



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: September 25, 2014

In reply refer to: A-14-91

Mr. Yannick Malinge
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and Chief Product Safety Officer
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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 Airbus Industrie to take action on the safety recommendation being issued in this letter.

On September 9, 2014, we adopted our report concerning the August 14, 2013, accident, in which United Parcel Service (UPS) flight 1354, an Airbus A300-600, N155UP, crashed short of runway 18 during a localizer nonprecision approach to runway 18 at Birmingham-Shuttlesworth International Airport, Birmingham, Alabama.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 AAR-14/02.

As a result of this investigation, we reclassified and closed Safety Recommendation A-06-8 and issued 20 new recommendations, including 15 to the Federal Aviation Administration

¹ *Crash During a Nighttime Nonprecision Instrument Approach to Landing, United Parcel Service Flight 1354, Airbus A300-600, N155UP, Birmingham, Alabama, August 14, 2013.* NTSB/AAR-14/02, Washington, DC: National Transportation Safety Board, 2014.

(FAA), 2 to UPS, 2 to the Independent Pilots Association, and the following recommendation to Airbus:

A-14-91

Develop and implement, for applicable Airbus models, means of providing pilots with a direct and conspicuous cue when they program the flight management computer flight plan incorrectly such that it contains such elements as improper waypoints or discontinuities that would allow the vertical deviation indicator to present misleading information for an approach.

The following recommendation to the FAA has been reclassified and superseded:

A-06-8

Require all 14 *Code of Federal Regulations* Part 121 and 135 operators to incorporate the constant-angle-of-descent technique into nonprecision approach procedures and to emphasize the preference for that technique where practicable.

This safety recommendation is superseded by A-14-76 to the FAA and is now classified “Closed—Unacceptable Action/Superseded.”

Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

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.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman