

From: "Special Study of Fatal, Weather - Involved, General Aviation Accidents"
NTSB-AAS-74-2
A-74-67 thru 76

12/2/74

predicted for general aviation for the next 5 to 10 years is accurate. Emphasis on weather awareness is required at all levels of pilot education, and Government/Industry accident prevention efforts must be continued, expanded, and accelerated.

RECOMMENDATIONS

The National Transportation Safety Board urges general aviation pilots to take full advantage of the various safety seminars, clinics, and courses of instruction sponsored both by Government and by industry. Visit the Weather Service or FAA facilities for familiarization and discussion of weather problems. The Board urges pilots to ask questions—keep updated on the latest procedures—make suggestions for improvements in service. Take advantage of instrument simulator training, as well as opportunities to gain actual instrument experience if they are instrument-rated, or when accompanied by a qualified flight instructor: Take advantage of the Aviation Weather show televised over the Public Broadcasting Service Broadcasting facilities for flight planning; never initiate a flight without a thorough preflight weather briefing and if there is any doubt, DON'T GO.

Based on the results of this study, the National Transportation Safety Board recommends that the:

Federal Aviation Administration:

1. Amend 14 CFR 141 to increase the required* minimum of 35 hours of classroom instruction given to private pilot trainees, and specify the number of hours of meteorological instruction required. (Recommendation A-74-67)
2. Require that written meteorology examinations be designed to measure an applicant's knowledge of the practical application in addition to technical aspects of meteorology. (Recommendation A-74-68)

*As of November 1, 1974

3. Amend 14 CFR 61.57(b) to require a demonstration of the applicant's competence to procure and utilize weather information which will enable him to exercise safely the privileges of his pilot's certificate. (Recommendation A-74-69)
4. Amend 14 CFR 61.125 Aeronautical Knowledge (a) Airplanes, to require an applicant for a commercial pilot certificate to present evidence of meteorological knowledge in addition to the other areas of aeronautical knowledge now specified, similar to the requirements of 14 CFR 61.125 (b)(2), (c)(3), (d)(5), or (e)(3). (Recommendation A-74-70)
5. Increase the emphasis on aviation meteorology and weather limitations of pilots through its General Aviation Accident Prevention Program. (Recommendation A-74-71)
6. Take priority action in order to adhere to the proposed 4-year implementation plan for the En Route Flight Advisory Service (Flight Watch) program. (Recommendation A-74-72)
7. Implement, at least on an experimental basis at selected high general aviation activity locations, the audio recording of preflight weather briefings. (Recommendation A-74-73)

The National Oceanic and Atmospheric Administration/National Weather Service:

8. Accelerate efforts to update, publish, advertise, and disseminate the document entitled, *Aviation Weather for Pilots and Operations Personnel*. (Recommendation A-74-74)
9. Accelerate the expansion of the evaluation staff to its proposed complement of one evaluations meteorologist per State and include in his responsibilities the implementation of a quality control program for aviation weather observations. (Recommendation A-74-75)
10. Accelerate efforts to improve the presentation of aviation weather products. (Recommendation A-74-76)