



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 21, 2016

In reply refer to: A-16-14

Mr. Mark Larsen
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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 the National Business Aviation Association (NBAA) to take action on the safety recommendation being issued in this letter.

On June 7, 2016, we adopted our report concerning the December 8, 2014, accident in which an Embraer EMB-500 (marketed as the Phenom 100), N100EQ, registered to and operated by Sage Aviation LLC, crashed while on approach to runway 14 at Montgomery County Airpark, Gaithersburg, Maryland.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 [Aviation Information Resources](#) webpage under report number NTSB/AAR-16/01.

¹ National Transportation Safety Board, *Aerodynamic Stall and Loss of Control During Approach, Embraer EMB-500, N100EQ, Gaithersburg, Maryland, December 8, 2014*, NTSB/AAR-16/01 (Washington, DC: National Transportation Safety Board, 2016).

As a result of this investigation, we issued three new recommendations, including one to the Federal Aviation Administration, one to the General Aviation Manufacturers Association, and the following recommendation to the NBAA:

A-16-14

Work with your members that are manufacturers and training providers of turbofan airplanes that require a type rating and are certified for single-pilot operations and flight in icing conditions to develop enhanced pilot training guidelines pertaining to risk management in winter weather operations, including the use of ice protection systems and adherence to checklists, with special emphasis given to deficiencies in pilot performance identified in this accident, and make the results of this effort available to the community of pilots who fly these airplanes.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER 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.

[Original Signed]

By: Christopher A. Hart,
Chairman