



## NTSB's E-AB Safety Recommendations

As a result of its study, the NTSB made the following recommendations:

### TO THE FAA:

- Revise regulations and guidance to define aircraft fuel system functional test procedures and require builders to submit their results.
- Require builders to submit a flight test plan ensuring adequate testing and use resulting data to develop a flight manual establish emergency procedures.
- Encourage builders to obtain flight-test training before conducting E-AB flight tests.
- Clarify circumstances in which a second qualified pilot could be authorized to assist in flight testing.
- Review and accept completed flight-test plans and documentation of the aircraft's performance, operating envelope and emergency procedures before issuing Phase II operating limitations.
- Revise the Amateur-Built Aircraft and Ultralight Flight Testing Handbook to include guidance on using recorded data for flight testing and continued airworthiness.
- Allow data from electronic recording devices to document the aircraft's performance and operating envelope, and develop an aircraft flight manual.
- Publish guidance allowing flight instruction in an experimental aircraft, including sample documentation and training materials.
- In concert with coalition of kit manufacturers, type clubs, and pilot and owner groups, develop transition training incentivize builders purchasers to complete it.
- Revise regulations to require review and acceptance of aircraft operating limitations and documentation as a condition of E-AB registration.
- Provide for modifying operating limitations to address identified safety concerns or correct deficiencies in aircraft documentation.
- Modify registration records to include the aircraft make, model and series classification developed by the CAST/ICAO Common Taxonomy Team.

### TO THE EAA:

- Encourage E-AB owners, builders and pilots to complete flight test and documentation training before conducting flight tests.
- Develop data recording standards in support of E-AB flight tests or continued airworthiness.
- Create and publish voluntary information on holders of Letters of Deviation Authority conducting flight instruction in E-ABs.
- In concert with coalition of kit manufacturers, type clubs, and pilot and owner groups, develop transition training incentivize builders purchasers to complete it.