

Closing Statement

In closing, I would like to thank the staff for your hard work. I also want to thank my colleagues for their preparation going into the board meeting, and for the good debate and discussion. My special thanks to Shaun Williams, the investigator-in-charge, and to Member Weener, who presided over our investigative hearing in Alaska.

The recommendations that we issued and reiterated today, if acted upon, can enhance the value of TAWS units, improve voluntarily implemented CFIT avoidance training, introduce mandated CFIT avoidance training requirements for Part 135 operations, and make Hageland's CRM training more effective.

They'll also make safety management systems and flight data monitoring programs the order of the day in Part 135 operations. And they'll require the recorders needed to power FDM programs.

These recommendations are about doing the right thing: preventing loss of life and injuries.

The right thing should not change from state to state, or from helicopters to fixed wing aircraft, or from other parts of the federal aviation regulations to Part 135.

We stand adjourned.

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