Ice, Bering Air Flight 445, Textron Aviation 208B, N321BA*, near Nome, Alaska, February 6, 2025, AIR-26-05. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Bering Air's inadequate flight risk assessment and operational control process and procedures
- The Federal Aviation Administration's (FAA) inadequate oversight to identify operational complexity and rapid growth as risk factors for Bering Air
- The lack of required load manifests and recordkeeping requirements for aircraft operated under Title 14 Code of Federal Regulations (CFR) Part 135
- The lack of requirements for a structured flight data monitoring program and associated recording devices for all 14 CFR Part 135 operators
- The lack of requirements for certain aircraft operated under Parts 91, 121, or 135 to be equipped with crash-resistant flight recorder systems

Accordingly, the NTSB makes the following safety recommendations to the FAA. Additional information regarding these recommendations can be found in the noted sections of the report.

- Require all 14 Code of Federal Regulations Part 135 and 91K operators, except single-pilot and single-pilot-in-command operators, to incorporate upset prevention and recovery training, whether in a simulator or an aircraft, and related checklists and procedures into their training programs. (A-26-64) (See section 2.3.)

- Develop explicit surveillance criteria for 14 Code of Federal Regulations Part 135 and 91K operators that are experiencing rapid growth, increased complexity of operations, accidents and/or incidents, or other changes that warrant increased oversight, including verifying that inspector staffing is adequate to accomplish the enhanced surveillance resulting from the new criteria, and increasing staffing for those certificates with insufficient staffing levels. (A 26 65) (See section 2.4.2.)

In addition, the NTSB reiterates the following recommendations to the FAA:

- Require all 14 Code of Federal Regulations (CFR) Part 135 operators, except single-pilot and single-pilot-in-command (PIC) operators, to use certificated dispatchers who hold joint responsibility with the PIC for the safety and operational control of flights and whose responsibilities include preflight planning; flight dispatch, release, and cancellation decisions; and flight monitoring, consistent with the requirements for 14 CFR Part 121 domestic and flag operations. (A-24-17)
- Require all 14 Code of Federal Regulations Part 135 operators to install flight data recording devices capable of supporting a flight data monitoring program. (A-16-34)
- After the action in Safety Recommendation A-16-34 is completed, require all 14 Code of Federal Regulations Part 135 operators to establish a structured flight data monitoring program that reviews all available data sources to identify deviations from established norms and procedures and other potential safety issues. (A-16-35)
- Expand the applicability of the load manifest and recordkeeping requirements of Title 14 Code of Federal Regulations (CFR) 135.63(c) to include 14 CFR Part 135 single-engine aircraft operations. (A-24-18)
- Require the installation of a crash-resistant flight recorder system on all newly manufactured turbine-powered, nonexperimental, nonrestricted-category aircraft that are not equipped with a flight data recorder and a cockpit voice recorder and are operating under 14 Code of Federal Regulations Parts 91, 121, or 135. The crash-resistant flight recorder system should record cockpit audio and images with a view of the cockpit environment to include as much of the outside view as possible, and parametric data per aircraft and system installation, all as specified in Technical Standard Order C197, "Information Collection and Monitoring Systems." (A-13-12)

- Require all existing turbine-powered, nonexperimental, nonrestricted-category aircraft that are not equipped with a flight data or cockpit voice recorder and are operating under 14 Code of Federal Regulations Parts 91, 121, or 135 to be retrofitted with a crash-resistant flight recorder system. The crash-resistant flight recorder system should record cockpit audio and images with a view of the cockpit environment to include as much of the outside view as possible, and parametric data per aircraft and system installation, all as specified in Technical Standard Order C197, "Information Collection and Monitoring Systems." (A-13-13)

In the same report, we also classified one previously issued safety recommendation:

- In collaboration with the National Weather Service, develop a graphical forecast depicting potential areas of supercooled large droplet icing conditions in Alaska and make this information available to pilots. (A 22 21)

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendation(s) A-13-12, -13, A-16-34, -35, A-24-17, -18, A-26-64, and -65). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

cc: Angelique Berry

Enclosure