

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.267

National Policy

Effective Date:  
6/30/14

Cancellation  
Date: 6/30/15

**SUBJ:** Focused Review of Flightcrew Member Training for Ice-Contaminated Tailplane Stall

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**1. Purpose of This Notice.** This notice directs all Title 14 of the Code of Federal Regulations (14 CFR) part 91K, 121, and 135 principal operations inspectors (POI) and part 142 Training Center Program Managers (TCPM) to conduct a focused review of flightcrew member training for Ice-Contaminated Tailplane Stalls (ICTS).

**2. Audience.** The primary audiences for this notice are POIs responsible for the approval and surveillance of parts 91K, 121, and 135 airplane flightcrew member training programs and TCPMs responsible for the approval and surveillance of airplane flightcrew member training programs. The secondary audience includes Flight Standards personnel in certificate-holding district offices (CHDO), branches, and divisions in the regions and in headquarters.

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices](https://employees.faa.gov/tools_resources/orders_notices). Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can access this information on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>.

**4. Background.** On February 12, 2009, a Colgan Air, Inc., Bombardier DHC-8-400 (Q400), operating as Continental Connection flight 3407, crashed into a residence in Clarence Center, NY, while on an instrument approach to Buffalo Niagara International Airport (BUF). The accident resulted in 50 fatalities, and the airplane was destroyed by impact and postcrash fire.

**a. Investigation.** The investigation of the accident found that Colgan Air was using the 1998 National Aeronautics and Space Administration (NASA)/FAA "Tailplane Icing" video in their flightcrew member training program, even though the Q400 is not susceptible to an ICTS. In light of this fact, the National Transportation Safety Board issued the following recommendation to the FAA:

**A-10-25,** Identify which airplanes operated under 14 Code of Federal Regulations Part 121, 135, and 91K are susceptible to tailplane stalls and then (1) require operators of those airplanes to provide an appropriate airplane-specific tailplane stall recovery procedure in their training manuals and company procedures and (2) direct operators of those airplanes that are not susceptible to tailplane stalls to ensure that

training and company guidance for the airplanes explicitly states this lack of susceptibility and contains no references to tailplane stall recovery procedures.

**b. FAA Response.** The FAA concurred with this recommendation and worked with airplane manufacturers to identify the airplane types operating under part 91K, 121, or 135 that may be susceptible to an ICTS. An FAA/airplane manufacturer survey of airplane types operating under part 91K, 121, or 135 found the following:

(1) Nearly all airplane types certificated under 14 CFR part 25 have been evaluated for ICTS susceptibility.

(2) A limited number of airplanes certificated under 14 CFR part 23 have been evaluated for ICTS susceptibility.

(3) The airplane types found susceptible to ICTS had the susceptibility mitigated through design changes, operating limitations, and/or operating procedures.

## 5. Discussion.

**a. Airplane Type Categories.** The airplane types operating under part 91K, 121, or 135 comprise three categories:

- Category A—not susceptible to ICTS;
- Category B—susceptibility mitigated by following specific Airplane Flight Manual (AFM) limitations and procedures (typically maximum allowable flap deflection in icing conditions); and
- Category C—susceptibility unknown.

**b. Appendices.** We have developed two appendices to supplement this notice. These appendices summarize ICTS susceptibility using the categories described in subparagraph 5a. Appendix A includes airplanes operating under part 121. Appendix B includes airplanes operating under part 135 that are certificated for flight in icing conditions. These appendices also include airplanes operating under part 91K. These appendices are available at the following restricted access SharePoint site:

<https://avssp.faa.gov/avs/airsad/SAD/ACE110/ACE111/ICTS/Forms/AllItems.aspx>. All POIs assigned to a part 91K, 121, or 135 operator and all TCPMs should have access to the site. If access is denied, email [todd.tompkins@faa.gov](mailto:todd.tompkins@faa.gov) to request access. Do not provide these appendices outside the FAA. They may contain proprietary data. Only relay the category of the applicable airplane models to your assigned part 121 or 135 certificate holder or part 91K operator.

**c. Questions.** POIs or TCPMs may direct questions regarding an airplane's susceptibility to ICTS or whether AFM limitations and procedures (or their absence) contradict its categorization in the appendices to the Aircraft Certification Service (AIR) personnel listed in paragraph 8.

**6. Action.** Within 120 days of the effective date of this notice, POIs assigned to a part 91K, 121, and/or 135 operator with authorization to operate airplanes in icing conditions and TCPMs must determine if each airplane make, model, and series (M/M/S) being operated or trained is

susceptible to an ICTS using the appendices referenced in subparagraph 5b. POIs and TCPMs must review the approved training program and manuals as follows:

**a. Categories A and B Airplanes.**

(1) For airplanes that are *not* susceptible to an ICTS or that have mitigations in place (Categories A and B), POIs and TCPMs must review the approved training program and manuals to verify:

(a) The 1998 NASA/FAA “Tailplane Icing” video is *not* incorporated as part of the approved training program.

(b) A tailplane stall recovery procedure is *not* incorporated as part of the procedures nor included in the approved training program.

(c) For Category B airplanes, AFM limitations and procedures for operating in icing conditions (such as limiting flaps used for landing) are included in the procedures and approved training program.

(2) If the approved training program does not meet the requirements of subparagraph 6a(1), the POI or TCPM must request revision to the training program in accordance with part 91, § 91.1077; part 121, § 121.405; part 135, § 135.325; or part 142, § 142.37, as applicable, and FAA Order 8900.1, Volume 3, Chapter 19, Section 2, or Volume 3, Chapter 54, Section 6, as applicable.

(3) If the operator’s procedures do not meet the requirements of subparagraph 6a(1), the POI must request revision to the manuals in accordance with Order 8900.1, Volume 3, Chapter 32, Section 2.

**b. Category C Airplanes.**

(1) For airplanes that have not been evaluated for ICTS (Category C), POIs and TCPMs must review the approved training program and manuals to verify that the operator or training center has included any airplane manufacturer recommendations regarding operations in icing conditions. If there are no airplane manufacturer recommendations, current training for operating in icing conditions should be maintained.

(2) If the approved training program does not meet the requirements of subparagraph 6b(1), the POI or TCPM must request revision to the training program in accordance with § 91.1077, § 121.405, § 135.325, or § 142.37, as applicable, and Order 8900.1, Volume 3, Chapter 19, Section 2, or Volume 3, Chapter 54, Section 6, as applicable.

(3) If the operator’s procedures do not meet the requirements of subparagraph 6b(1), the POI must request revision to the manuals in accordance with Order 8900.1, Volume 3, Chapter 32, Section 2.

**7. Program Tracking and Reporting Subsystem (PTRS).** Once the review of each operator’s or training center’s approved training program and manuals has been completed and revised (if

necessary), the POI or TCPM will make only one PTRS entry for each operator or training center as follows:

- a. Open a PTRS record using code 1088.
- b. Enter the appropriate 14 CFR part: 91K, 121, 135, or 142.
- c. Enter the status, start date, results, and closed date.
- d. Enter the operator or training center designator.
- e. Enter the applicable code (without quotes) in the “National Use” field (enter only one code for each operator or training center):
  - Only Category A airplanes: “ICTSA”;
  - Only Category B airplanes: “ICTSB”;
  - Only Category C airplanes: “NOEVAL”;
  - Categories A and B airplanes: “ICTSA+B”;
  - Categories A and C airplanes: “ICTSA+C”;
  - Categories B and C airplanes: “ICTSB+C”;
  - Categories A, B, and C airplanes: “ICTSABC.”
- f. Comments are not required (but are encouraged in the case of NOEVAL findings). Comments should note any voluntary training provisions or operational limitations imposed by the operator or training center.

**8. Disposition.** We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions regarding air carrier training programs to the Air Transportation Division (AFS-200) at 202-267-8166; direct questions concerning ICTS for part 25 certificated airplanes to Joe Jacobsen, Airplane and Flightcrew Interface Branch (ANM-111), at [joe.jacobsen@faa.gov](mailto:joe.jacobsen@faa.gov); direct questions concerning ICTS for part 23 airplanes to Paul Pellicano, Small Airplane Directorate Standards Office, Regulations and Policy Branch (ACE-111), at [paul.pellicano@faa.gov](mailto:paul.pellicano@faa.gov).



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