

APR-02-2009 09:23

Rep. Bob Inglis

P.01



House of Representatives  
Washington, DC 20515

BOB INGLIS  
4TH DISTRICT, SOUTH CAROLINA

March 24, 2009

SCIENCE AND TECHNOLOGY  
FOREIGN AFFAIRS

The Honorable James Oberstar  
Chairman  
Transportation and Infrastructure Committee  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable John Mica  
Ranking Member  
House Transportation and Infrastructure Committee  
2313 Rayburn House Office Building  
Washington, DC 20515-1401

Dear Chairman Oberstar and Ranking Member Mica,

I have attached a letter I sent to Lynne Osmus, Acting Administrator of the FAA, detailing my concerns with FAA's response to the NTSB's recommendations to reduce the dangers to aircraft flying in icing conditions. Two constituents in my district lost their daughter on Continental Flight 3407, so icing accidents hit close to home.

The NTSB has made a number of recommendations and the FAA has taken a number of regulatory steps to reduce dangers to aircraft flying in icing conditions, but these concerns have still been pending for at least 13 years. I would ask that you would consider holding a hearing to determine the reasons for the delays and what steps could be taken now to improve the safety of the flying public.

Thank you for your time and attention to this matter, and please contact Brad Hamlett at 5-6030 with any questions.

Best regards,

A handwritten signature in black ink that reads "Bob Inglis".

Bob Inglis

BI/bh

WASHINGTON, DC  
100 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
PHONE: (202) 225-8030  
FAX: (202) 225-1177

SPARTANBURG, SC  
464 EAST MAIN STREET, SUITE 8  
SPARTANBURG, SC 29302  
PHONE: (864) 582-6422  
FAX: (864) 573-8478

UNION, SC  
PHONE: (864) 427-2205  
[www.house.gov/inglis](http://www.house.gov/inglis)

GREENVILLE, SC  
105 NORTH SPRING STREET, SUITE 111  
GREENVILLE, SC 29601  
PHONE: (864) 232-1141  
FAX: (864) 233-2180

APR-02-2009 09:23

Rep. Bob Inglis

P.02



House of Representatives  
Washington, DC 20515

March 24, 2009

BOB INGLIS  
4TH DISTRICT, SOUTH CAROLINA

SCIENCE AND TECHNOLOGY  
FOREIGN AFFAIRS

Lynne Osmus  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591

Dear Ms. Osmus,

I am writing with some questions about the FAA's response to the NTSB's recommendations to reduce the dangers to aircraft flying in icing conditions. Two constituents in my district lost their daughter on Continental Flight 3407, so icing accidents hit close to home.

As I understand the situation, the NTSB publishes a "Most Wanted List" of transportation safety improvements, and since 1996, an item titled "Reduce Dangers to Aircraft Flying in Icing Conditions" has appeared on the list. Three recommendations appear under this item:

- Since 1998: Use current research on freezing rain and large water droplets to revise the way aircraft are designed and approved for flight in icing conditions. This recommendation is explained in RL A98-92.
- Since 1996: Apply revised icing requirements to currently certificated aircraft. This recommendation is explained in RLs A96-54 and A96-56.
- Since 2007: Require that airplanes with pneumatic deice boots activate boots as soon as the airplane enters icing conditions. This recommendation is explained in RLs A07-16 and A07-14.

I understand that the FAA has issued a number of airworthiness directives for many aircraft types and crew operating procedures, along with some rule changes. Yet, the NTSB continued to recommend further action to reduce the danger to aircraft flying in icing conditions, so many questions remain unanswered. Among these are the following:

- How did final icing rules issued by the FAA impact the requirements of deicing systems on commercial aircraft, and what were the effects of these rule on the type of aircraft used on Continental Flight 3407?
- How will the rules currently in executive coordination prevent future icing accidents of the type experienced by Flight 3407?
- How will the proposed rules currently under development be revised to reflect the findings of the NTSB's upcoming Flight 3407 accident report?

WASHINGTON, DC  
100 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
PHONE: (202) 225-6030  
FAX: (202) 226-1177

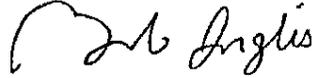
SPARTANBURG, SC  
464 EAST MAIN STREET, SUITE 8  
SPARTANBURG, SC 29302  
PHONE: (864) 582-8422  
FAX: (864) 573-9478

UNION, SC  
PHONE: (864) 427-2205  
[www.house.gov/inglis](http://www.house.gov/inglis)

GREENVILLE, SC  
105 NORTH SPRING STREET, SUITE 111  
GREENVILLE, SC 29601  
PHONE: (864) 232-1141  
FAX: (864) 233-2160

Thank you for your time and attention to this matter. Please keep me informed on the status of the above questions by contacting Brad Hamlett in my office at [Brad.Hamlett@mail.house.gov](mailto:Brad.Hamlett@mail.house.gov) or 202-225-6030.

Best regards,



Bob Inglis

BI/bh