

## **ICAO Action**

ICAO considered the relevant Final Report and noted that the aircraft took off with contaminated aircraft surfaces. Since training could not cover all effects of contamination, it is unclear whether the pilots would have been able to use the information of an angle of attack (AOA) indicator if it was available. However, aircraft manufacturers do provide AOA indicators as a fitment option. It is further noted that many modern aircraft cockpits provide indications of the AOA margin to stall, such as the pitch limit indicator. Indications of the AOA margin to stall and AOA indicators are largely based on non-contaminated aircraft surfaces. Yet, introducing a new instrument in the pilot scan during time-critical periods, could have unintentional consequences; and many pilots would need specific training to use the new instrument.

Considering the aforementioned issues, ICAO is unable to support this safety recommendation.