

Recommendation Report

Monday, May 11, 2009

Log Number 2576

Issue Date 11/15/1995

RALEIGH-DURHAM NC

12/13/1994

ON 12/13/94, A FLAGSHIP AIRLINES JETSTREAM 3201, DOING BUSINESS AS (DBA) AMERICAN EAGLE (AMR) FLIGHT 3379, CRASHED ABOUT 4 NAUTICAL MILES SOUTHWEST OF THE RUNWAY 5L THRESHOLD DURING AN INSTRUMENT LANDING SYSTEM APPROACH TO THE RALEIGH-DURHAM INTERNATIONAL AIRPORT (RDU). THE FLIGHT WAS REGULARLY SCHEDULED PASSENGER FLIGHT UNDER 14 CODE OF FEDERAL REGULATIONS (CFR), PART 135. THIRTEEN PASSENGERS & THE TWO CREWMEMBERS WERE FATALLY INJURED, & THE OTHER FIVE PASSENGERS SURVIVED. THE AIRPLANE WAS DESTROYED BY IMPACT & FIRE. THE WEATHER AT THE TIME OF THE ACCIDENT WAS CEILING 500 FEET, VISIBILITY 2 MILES, LIGHT RAIN & FOG, TEMPERATURE 38 DEGREES F, & DEW POINT 36 DEGREES F.

Recommendation # A-95-116

Overall Status
CR

Priority
CLASS II

THE NTSB RECOMMENDS THAT THE FAA: REQUIRE ALL AIRLINES OPERATING UNDER 14 CFR PARTS 121 & 135 & INDEPENDENT FACILITIES THAT TRAIN PILOTS FOR THE AIRLINES TO MAINTAIN PERTINENT STANDARDIZED INFO ON THE QUALITY OF PILOT PERFORMANCE IN ACTIVITIES THAT ASSESS SKILLS, ABILITIES, KNOWLEDGE, & JUDGMENT DURING TRAINING, CHECK FLIGHTS, INITIAL OPERATING EXPERIENCE, & LINE CHECKS & TO USE THIS INFO IN QUALITY ASSURANCE OF INDIVIDUAL PERFORMANCE & OF THE TRAINING PROGRAMS.

FAA	Closed - Reconsidered	1/3/2000
2/13/1996 Addressee	THE FAA RESPONDED THAT THE CURRENT REGULATIONS (14 CFR 121 APPENDIX E & F) CONTAIN ADEQUATE MANEUVERS & PROCEDURES, WITH "...STANDARDIZED INFO NEEDED TO ASSESS PILOT PERFORMANCE ADEQUATELY." THEY ALSO COMMENTED ON THE RECENT ISSUANCE OF A FINAL RULE, AIR CARRIER & COMMERCIAL OPERATOR TRAINING PROGRAMS, WHICH UPGRADED THE TRAINING, CHECKING & QUALIFICATION REQUIREMENTS FOR 14 CFR 135 OPERATORS, & MANDATED CREW RESOURCE MANAGEMENT TRAINING.	
7/15/1996 NTSB	THE BOARD NOTES THAT THE FAA BELIEVES THAT CURRENT RULES, AS SPECIFIED IN 14 CFR PART 121 APPENDIXES E & F, PROVIDE THE STANDARDIZED INFO NEEDED TO ASSESS PILOT PERFORMANCE ADEQUATELY. IN ADDITION, ON 12/8/95, THE FAA ISSUED A FINAL RULE ENTITLED, "AIR CARRIER & COMMERCIAL OPERATOR TRAINING PROGRAM," WHICH REQUIRES CERTAIN CERTIFICATE HOLDERS OPERATING UNDER PART 135 TO COMPLY WITH THE TRAINING, CHECKING, & QUALIFICATIONS REQUIREMENTS OF PART 121, THUS ASSURING THAT THE TRAINING & CHECKING REQUIREMENTS OF THOSE OPERATING UNDER PART 135 WILL MEET THE SIMILAR REQUIREMENTS OF PART 121. HOWEVER, THE BOARD BELIEVES THAT THE EXISTING REQUIREMENTS OF PART 121 DO NOT PROVIDE THE TYPE OF RECORDKEEPING REQUIREMENTS URGED IN THIS RECOMMENDATION. IN FACT, APPENDIXES E & F WERE IN EFFECT AT THE TIME OF THE BOARD'S INVESTIGATION OF THE ACCIDENT TO WHICH THIS RECOMMENDATION WAS ADDRESSED (THE AMERICAN EAGLE JETSTREAM 3201 CRASH AT MORRISVILLE, NORTH CAROLINA, ON 12/13/94). IN THE INVESTIGATION OF THIS ACCIDENT, THE BOARD WAS UNABLE TO LOCATE THE TYPE OF INSTRUCTOR COMMENTS ON THE QUALITY OF THE CAPTAIN'S PERFORMANCE IN ACTIVITIES THAT TRAIN OR ASSESS THE NECESSARY PILOT SKILLS, ABILITIES, KNOWLEDGE, & JUDGMENT REQUIRED OF PILOTS OPERATING UNDER PART 135 & 121 IN THE CAPTAIN'S OFFICIAL PERSONNEL & TRAINING FILES. MOREOVER, THE BOARD LEARNED THAT THE AIRLINE MANAGEMENT ITSELF WAS UNAWARE OF CRITICAL ASPECTS OF THE CAPTAIN'S PERFORMANCE, DESPITE THE MANAGEMENT'S ADHERENCE TO THE PROVISION OF APPENDIXES E & F, PERHAPS BECAUSE SUCH INFO WAS ABSENT FROM THE AIRLINE'S OFFICIAL PERSONNEL & TRAINING FILES ON THE CAPTAIN. CONSEQUENTLY, THE BOARD CLASSIFIES A-95-116 "OPEN-UNACCEPTABLE RESPONSE" & REQUESTS THAT THE FAA RECONSIDER ITS POSITION ON THIS RECOMMENDATION.	
2/11/1997 Addressee	THE FAA BELIEVES THAT THE MANEUVERS & PROCEDURES FOR AIR CARRIER TRAINING & QUALIFICATION CONTAINED IN 14 CFR PART 121, APPENDIXES E & F, PROVIDE THE STANDARDIZED INFO NEEDED TO ASSESS PILOT PERFORMANCE OF PILOTS REQUIRED TO TRAIN UNDER 14 CFR PART 121, SUBPART N & O.	