



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: December 2, 2014

In reply refer to: A-14-110 through -112

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

On November 17, 2014, the National Transportation Safety Board (NTSB) adopted its report concerning the March 15, 2012, accident in which a Convair CV-440-38, N153JR, operated by Fresh Air, Inc., crashed into a lagoon about 1 mile east of the departure end of runway 10 at Luis Muñoz Marín International Airport, San Juan, Puerto Rico.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-14/04.

As a result of this investigation, we issued the following three new recommendations to the Federal Aviation Administration:

A-14-110

Evaluate the effectiveness of your 14 *Code of Federal Regulations* (CFR) Part 125 oversight program and ensure that 14 CFR Part 125 operations are conducted at the same level of safety as that of Parts 121 and 135.

A-14-111

Require all principal operations inspectors of 14 *Code of Federal Regulations* Part 125 certificate holders to conduct at least one en route inspection annually on each airplane type operated by the certificate holder.

¹ National Transportation Safety Board, *Crash Following In-Flight Fire, Fresh Air, Inc., Convair CV-440-38, N153JR, San Juan, Puerto Rico, March 15, 2012*. AAR-14/04 (Washington, DC: National Transportation Safety Board, 2014).

A-14-112

Require check airmen who evaluate pilots under the 14 *Code of Federal Regulations* Part 125 lateral moves provision to use the operations specifications of the certificate holder employing the pilot who is receiving the proficiency check to ensure a proper evaluation of the pilot's knowledge of those specifications.

Acting Chairman HART and Members SUMWALT, ROSEKIND, 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, as required by 49 *United States Code* section 1135, detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number and submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman