

January 20, 2022

The Honorable Stephen Dickson
Administrator
Federal Aviation Administration
Washington, DC 20591

The attached letter from the NTSB Chair provides information about the NTSB's December 20, 2021, report *Require Carbon Monoxide Detectors in Certain General Aviation Aircraft*, NTSB/AIR-22/01. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (for example, A-22-1). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.



Executive Secretariat-LRM
Office of the Managing Director
National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594
Email: ExecutiveSecretariat@nts.gov

National Transportation Safety Board

Office of the Chair
Washington, DC 20594



January 20, 2022

The Honorable Stephen Dickson
Administrator
Federal Aviation Administration
Washington, DC 20591

Dear Administrator Dickson:

This letter provides information about the National Transportation Safety Board's (NTSB) December 20, 2021, report *Require Carbon Monoxide Detectors in Certain General Aviation Aircraft*, NTSB/AIR-22/01. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Further serious and fatal accidents due to pilot CO poisoning
- Continued lack of Federal Aviation Administration (FAA) requirement for carbon monoxide (CO) detectors in general aviation aircraft

Accordingly, the NTSB makes the following safety recommendation to the FAA.

- Require that all enclosed-cabin aircraft with reciprocating engines be equipped with a functional CO detector that complies with an aviation-specific minimum performance standard with active aural or visual alerting.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendations by number (Safety Recommendation A-22-1). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer Homendy
Chair

January 20, 2022

Mr. Mark Baker
Chief Executive Officer/President
Aircraft Owners and Pilots Association
421 Aviation Way
Frederick, MD 21701

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.

The attached letter from the NTSB Chair provides information about the NTSB's December 20, 2021, report *Require Carbon Monoxide Detectors in Certain General Aviation Aircraft*, NTSB/AIR-22/01. The details of this accident investigation and the resulting safety recommendation may be found in the attached report, which can also be accessed at <http://www.nts.gov>. For more information about NTSB and our recommendation process, please see the attached one-page summary.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement these recommendations. When replying, please refer to the safety recommendation by number (for example, A-22-2). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply exceeds 20 megabytes, including attachments, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations will be stored by the NTSB and viewable by the public. Please do not send privileged or confidential communications in response to this recommendation. Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.



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Mr. Mark Baker
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Aircraft Owners and Pilots Association
421 Aviation Way
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Dear Mr. Baker:

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We are providing the following information to urge the Aircraft Owners and Pilots Association (AOPA) to act on the safety recommendation in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our December 20, 2021, report *Require Carbon Monoxide Detectors in Certain General Aviation Aircraft*, NTSB/AIR-22/01. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Further serious and fatal accidents due to pilot CO poisoning
- Continued lack of Federal Aviation Administration (FAA) requirement for carbon monoxide (CO) detectors in general aviation aircraft

Accordingly, the NTSB makes the following safety recommendation to the AOPA:

- Inform your members about the dangers of carbon monoxide (CO) poisoning in flight and encourage them to 1) install CO detectors with active aural or visual alerting and 2) proactively ensure thorough exhaust inspection during regular maintenance.

To aid you in implementing this recommendation, we are also attaching an article regarding our investigations of these crashes that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website and that you send us a copy of the newsletter or a link to the website article once it has been published.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation A-22-2). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

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Sincerely,

[Original Signed]

Jennifer Homendy
Chair

January 20, 2022

Mr. Jack Pelton
Chief Executive Officer
Experimental Aircraft Association
EAA Aviation Center
3000 Poberezny Road
Oshkosh, WI 54903

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.

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Mr. Jack Pelton
Chief Executive Officer
Experimental Aircraft Association
EAA Aviation Center
3000 Poberezny Road
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Dear Mr. Pelton:

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We are providing the following information to urge the Experimental Aircraft Association (EAA) to act on the safety recommendation in this letter because we believe your organization can help reduce the risk of future accidents. For more information about the NTSB and our recommendation process, please see the attached one-page summary.

This letter also includes information about our December 20, 2021, report *Require Carbon Monoxide Detectors in Certain General Aviation Aircraft*, NTSB/AIR-22/01. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issues:

- Further serious and fatal accidents due to pilot CO poisoning
- Continued lack of Federal Aviation Administration (FAA) requirement for carbon monoxide (CO) detectors in general aviation aircraft

Accordingly, the NTSB makes the following safety recommendation to the EAA:

- Inform your members about the dangers of carbon monoxide (CO) poisoning in flight and encourage them to 1) install CO detectors with active aural or visual alerting and 2) proactively ensure thorough exhaust inspection during regular maintenance.

To aid you in implementing this recommendation, we are also attaching an article regarding our investigations of these crashes that you may use, either in its entirety or modified to fit the length and style considerations of your publication and/or website. We ask that you publish it, or similar content, in the next issue of your newsletter and/or website and that you send us a copy of the newsletter or a link to the website article once it has been published.

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