

NATIONAL TRANSPORTATION  
SAFETY BOARD





# Mission

- ◆ Investigates every civil aviation accident in the U.S. & significant accidents in the other modes of transportation -- railroad, highway, marine and pipeline
- ◆ Issues safety recommendations aimed at preventing future accidents
- ◆ Safety studies & research data
- ◆ Serves as the "court of appeals" for any airman, mechanic or mariner





# History

- ◆ Investigated 124,000+ aviation accidents and over 10,000 surface transportation accidents
- ◆ Issued more than 12,000 recommendations in all transportation modes to more than 2,200 recipients
- ◆ Maintains Most Wanted List of safety improvements (National and to the States)
- ◆ 80% adoption rate for recommendations





## Major Investigations Go-Team

**An NTSB “go-team” is dispatched from Washington headquarters to major transportation accidents.**

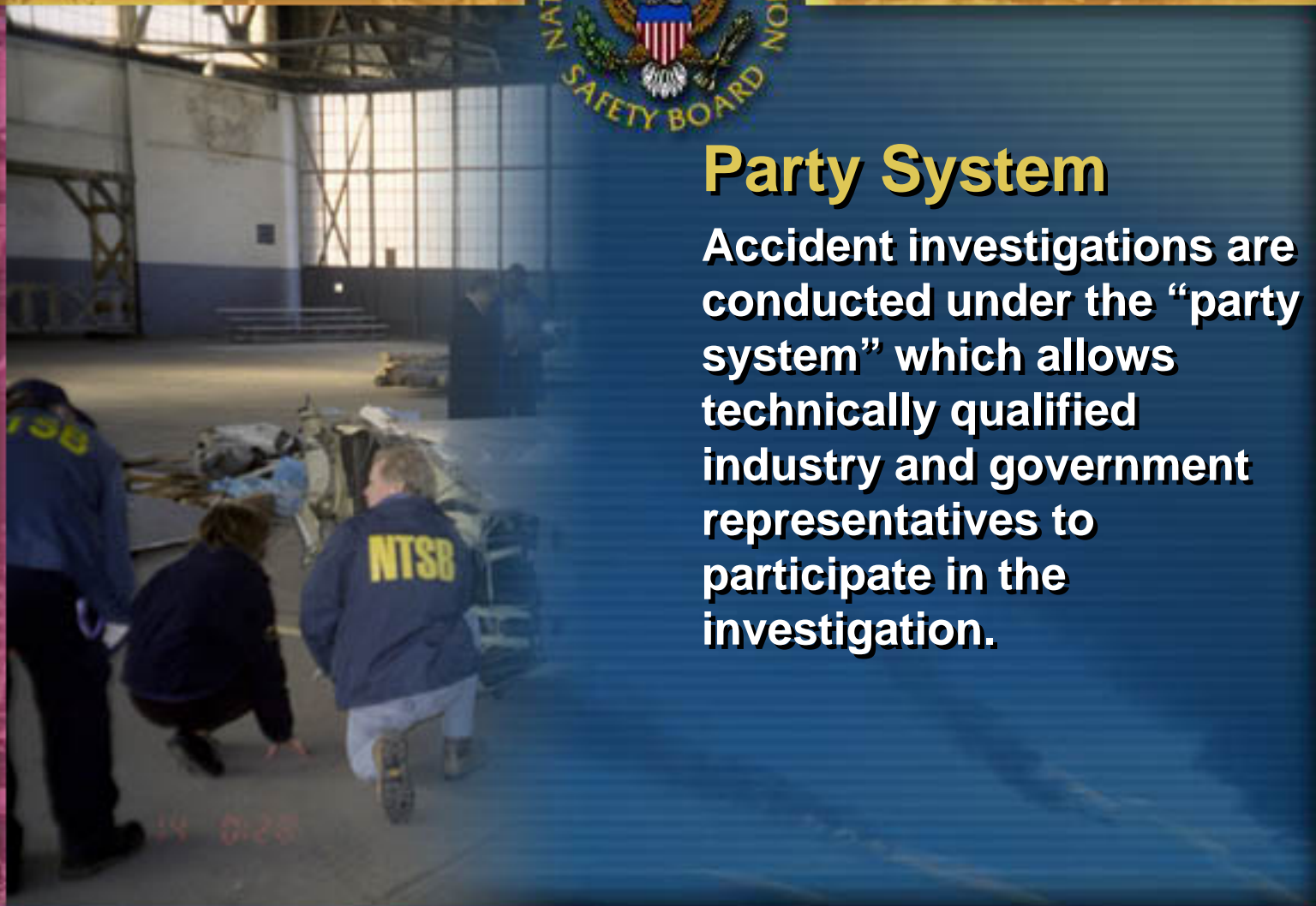
**A “go-team” is the highly visible group of Safety Board professionals with a wide-range of investigative skills.**






## Party System

Accident investigations are conducted under the “party system” which allows technically qualified industry and government representatives to participate in the investigation.





**The Safety Board's Office of Public Affairs is responsible for keeping the public informed of the Board's work and its efforts to improve transportation safety**



***The Safety Board is  
the only disseminator  
of official information  
regarding the accident***



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## Early News



- ◆ **The NTSB generally provides limited information to the media in the early hours after an accident**







# Rule of Thumb

**If you could have answered the question the day before the accident occurred, you can probably answer it after the accident**





# **Transportation Disaster Assistance**



# Mission

The NTSB *coordinates* and *provides additional resources* to the airline and local government to help victims and their families while preserving local responsibility and jurisdiction





# Is your airport prepared?

- ◆ Are you prepared to meet the needs of several hundred family members?
- ◆ Can you manage the services of multiple agencies?
- ◆ Are your plans in place?
- ◆ Have they been tested?
- ◆ Are your people trained?
- ◆ Is the necessary coordination in place?





## **Little Rock Crash (1999)**

- ✓ **Mutual aid agreements among airlines at the airport**
- ✓ **Additional coordination of local emergency service**
- ✓ **Pre-determined location for a “Friends and Relatives” reception area in the terminal**
- ✓ **Improved information flow between the affected airline and the airport**
- ✓ **Terminal access for airline employees during an emergency**
- ✓ **Plans to assist non-tenant airlines involved in a disaster**





## **Alaska Air flight 261 (2000)**

- ◆ **In aftermath, 73 agencies stepped forward to offer assistance**
- ◆ **Identified importance of multi-agency coordination**
  - **Plans for managing & coordinating large scale assistance efforts**
  - **Airport personnel training**





# NTSB Airport Course

- ◆ Managing Communications During an Aircraft Disaster course schedule for October 28-29, 2008 at the NTSB Academy
- ◆ Family Assistance During Transportation Disasters course scheduled for October 30, 2008 at NTSB Academy
- ◆ [www.nts.gov](http://www.nts.gov)



The background of the slide features a large, faint, circular seal of the National Transportation Safety Board (NTSB). The seal contains an eagle with wings spread, perched on a shield. Above the eagle is a banner with the Latin motto "E PLURIBUS UNUM". The words "NATIONAL TRANSPORTATION SAFETY BOARD" are written around the perimeter of the seal.

# **Airport Groups in Accident Investigation**





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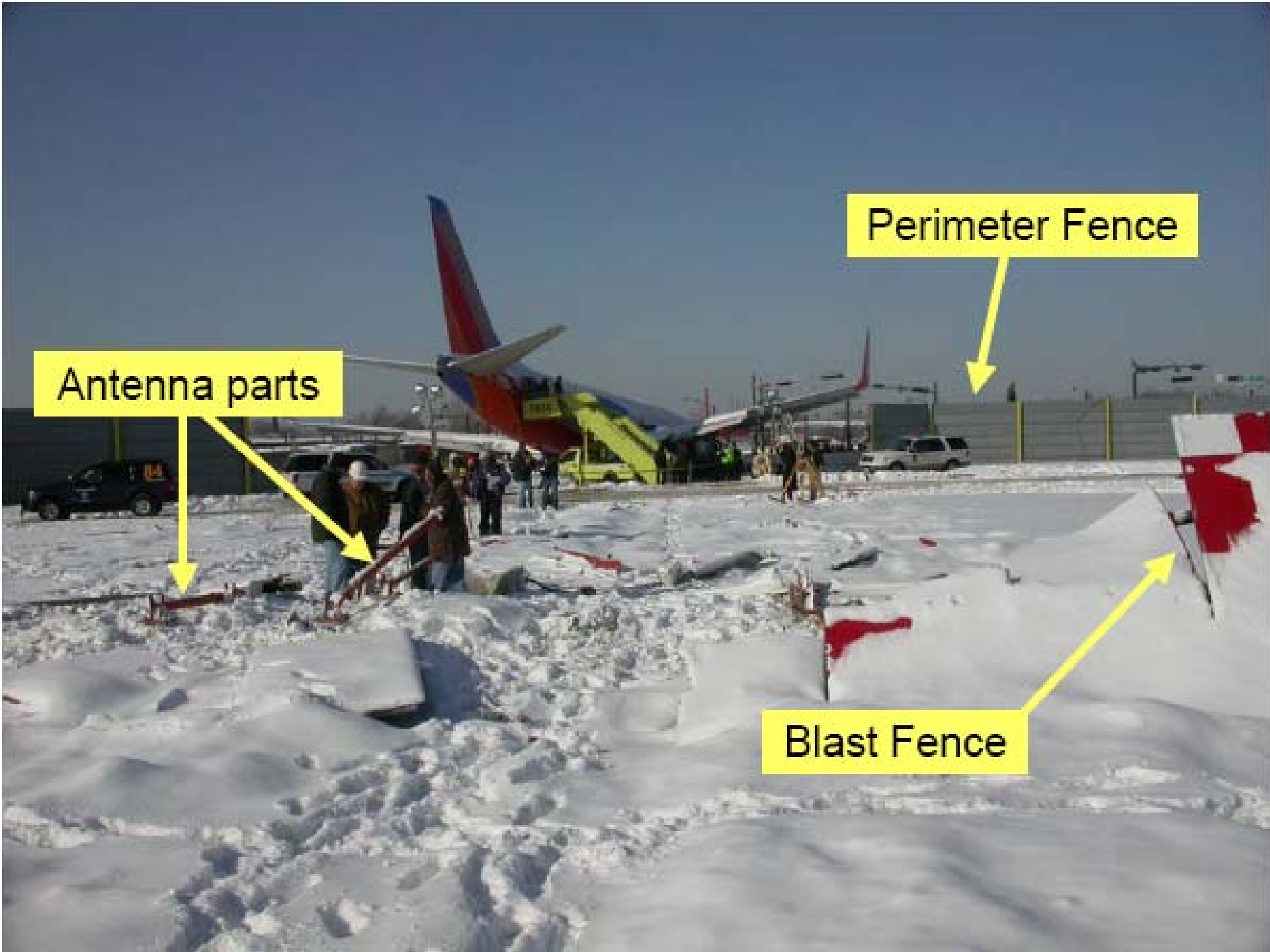


55TH ST  
3500 S

NO  
TURN  
ON RED

F800

Chicago Fire Dept.



Antenna parts

Perimeter Fence

Blast Fence



Photo 3. Aerial photograph of the crash site (Courtesy: Lexington PD)



Photo 4. Aerial photograph of the crash site (Courtesy: Lexington PD)



Photo 8. Main wreckage of N431CA (Courtesy: Lexington PD)









# Summary

- ◆ **Recognizing sensitive nature of post-accident assistance**
- ◆ **New challenges presented by each accident**
- ◆ **Always ways to improve upon existing coordination between federal, local, and other stakeholders**



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