ICING

Joint Safety Implementation Team
as Modified by JIMDAT

Implementation Plan for Safety Enhancement 136 R1 Training – Engine Event Recovery

Statement of Work:
Fatal accidents have occurred as a result of propulsion system malfunctions such as surge due to ice (or other foreign object) ingestion and misdiagnosis of engine indications. Engine events can occur for other reasons as well. To prevent fatal accidents resulting from engine events from any cause, airlines should provide adequate training for flight crews to ensure appropriate responses to these events. This training should include engine out identification, recovery procedures and associated aircraft recovery in all the varying combinations. Key to this training is that it be accomplished prior to the pilot being assigned to the line or introduced to new equipment.

Lead Organization for Overall Safety Enhancement Completion (LOOSEC):
Air Transport Association (ATA)

Safety Enhancement (SE 136):
Provide adequate training for flight crews to ensure appropriate responses to engine events.

JIMDAT Score:

DIP Stand Alone Fatality Risk Reduction:
2020 - (0.98) 100% - (1.06)

Differential beyond original 46 SE CAST plan:
2020 - (0.39) 100% - (0.42)

Outputs:

Output 1

- Operators should include the Engine Malfunction Recognition and Response (EMRR) training materials in training programs.

Resources: **(LOOC)** ATA, FAA, and Operators

Total government/industry resources: $200,000
Timeline: 18 months after CAST approval

Actions:

1. Make EMRR training materials available to all Part 121 operators.
2. Operators incorporate EMRR training materials in airline training programs

Relationship to Current Aviation Community Initiatives
N/A
Impact on Non-Part 121 or International Applications
N/A