

Recommendation Report

Monday, May 18, 2009

REC:A-96-106

Log Number 2612

Issue Date 10/16/1996

BUGA COL

12/20/1995

ON 12/20/95, ABOUT 2142 EASTERN STANDARD TIME, AMERICAN AIRLINES (AAL) FLIGHT 965, A REGULARLY SCHEDULED PASSENGER FLIGHT FROM, MIAMI, FLORIDA, TO CALI, COLOMBIA, STRUCK A TREE AND THEN CRASHED INTO THE SIDE OF A MOUNTAIN NEAR BUGA, COLOMBIA, IN NIGHT, VISUAL METEOROLOGICAL CONDITIONS, WHILE DESCENDING INTO THE CALI AREA. THE AIRPLANE CRASHED 33 MILES NORTHEAST OF THE CALI (CLO) VERY HIGH FREQUENCY OMNIDIRECTIONAL RADIO RANGE (VOR) NAVIGATION AID. THE AIRPLANE WAS DESTROYED, AND ALL BUT FOUR OF THE 163 PASSENGERS AND CREW ON BOARD WERE KILLED.

Recommendation # A-96-106

Overall Status

Priority

CAA

CLASS II

THE NTSB RECOMMENDS THAT THE FAA: REVISE ADVISORY CIRCULAR 120-51B TO INCLUDE SPECIFIC GUIDANCE ON METHODS TO EFFECTIVELY TRAIN PILOTS TO RECOGNIZE CUES THAT INDICATE THAT THEY HAVE NOT OBTAINED SITUATIONAL AWARENESS, & EFFECTIVE MEASURES TO OBTAIN THAT AWARENESS.

FAA	Closed - Acceptable Action	3/1/1999
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- 12/31/1996 Addressee THE FAA WILL FUND A RESEARCH PROJECT TO DETERMINE CUES WHICH FLIGHT CREWMEMBERS CAN READILY RECOGNIZE TO INDICATE SITUATIONAL AWARENESS PROBLEMS. THIS PROJECT WILL FOCUS ON DEVELOPING SPECIFIC CUES FOR SITUATIONAL AWARENESS IN AUTOMATED COCKPITS. AS SOON AS THIS PROJECT IS COMPLETED, THE FAA WILL REVISE ADVISORY CIRCULAR 120-51B TO INCLUDE GUIDANCE ON TRAINING THE CREWS ON CUE RECOGNITION. I WILL KEEP THE BOARD INFORMED OF THE FAA'S PROGRESS ON THIS RECOMMENDATION.
- 4/11/1997 NTSB A-96-106 ASKED THE FAA TO REVISE AC 120-51B TO INCLUDE SPECIFIC GUIDANCE ON METHODS TO EFFECTIVELY TRAIN PILOTS TO RECOGNIZE CUES THAT INDICATE THAT THEY HAVE NOT OBTAINED SITUATIONAL AWARENESS, & PROVIDE EFFECTIVE MEASURES TO OBTAIN THAT AWARENESS. PENDING THE BOARD'S EVALUATION OF THE FAA'S COMPLETED ACTION, A-96-106 IS CLASSIFIED "OPEN-ACCEPTABLE RESPONSE."
- 6/29/1998 Addressee Letter Mail Controlled 7/7/98 3:57:35 PM MC# 980845
- 8/3/1998 Addressee (Letter Mail Controlled 8/6/98 3:49:30 PM MC# 980977) THE FAA FUNDED A RESEARCH PROJECT TO DETERMINE CUES WHICH FLIGHT CREWMEMBERS CAN READILY RECOGNIZE TO INDICATE SITUATIONAL AWARENESS PROBLEMS. THE RESEARCH FOCUSED ON DEVELOPING SPECIFIC CUES FOR SITUATIONAL AWARENESS IN AUTOMATED COCKPITS. THE RESULTS OF THIS RESEARCH PROJECT ARE OUTLINED IN A REPORT ENTITLED "GUIDELINES FOR SITUATION AWARENESS TRAINING," WHICH WAS PUBLISHED IN FEBRUARY 1998. THE REPORT INCLUDES AN OVERVIEW, SPECIFIC TRAINING TIPS, & SAMPLE TRAINING COURSES FOR USE BY THE AVIATION COMMUNITY. THE REPORT HAS BEEN WELL-RECEIVED BY AIR CARRIER OPERATORS & CONTAINS CONCEPTS & GUIDANCE FOR INSPECTORS IN ASSESSING CREW RESOURCE MANAGEMENT TRAINING OF THEIR OPERATORS. THE REPORT IS ALSO POSTED ON THE FAA AIR CARRIER TRAINING HOME PAGE([HTTP://WWW.FAA-GOV/AVR/AFS/TRAIN.HTM](http://www.faa.gov/avr/afs/train.htm)). THE FAA WILL INCORPORATE GUIDANCE ON CUE RECOGNITION TRAINING FOR CREWMEMBERS IN ADVISORY CIRCULAR (AC) 121-51B, CREW RESOURCE MANAGEMENT TRAINING. I WILL PROVIDE THE BOARD WITH A COPY OF THE AC AS SOON AS IT IS REVISED.
- 11/2/1998 NTSB A-96-106 ASKED THE FAA TO REVISE ADVISORY CIRCULAR 120-51B TO INCLUDE SPECIFIC GUIDANCE ON METHODS TO EFFECTIVELY TRAIN PILOTS TO RECOGNIZE CUES THAT INDICATE THAT THEY HAVE NOT OBTAINED SITUATIONAL AWARENESS & PROVIDE EFFECTIVE MEASURES TO OBTAIN THAT AWARENESS. PENDING PUBLICATION OF AN UPDATED AC, A-96-106 IS CLASSIFIED "OPEN-ACCEPTABLE RESPONSE."