

3. RECOMMENDATIONS AND CORRECTIVE MEASURES

During the course of this investigation the Board noted that some altimeters installed on Texas International Airlines, Inc., aircraft were "crosshatched" adjacent to the zero to 1,000 feet altitude range, while others were not.

On November 20, 1970, the Safety Board sent a letter to the Administrator of the FAA recommending that, in order to preclude any misreading or misinterpretation of altimeters at low altitudes, he consider requiring standardization of altimeter low altitude warning markings within an air carrier or air taxi operator if feasible, or in any case within their particular type aircraft. (See Appendix D.)

On January 16, 1970, the Federal Aviation Administration amended the operations specifications of Texas International Airlines, Inc., by increasing their altitude and visibility landing minimums by 100 feet and 1/4 mile.

On January 19, 1970, management personnel at Texas International Airlines, Inc., implemented procedures to improve and increase pilot proficiency.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED
Chairman

/s/ OSCAR M. LAUREL
Member

/s/ FRANCIS H. McADAMS
Member

/s/ LOUIS M. THAYER
Member

/s/ ISABEL A. BURGESS
Member

December 2, 1970.