



National Transportation Safety Board

Washington, D.C. 20594

Safety Recommendation

Date. June 19, 1995

In reply refer to: A-95-57

Honorable Federico Peña
Secretary
Department of Transportation
Washington, D C. 20590

The National Transportation Safety Board recently conducted a special investigation of the U.S. air tour industry.¹ This investigation resulted from the Safety Board's longstanding concern about air tour accidents and incidents, 139 of which were investigated by the Board between October 1, 1988, and April 1, 1995. The Safety Board had issued several safety recommendations over the past few years directed at reducing the frequency of such accidents, and although several safety enhancing actions have been taken, these actions have been site specific and only partially addressed the Safety Board's concerns.

One such safety recommendation was issued to the Federal Aviation Administration (FAA) as a result of the April 22, 1992, air tour accident on the island of Maui, Hawaii.² After the Safety Board had found that, "It is difficult to calculate specific accident exposure data for air tour operators, and other industry comparisons are not possible, because an FAA national data base from which to evaluate the magnitude of air tour operations does not exist," the Board recommended that the FAA:

Devise a method for collecting data from air tour operators regarding flight hours, flight segments, and passengers carried that can be included in civil aviation exposure information for aviation industry comparisons. (A-93-12)

The FAA indicated in its response that it was not the appropriate action agency for Safety Recommendation A-93-12 and that it had transferred the recommendation to the DOT office responsible for collecting data from air carrier operators in accordance with 14 CFR Part 298,

¹For more detailed information, read *Special Investigation Report--"Safety of the Air Tour Industry in the United States"* (NTSB/SIR/95/01).

²For more detailed information, read *Aircraft Accident Report--"Tomy International, Inc., d/b/a Scenic Air Tours, Flight 22, Beech Model E18S, N342E, In-flight Collision With Terrain, Mount Haleakala, Maui, Hawaii, April 22, 1992"* (NTSB/AAR-93/01).

Subpart F. Although the staffs of the Safety Board, the FAA, and DOT have discussed this issue, no formal correspondence has been received from the DOT.

The Safety Board had originally classified Safety Recommendation A-93-12 "Open--Await Response"; however, as a result of this special investigation, Safety Recommendation A-93-12 is now classified "Closed--Acceptable Action/Superseded."


The following recommendation to the Department of Transportation supersedes Safety Recommendation A-93-12:

Establish and maintain a data base of all air tour operators that would provide data for use in determining the scope of air tour operations and accident rates that can be used to assess the safety of the air tour industry. (Class II, Priority Action) (A-95-57)

Also as a result of its investigation, the Safety Board issued Safety Recommendations A-95-58 through -65 to the Federal Aviation Administration; Safety Recommendation A-95-66 to the Hawaii Department of Transportation; and Safety Recommendation A-95-67 to the Hawaii Helicopter Operators Association.

Chairman HALL, Vice Chairman FRANCIS, and Member HAMMERSCHMIDT concurred in this recommendation.

By:



Jim Hall
Chairman