

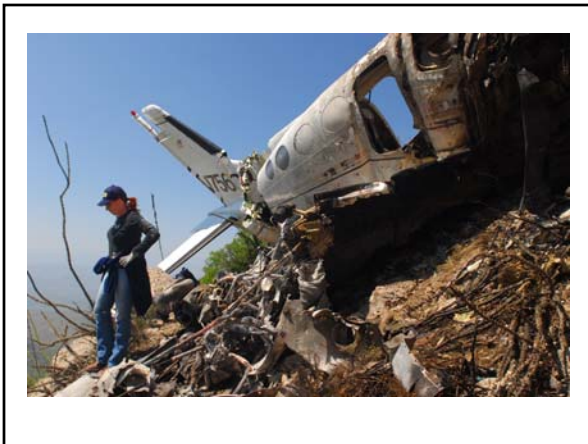


The National Transportation Safety Board and Aviation Accident Investigation

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The NTSB and Air Safety Investigation

- Who are we (NTSB) and What we do
- Structure and Function of the NTSB
- NTSB Aircraft Accident Investigation
- Safety Concerns being looked at by the NTSB and what's being done about them.
- What we can do to better serve the Aviation Communities (including Ballooning).





The NTSB's Mission

- To Prevent Transportation Mishaps from Happening
- Investigate the Accident or Incident
- Determine the Most Probable Cause of the Accidents and Incidents
- Make Recommendations Designed to Prevent Similar Events from Happening in the Future.

Establishment of the NTSB

- 1967 - Congress Creates the National Transportation Safety Board within Department of Transportation.
- The NTSB is given Authority to investigate Accidents involving Aircraft, Trains, Ships, Pipelines, Motor Vehicles, Commercial Space Vehicles
- In 1974, NTSB is made an Independent Agency within the Office of the President

The Safety Board

- 5 Members, appointed by the President, Confirmed by the U. S. Senate
- Each Board member serves 5-year terms
- Chairman serves 3-year terms
- The Chairman and Board Member majority is determined by the Political Party in The White House.
- The Safety Board determines Most Probable Cause to Accidents and makes Recommendations

NTSB Staff

- 405 Employees
- 138 Investigators, All Transportation Modes
- 142 Employees in the Office of Aviation Safety
- 89 Air Safety Investigators
- 54 Investigators Assigned to the 4 Regional Offices, Eastern Atlantic, Central, Western Pacific, Alaskan
- The 4 Regions - Responsible for 95% of All Aviation Investigations in the U. S.



The Safety Board's Concerns



Aircraft Accidents , 2002 - 2012

- Total Aircraft Accidents – 18,665
- Total Part 121, Air Carrier – 590
- Air Carrier with Fatalities – 11 (0.06%)
- All General Aviation Airplanes – 13,995 (74.97%)
- GA Airplanes with Fatalities – 2,711 (14.52%)
- All Helicopters (Part 91, 121, 135, 137) - 1,873 (10%)
- All Helicopter Accidents with Fatalities – 274 (1.47%)
- What about ...



Balloon Accidents!

Balloon Accident Statistics

- In the Past 10 Years, 2002 to 2012, total Balloon Accidents – 148 (0.79%)
- Of those Accidents, the ones in which Fatalities occurred – 14 (0.075%), which took the lives of 16 people.
- Fatal Air Carrier Accidents – 11 (0.06%) took the lives of 159 persons.
- Should the Safety Board be concerned about Balloon Safety?



General Aviation Safety

General Aviation Safety Efforts

- Experimental, Amateur-Built and Light Sport Aircraft Safety Study
- Child Safety Seats and Restraints in Aircraft
- Human Factors Issues in Commercial Aircraft Operations
- General Aviation Safety Forum
- General Aviation Safety Issues Board Meeting

NTSB In The News

NTSB Holds Forum On General Aviation Safety

[Bloomberg News](#) (6/20, Levin, 1M) reports on the NTSB's two-day general aviation safety forum that began yesterday. The article notes that while the last fatal airline crash occurred in February 2009, wrecks of private planes have killed 30 times as many since then. According to the NTSB, "the crash rate on private-pilot flights -- up 20 percent since 2000 -- contrasts with a roughly 85 percent drop in accidents on commercial jetliners." NTSB Chairman Deborah Hersman said at the forum, "In spite of the advances we have made in both commercial and corporate aviation-safety records, the GA accident rate is stubbornly stuck." Hersman said the types of accidents that occur in general aviation keep recurring despite the NTSB's calls for improvements. Hersman said, "Our investigators see crashes resulting from the same causes over and over again." The article also notes commentary from NTSB investigator Jill Demko and NTSB board member Earl Weener.

Typical of local television coverage, [KSTU-TV](#) Salt Lake City, UT (6/19, 11:11 p.m., EDT) reported that the NTSB said in its forum yesterday "the rate of personal flying accidents is up by 20% and that's been happening over the past decade." Board member Earl Weener is heard speaking on the phone to KSTU and saying, "One thought is that the bad economy is playing a part. People are flying less than they used to because of the economy and because of the cost of fuel and so forth. And the less people fly, the more they tend to have accidents because they're not quite up on their game so I think that's one of the things that we're seeing."

General Aviation Safety Issues

- Pilot Training, Use of Situation-based Training
- Training Content, Quality and Consistency
- Weather-related Accidents and Decision Making
- Aircraft Maintenance, Modifications that may contribute to Accidents
- Aircraft Design and Certification
- Distracted Flying



How can the NTSB help improve Balloon Safety?

NTSB and Balloon Safety

- Conduct thorough Investigations
- Insure all areas are examined, man, the vehicle, the environment the vehicle operates in
- Consult with the experts; meet with the bodies that govern Ballooning and its many facets, i.e. gas balloons, balloon racing, etc.
- Take time to talk safety. Listen to what safety concerns are present and facilitate good ideas to mitigate those concerns.

Resources on NTSB Accidents

- www.nts.gov
- Aviation Accident Database
 - Search Feature or Monthly Lists for Specific Cases
- Publications, Annual Review of Aircraft Accident Data
- Accident Animations, Safety Recommendation Letters
- The Nall Report, published annually by AOPA's Air Safety Institute
- Association Publications, ALPA, AOPA, NBAA, HAI, ICAS, EAA etc.

And You Can Contact Us

- NTSB Headquarters, 490 L'Enfant Plaza, Washington, DC 80294, (202) 314-6000 Main Number
- NTSB, Public Inquiries, Washington, DC, 1-800-877-6799, Accident Archives and Data Questions
- NTSB Public Affairs, Washington, DC, 202-314-6133
- NTSB, Office of Aviation Safety, Washington, DC 202-314-6300
- NTSB Central Region Headquarters, 4760 Oakland St. STE 500, Denver, Colorado 80239, 303-373-3502



The National Transportation Safety Board is an Independent Federal Agency with the Statutory Responsibility "... to Promote Transportation Safety by Conducting Independent Accident Investigations and by Formulating Safety Improvements Recommendations."

Public Law 93-633

QUESTIONS?