



THE CHAIRMAN'S CORNER

Friday, November 21, 2003

MESSAGE FROM THE CHAIRMAN

Special thanks to all the staff who work so diligently to address the Most Wanted List and the accident report for the plane crash in Eveleth, MN. In addition, continued thanks to the staff of Research and Engineering for supporting our safety outreach by webcasting our sunshine meetings.

The NTSB posted its new Most Wanted List for federal issues on its website at www.nts.gov. We welcome and appreciate any comments or suggestions.

Thank you to the entire NTSB team for making safety your number one priority.

Ellen G. Engleman

NTSB MOST WANTED
Transportation Safety Improvements

Board Meets on Most Wanted List and Eveleth, MN Accident

On November 18th, the NTSB Board Members adopted 2003 Most Wanted List of Safety Improvements and the final report on the airplane crash that killed Senator Wellstone and seven others.

As a result of the extensive review of the NTSB Most Wanted program prompted by the Board in May, the Board decided to consider the Most Wanted issues in separate meetings in order to maximize effectiveness of the list as a safety tool.

Under the leadership of the Board, NTSB staff joined with federal agencies to create teams called SWAT (Safety With A Team) to address all of the open recommendations. Under the SWAT approach, members of the Safety Board and the appropriate federal agency work in cooperation to implement needed safety improvements. Since March 2003, teams have held ten meetings and three teleconferences, and 94 recommendations have been reviewed. As a result of the new

focus the Board has closed 113 recommendations since April 1st.

The 2003 Most Wanted List contains 13 recommendations in 5 issues areas to improve transportation safety. The list can be viewed at www.nts.gov.

As a result of the NTSB's investigation into the October 25, 2002, plane crash in Eveleth, MN, the NTSB determined that the crash resulted from the flight crews failure to maintain adequate airspeed, which led to an aerodynamic stall from which they did not recover.

Based on its findings, the NTSB issued two recommendations to the Federal Aviation Administration (1) to conduct en route inspections and observe ground training, flight training, and proficiency checks at all 14 *Code of Federal Regulations* Part 135 on-demand charter operations as is done at Part 121 operations and Part 135 commuter operations to

ensure the adequacy, quality, and standardization of pilot training and flight operations and (2) require that 14 *Code of Federal Regulations* (CFR) Part 135 on-demand charter operators that conduct dual-pilot operations establish and implement a Federal Aviation Administration-approved crew resource management training program for their flight crews in accordance with 14 CFR Part 121, subparts N and O.

"This tragic accident that took the lives of a respected U.S. Senator, members of his family, staff, and the flight crew, shocked us all," said Chairman Engleman. "It sadly and starkly points out the need for more aggressive action to improve safety in the on-demand charter industry."

NTSB ALL HANDS MESSAGES

2003 CLICK IT OR TICKET CAMPAIGN



The DC Metropolitan Police Department at a seat belt check point at L'Enfant Plaza.

The Safety Board's 1995 safety recommendation on primary seat belt enforcement (H-95-13) was the focus of the November 2003 *Click It or Ticket* campaign sponsored by the National Safety Council's Air Bag and Seat Belt Safety Campaign.

A new study conducted for the Campaign shows that more than 12,000 people have needlessly died due to the failure of states to follow the Board's 1995 recommendation to enact primary enforcement seat belt use laws.

On November 13, the Board reissued its call to states with a letter from Chairman Engleman to the 30 states without primary enforcement. "A primary seat belt law is likely to save more lives than possibly any single piece of legislation a state will consider," said Chairman Engleman in the letter. "It is why the Safety Board recommended states adopt these laws in 1995, and why we continue to urge enactment of these laws as a safety priority. It is tragic that 30 states have failed to act to implement this safety countermeasure."

More than 12,000 law enforcement agencies have implemented a nationwide crackdown to enforce seat belt and child passenger safety laws through out the Thanksgiving holiday period.

Special thanks to the staff of Safety Recommendations for assisting with this campaign.



"It costs nothing to put on a seat belt but could cost you your life if you don't," said Chairman Engleman at the November 17th press conference to kick off the November 2003 Click It or Ticket campaign.

NTSB ACADEMY

NTSB Family Assistance Course

Comments are still coming in from the Family Assistance course (TDA301) that was delivered at the Academy on September 9-11, 2003. Thanks to the TDA course presenters - **Sharon Bryson, Erik Grosf and Frank Ciaccio** - for such an excellent job.

"Attending the Family Assistance course gave me a broader perspective of accident response preparation. I will never forget the film you ran at the beginning of the course and the gut-wrenching agony on the faces of the victims' families. I admire you guys for what you do and your efforts to make family assistance a priority. You're doing the right thing for the right reason." - Susie Whitaker / FAA (division supporting Go-Team aircraft)