

- 24 -

position indicating system distracted the crew's attention from the instruments and allowed the descent to go unnoticed.

3. RECOMMENDATIONS

As a result of the investigation of this accident, the Safety Board on April 23, 1973, submitted three recommendations (A-73-11 through 13) to the Administrator of the Federal Aviation Administration. Copies of the recommendation letter and the Administrator's response thereto are included in Appendix H.

Recommendations concerning the crash survival aspects of this accident have been combined with those of two other recent accidents and were submitted to the FAA on June 15, 1973. (See Appendix I.)

The Board further recommends that the Federal Aviation Administration:

Review the ARTS III program for the possible development of procedures to aid flightcrews when marked deviations in altitude are noticed by an Air Traffic Controller. (Recommendation A-73-46.)

The Board is aware of the present rulemaking proceedings initiated by the Flight Standards Service on April 18 concerning the required installation of Ground Proximity Warning Devices. However, in view of this accident and of previous recommendations on this subject made by this Board, we urge that the Federal Aviation Administration expedite its rulemaking proceedings.