



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: September 1, 2016

In reply refer to: A-16-18 and -19

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
Washington, DC 20590

On August 25, 2016, the National Transportation Safety Board (NTSB) adopted our safety recommendation report concerning the need for emergency identification and response training for air traffic controllers. Additional information about the five accidents referenced in the report and the findings that led to our recommendations may be found, respectively in the reports of the investigations (ERA15FA099, ERA14FA192, ERA13FA105, ERA13FA088, and ERA12LA500) and the safety recommendation report (ASR-16-004), all of which can be accessed at our [Aviation Information Resources](#) web page.

As a result of these investigations, we issued the following two new recommendations to the Federal Aviation Administration:

A-16-18

Develop, in collaboration with your internal offices that investigate aviation accidents and incidents and also organizations familiar with the challenges facing pilots confronting an emergency situation, and require recurrent national training for air traffic controllers, including scenario-based training, to instruct them on identifying and responding to emergency situations to include the following:

- (1) recognizing emergencies,
- (2) determining what help is needed, and
- (3) taking actions that help pilots safely resolve the situation.

A-16-19

In collaboration with your internal offices that investigate aviation accidents and incidents and also organizations familiar with the challenges facing pilots confronting an emergency situation, annually revise the required training described in Safety Recommendation A-16-18 at the national level to ensure that the training is current and relevant and includes lessons learned from recent events throughout the National Airspace System that address best practices for helping pilots who are experiencing problems such as (but not limited to) the following:

- (1) partial or total power loss and fuel emergencies;
- (2) control difficulties;
- (3) impaired navigational capability;
- (4) loss of flight instruments or other critical aircraft systems (including attitude information);
- (5) encounters with hazardous meteorological conditions;
- (6) inadvertent flight into instrument meteorological conditions by visual flight rules pilots; and
- (7) pilot medical issues, such as hypoxia.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are 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 them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Chairman