



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: November 3, 2016

In reply refer to: A-16-34 through -42

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
Washington, DC 20591

On October 18, 2016, we adopted our report concerning the November 10, 2015, accident in which a British Aerospace HS 125-700A (Hawker 700A), N237WR, registered to Rais Group International NC LLC and operated by Execuflight, departed controlled flight while on a nonprecision localizer approach to runway 25 at Akron Fulton International Airport and impacted a four-unit apartment building in Akron, Ohio. 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-16/03.¹

As a result of this investigation, we issued 13 new recommendations, including 2 to Textron Aviation, 2 to Hawker 700- and -800 series training centers, and the following 9 to the Federal Aviation Administration:

A-16-34

Require all 14 *Code of Federal Regulations* Part 135 operators to install flight data recording devices capable of supporting a flight data monitoring program.

A-16-35

After the action in Safety Recommendation A-16-34 is completed, require all 14 *Code of Federal Regulations* Part 135 operators to establish a structured flight data monitoring program that reviews all available data sources to identify deviations from established norms and procedures and other potential safety issues.

¹ NTSB. 2016. *Crash During Nonprecision Instrument Approach to Landing, Execuflight Flight 1526, British Aerospace HS 125-700A, N237WR, Akron, Ohio, November 10, 2015*, NTSB/AAR-16/03. Washington, DC: National Transportation Safety Board.

A-16-36

Require all 14 *Code of Federal Regulations* Part 135 operators to establish safety management system programs.

A-16-37

In conjunction with Textron Aviation and Hawker 700- and 800-series training centers, develop and incorporate into Hawker 700- and 800-series pilot training programs a nonprecision approach procedure that aligns with the stabilized approach criteria outlined in Advisory Circular 120-71A and eliminates configuration changes at low altitudes.

A-16-38

In conjunction with Textron Aviation and Hawker 700- and 800-series training centers, develop and incorporate into Hawker 700- and 800-series pilot training programs a definition of the term “landing assured” that aligns with the language of 14 *Code of Federal Regulations* 91.175(c)(1).

A-16-39

Require 14 *Code of Federal Regulations (CFR)* Part 121, 135, and 91 subpart K operators and 14 *CFR* Part 142 training centers to train flight crews in the performance and use of the continuous descent final approach technique as their primary means for conducting nonprecision approaches.

A-16-40

Issue a safety alert for operators describing the circumstances of this accident and reminding operators to ensure that current and accurate information is entered into weight-and-balance software programs used in their operations.

A-16-41

Review the Safety Assurance System and develop and implement procedures needed to identify 14 *Code of Federal Regulations* Part 135 operators that do not comply with standard operating procedures.

A-16-42

Review the problems with the quality of the cockpit voice recorder (CVR) data in this accident to (1) determine why the problems were not detected and corrected before the accident, despite the requirements in Federal Aviation Administration Order 8900.1 and the guidance in Safety Alert for Operators 06019, and (2) determine if the procedures in Advisory Circular (AC) 20-186 would have ensured that the CVR problems were identified and corrected before the accident,

and if not, revise AC 20-186 to ensure that such problems will be identified and corrected.

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, 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,
Chairman

Safety Recommendation Reiteration List

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
A-16-034	1	AAR-18-02	4/26/2018	Collision with Terrain Hageland Aviation Services, Inc. dba Ravn Connect Flight 3153 Cessna 208B, N208SD, Togiak, Alaska October 2, 2016	Togiak	Alaska	10/2/2016
A-16-034	2	AAR-19-02	3/28/2019	Departure from Controlled Flight Trans-Pacific Air Charter, LLC, Learjet 35A, N452DA, Teterboro, New Jersey, May 15, 2017	Teterboro	New Jersey	5/15/2017
A-16-034	3	AAR-21-01	2/25/2021	Rapid Descent Into Terrain Island Express Helicopter	Calabasas	California	1/26/2020

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A-16-035	1	AAR-18-02	4/26/2018	Collision with Terrain Hageland Aviation Services, Inc. dba Ravn Connect Flight 3153 Cessna 208B, N208SD, Togiak, Alaska October 2, 2016	Togiak	Alaska	10/2/2016
A-16-035	2	AAR-19-02	3/28/2019	Departure from Controlled Flight Trans-Pacific Air Charter, LLC, Learjet 35A, N452DA, Teterboro, New Jersey, May 15, 2017	Teterboro	New Jersey	5/15/2017
A-16-035	3	AAR-20-01	6/8/2020	Helicopter Air Ambulance Collision with Terrain Survival	Zaleski	Ohio	1/29/2019

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SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
A-16-036	1	AAR-17-01	4/25/2017	Collision with Terrain, Promech Air, Inc., de Havilland DHC-3, N270PA, Ketchikan, Alaska, June 25, 2015	Ketchikan	Alaska	6/25/2015
A-16-036	2	AAR-18-002	4/26/2018	Collision with Terrain Hageland Aviation Services, Inc. dba Ravn Connect Flight 3153 Cessna 208B, N208SD, Togiak, Alaska October 2, 2016	Togiak	Alaska	10/2/2016
A-16-036	3	AAR-19-02	3/28/2019	Departure from Controlled Flight Trans-Pacific Air Charter, LLC, Learjet 35A,	Teterboro	New Jersey	5/15/2017

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
				N452DA, Teterboro, New Jersey, May 15, 2017			
A-16-036	4	AAR-20-01	6/8/2020	Helicopter Air Ambulance Collision with Terrain Survival Flight Inc. Bell 407 Helicopter N191SF near Zaleski, Ohio	Zaleski	Ohio	1/29/2019
A-16-036	5	AAR-21-01	2/25/2021	Rapid Descent Into Terrain Island Express Helicopters Inc. Sikorsky S-76B, N72EX	Calabasas	California	1/26/2020
A-16-036	6	AAR-21-04	5/21/2021	Midair Collision over George Inlet de Havilland DHC-2, N952DB, and de Havilland DHC-3, N959PA	Ketchikan	Alaska	5/13/2019

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
A-16-036	7	AIR-22-05	5/26/2022	Collision into Terrain Safari Aviation Inc. Airbus AS350 B2, N985SA	Kekaha	HI	12/26/2019

