



MASTERCLASS: Flight Safety & NTSB “An Essential Connection”

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Making Transportation Safer

AVIATION • RAILROADS • TRANSIT • HIGHWAY • MARINE • PIPELINE • COMMERCIAL SPACE

NTSB At A Glance

- Independent federal agency
- Investigate civil aviation accidents in the U.S. and significant events in the other modes of transportation
- Determine probable cause and issue safety recommendations
- No regulatory authority
- Five Board Members nominated by the President and confirmed by the Senate to serve 5-year terms
- A staff of more than 400 investigators, analysts, researchers, and others support the mission



NTSB At A Glance (continued)

- Since 1967, the NTSB has investigated more than **150,000 aviation accidents** and thousands of significant events in other modes of transportation
- **More than 15,000 safety recommendations** resulting from NTSB investigations issued to almost 2,500 recipients in all transportation modes



President Johnson signs the Department of Transportation Act of 1966 that created the NTSB.

MISSION

Making transportation safer. We carry out our mission by—

- **Maintaining** congressionally mandated independence
- **Conducting** objective, thorough investigations and safety studies
- **Deciding**, fairly and objectively, appeals of enforcement actions by the FAA and US Coast Guard and certificate denials by the FAA
- **Advocating** implementation of safety recommendations
- **Assisting** victims and survivors of transportation disasters and their families



The NTSB Board



Jennifer Homendy
Chairman



Vacant
Vice Chairman



Michael E. Graham
Member



Thomas B. Chapman
Member



J. Todd Inman
Member

NTSB On Scene

Investigators document accident scenes and secure perishable evidence.

We look at the roles of:

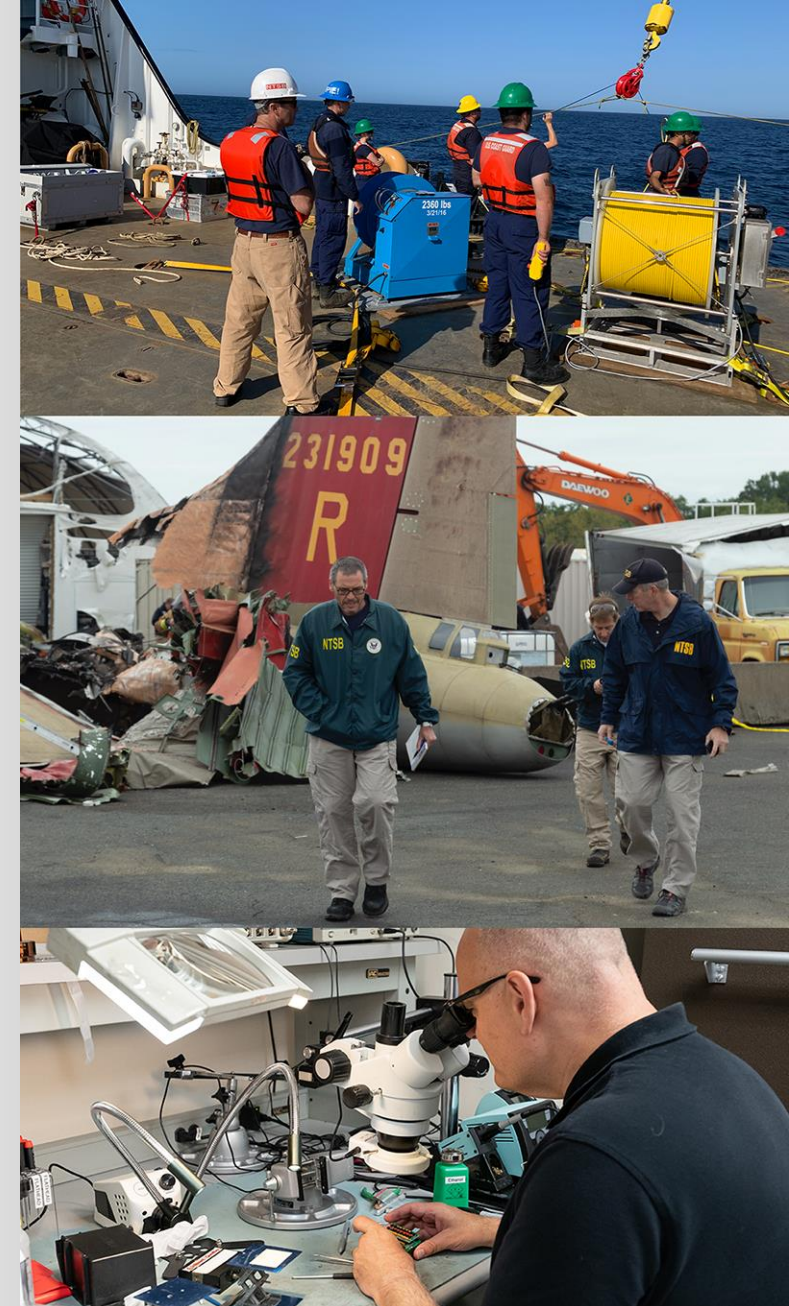
- **Humans** — Experience, physiological state, performance
- **Machines** — Mechanical failures, technology, management of the company
- **Environment** — Infrastructure, weather



Focus On Safety

Focus solely on safety: make recommendations that could help prevent the next accident.

- Do not determine blame or liability
- Do not investigate intentional criminal acts



Investigation Process



NTSB v. FAA



NTSB

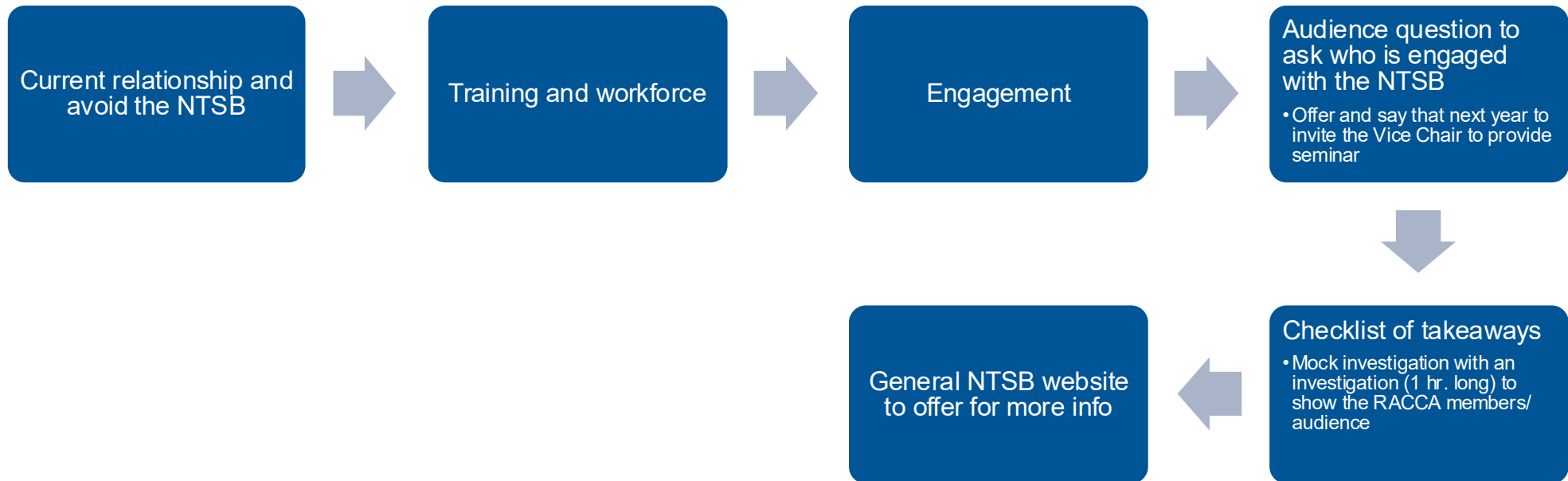
- Occasionally will delegate to the FAA for investigation
- Governing statutes are very powerful/ numerous challenges and have failed over the years “not fight with mother nature”

FAA

- Always a party of the investigation and mandated by statute to be a part of the investigation
- Office of Accident Investigations / assigned to investigate accidents and will be present at each accident (whether delegated or not)

BALANCE Relationship is on an even keel/ expect to maintain this way in current times/ expected to work best under these current situations with air carriers getting a fairer break

RELATIONSHIP WITH THE NTSB





FAMILY ASSISTANCE PROGRAM: *Background and Program Creation*

KEEPING EVERY FLIGHT CONNECTED TO SAFETY

What is Family Assistance?



- The supporting efforts that address the ***fundamental concerns*** of victims and their family members following a critical incident.

On-Going Assistance to Family and Survivors

Family Assistance vs.
Family Advocacy

- Available agency point of contact for the entire investigation
 - Address questions or concerns within NTSB's information release rules
 - Address status of investigation
 - Reiterate realistic expectations
- 12 to 24-hr advance notification for NTSB product public releases
 - Preliminary and Final Reports, Public Docket, Urgent Recs, Safety Alert, etc.
- Anniversary updates on status of investigative work
- Address Personal Effects inquiries
- Notification of NTSB events (i.e., investigative hearings, board meetings, roundtables, etc.)
- Address advocacy inquiries



I just crash landed at SFO. Tail ripped off. Most everyone seems fine. I'm ok. Surreal...

— David Eun at **San Francisco International Airport (SFO)** (Airport)

12 hours ago

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Changing Times: Asiana Flight 214, July 6, 2013

KEEPING EVERY FLIGHT CONNECTED TO SAFETY



Questions?