

4. Recommendations

To the Federal Aviation Administration

Modify the supplemental passenger restraint system (SPRS) approval process to (1) require letter of authorization (LOA) applicants to specify a need for and the intended use of an SPRS for each aircraft; (2) require the Federal Aviation Administration to evaluate and review, for each specified aircraft, the need for the SPRS on that aircraft for all intended uses; all SPRS design, manufacture, installation, and operational considerations, including, at a minimum, the potential for passengers to become entangled during emergency egress; the adequacy of passenger emergency egress briefings; and the potential for the SPRS to interfere with aircraft controls; and (3) ensure that each LOA lists the specific aircraft on which the holder is authorized to use an SPRS. (A-19-24)

Until you implement the supplemental passenger restraint system (SPRS) approval process as recommended in Safety Recommendation A-19-24, prohibit the use of SPRS for passenger-carrying doors-off operations. (A-19-25)

Review the activation system designs of Federal Aviation Administration-approved rotorcraft emergency flotation systems for deficiencies that may preclude their proper deployment, such as a lack of a means to identify high pull forces on manual activation handles or inadequate guidance on the intended use of the activation system, and require corrective actions based on the review findings. (A-19-26)

Revise Miscellaneous Guidance 10 in Advisory Circular (AC) 27 and AC 29 to include design objectives for emergency flotation systems that consider human factors design objectives, such as activation handle pull-force characteristics; provisions for clear, unambiguous, and positive feedback to pilots to indicate that the float system was successfully deployed; and inspections to ensure that an installation of a manual activation system does not preclude a pilot's ability to deploy the floats, as designed, after it has been fielded. (A-19-27)

Require all commercial air tour operators, regardless of their operating rule, to implement a safety management system. (A-19-28)

Revise Title 14 *Code of Federal Regulations* 1.1, "General Definitions," to include definitions for the terms "aerial work" and "aerial photography" that specify only business-like, work-related aerial operations, as originally intended. (A-19-29)

Revise Order 8900.1, *Flight Standards Information Management System*, to include guidance for inspectors who oversee Title 14 *Code of Federal Regulations* (CFR) Part 91 operations conducted under any of the 14 CFR 119.1(e) exceptions to identify potential hazards and ensure that operators are appropriately managing the associated risks. (A-19-30)

Develop and implement national standards within Title 14 *Code of Federal Regulations* (CFR) Part 135, or equivalent regulations, for all air tour operations with powered airplanes and

rotorcraft to bring them under one set of standards with operations specifications, and eliminate the exception currently contained in 14 *CFR* 135.1. (A-19-31)

After the actions requested in Safety Recommendation A-19-32 are completed, require owners and operators of existing AS350-series helicopters to incorporate the changes. (A-19-33)

Develop guidance on how to identify intoxicated or impaired passengers, and distribute it to operators who carry passengers for hire under Title 14 *Code of Federal Regulations* Part 91 and Part 135. (A-19-34)

To Airbus Helicopters

Modify the floor-mounted fuel shutoff lever in AS350-series helicopters to protect it from inadvertent activation due to external influences. (A-19-32)

To the European Union Aviation Safety Agency

After the actions requested in Safety Recommendation A-19-32 are completed, require owners and operators of existing AS350-series helicopters to incorporate the changes. (A-19-35)

To Liberty Helicopters Inc.

Establish a safety management system. (A-19-36)

Train your employees to identify signs of impairment and intoxication in passengers and to deny those passengers boarding, when appropriate. (A-19-37)

To NYONair

Establish a safety management system. (A-19-38)

Train your employees to identify signs of impairment and intoxication in passengers and to deny those passengers boarding, when appropriate. (A-19-39)