

# Federal government slapped with lawsuit

## Safety advocates are suing the FAA

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- [Luke Moretti](#)

BUFFALO, N.Y. (WIVB) - Nobody investigates like News 4!



Investigative Reporter Luke Moretti has been uncovering evidence of lax regulations on airliner icing ever since the crash of Flight 3407.

He reports safety advocates are suing the Federal Aviation Administration to prevent what they call another "Deja Vu Disaster."

The federal government has been slapped with a lawsuit claiming aviation safety recommendations are being ignored.

Mary Schiavo said, "Deny and delay on everything."

After a plane crashed in Indiana during freezing rain in 1994, killing 68 people aboard, the National Transportation Safety Board recommended that testing requirements for flight certification of turboprop planes be revised to include certain icing conditions.

But the FAA has taken no action on those recommendations.

Former Inspector General Mary Schiavo said, "The real bottom line is always money. They're afraid it will cost manufacturers or the airlines money. And they really don't like to do that. And they will say we cannot do it until we do a cost benefit analysis."

The National Air Disaster Alliance Foundation, made up of air crash survivors and victim's family members, is trying to compel the federal government to take action.

Members of the group made a stop in Buffalo after filing the lawsuit.

Matt Ziemkiewicz (National Air Disaster Alliance) said, "A lot of crashes, a lot of accidents and a lot of disasters could've been avoided if these actions had been enacted on years before."

Icing is one of several factors that investigators are looking at in the Clarence Center crash of Flight 3407.

Bob Monetti lost his son in the 1988 Pan American air disaster over Lockerbie, Scotland.

He says the FAA is slow to do anything, "So it takes people like us, and hopefully other people, to get them to do things that they're supposed to do."

Retired airline pilot Donald McCune says there are always tough lessons to be learned after a plane crashes, "I suspect that there was more than one cause of this accident. And I would advise everyone to sit back, let the NTSB do their job. When the information is released, then to thoroughly vet that."

In response, the United States Department of Transportation says the FAA has issued more than 100 safety directives mandating specific actions since the 1994 crash in Indiana. And that the agency is committed to further reducing accidents related to icing.

Meanwhile, the NTSB is still probing what caused Flight 3407 to crash just six miles from the runway.

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