



National Transportation Safety Board

Crash During Nonprecision Instrument Approach

Execuflyght Hawker 700A
Akron, Ohio
November 10, 2015

Jim Silliman
Investigator-in-Charge



Photo by Juan Carlos Photography

Accident Summary

- Part 135 on-demand charter flight
- Airplane destroyed
- 9 fatalities – 2 pilots and 7 passengers
- Apartment building destroyed
- No one on ground injured
- Instrument meteorological conditions

Pilot Roles and Experience

- Captain – Pilot monitoring
 - 6,170 total flight hours
 - 1,020 Hawker flight hours
- First officer – Pilot flying
 - 4,380 total flight hours
 - 480 Hawker flight hours

Flight History

- Accident occurred on second day of 2-day trip
- Departed Dayton, Ohio, about 1413
- Weather reported at Akron
 - Visibility of 1 ½ miles
 - Overcast ceiling at 600 feet

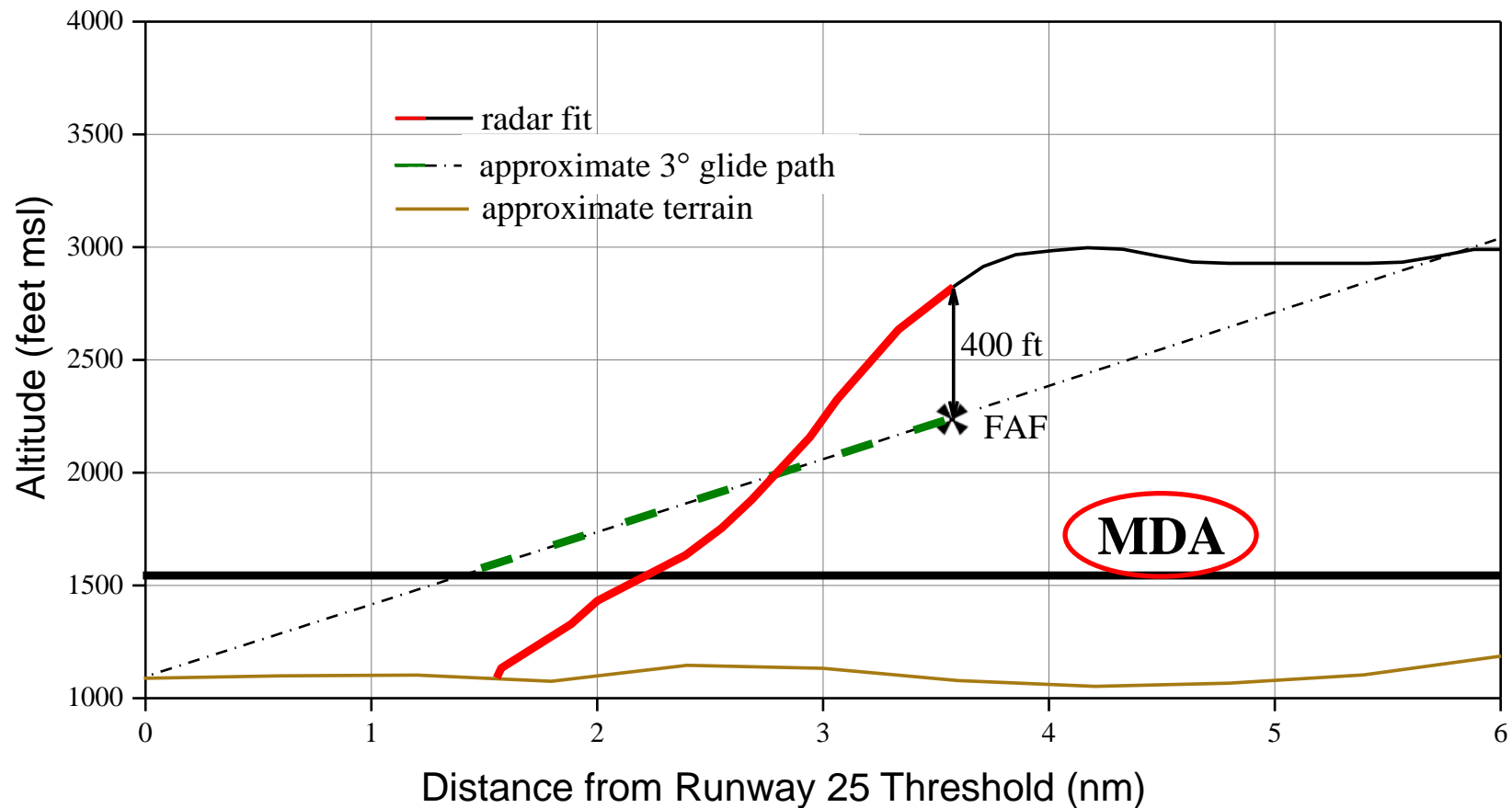
En Route

- First officer was flying pilot on revenue flight, contrary to informal practice
- Nonprecision localizer approach
- Captain briefed approach, contrary to standard operating procedures
- Approach briefing incomplete, and approach checklist not performed

Localizer Approach Prior to FAF

- First officer slowed airplane and placed it in danger of a stall
- Captain failed to take control
- First officer improperly configured airplane by selecting flaps 45°
- Landing checklist never completed

Profile View of Approach



Localizer Approach

- Speed decayed below approach speed
- Captain did not call out “minimums”
- Airplane descended below minimum descent altitude without runway in sight
- First officer attempted to arrest descent, airplane entered an aerodynamic stall

Aerial View of Accident Site and Runway 25



Aerial View of Destroyed Building



View of Fuselage and Engines



Exclusions

- No preimpact structural, engine, or system failures
- Pilots were properly certificated
- Pilots not affected by toxins, alcohol or other drugs, or medical conditions

Safety Issues

- Lack of requirement for flight data monitoring programs for Part 135
- Lack of requirement for safety management system programs for Part 135
- Lack of Hawker 700- and 800-series nonprecision approach procedure that meets stabilized approach criteria and defines “landing assured”

Safety Issues

- Lack of requirement for flight crew training on continuous descent final approach technique
- Inaccuracy of data entered into weight-and-balance software
- Inadequate FAA surveillance of Part 135 operators
- Inadequate cockpit voice recorder maintenance procedures

Parties to the Investigation

- Federal Aviation Administration
- Execuflight
- Textron Aviation
- Honeywell International
- National Air Traffic Controllers Association



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