

Wide Ranging Recommendations from a Recent ATR Accident

Following an ATR 72 accident in Texas, the National Transportation Safety Board Report has made numerous recommendations of wider interest for Airline Operators and airports :

- CRM training including assertiveness for first officers
- Teach captains to develop a leadership style that supports first officer Training on pneumatic deice boot-equipped airplanes from dispatching or deliberately operating these airplanes in known freezing rain or freezing drizzle of any intensity
- Standardized training and aircraft-specific information to educate pilots, dispatchers, and flight followers of the dangers of flight operations in freezing precipitation and of the differences between ground deicing considerations and in-flight icing operations.
- Develop a method to quickly communicate information regarding the number of persons on board and the presence of hazardous materials to emergency responders when airport emergency response or search and rescue is activated.
- Guidance on monitoring and ensuring the operability of emergency response and mutual aid gates during winter operations.
- Require all operators of ATR 42 and ATR 72 series airplanes to retrofit the airplanes with an aircraft performance monitoring system if they are not already so equipped.
- Require all ATR 42-series airplanes to be equipped with a flap asymmetry annunciator light if they are not already so equipped.
- Define and codify minimum simulator model fidelity requirements for aerodynamic degradations resulting from airframe ice accumulation, consistent with performance degradations that the National Transportation Safety Board and other agencies have extracted during the investigations of icing accidents and incidents.
- Require that flight crews of all aircraft certificated for flight in icing conditions be trained in flight training simulators that meet these fidelity requirements. Such simulation training should emphasize the following:
 - Cues for recognizing changes in the aircraft's flight characteristics as airframe icing develops;
 - Procedures for monitoring and maintaining appropriate airspeeds in icing conditions, including the use of icing airspeed reference indices;
 - Procedures for responding to decaying airspeed situations, stall protection system activation, and early stalls that can occur without stall protection system activation.

The full report is available at <http://www.nts.gov/recs/letters/2011/A-11-039-047.pdf>