



THE CHAIRMAN'S CORNER

Friday, February 6, 2004

MESSAGE FROM THE CHAIRMAN

Performance... Fiscal Responsibility and Accountability ... Results.... These are the three key operational focus areas that I identified last March when I came aboard as Chairman as core goals and opportunities for improvement for the NTSB. I am proud of the NTSB staff's commitment to fulfilling these goals and the true results that are being accomplished.

Performance: For the first time since 1975, the NTSB has fewer than 1,000 open safety recommendations. For this effort we were awarded a 2003 Laurel from Aviation Week. Our SWAT Team ("Safety With a Team") effort to "clean up the record" is currently underway with nearly 150 recommendations to DOT operating administrations under review.

Fiscal Responsibility and Accountability: Our first year to be audited and we received a clean audit along

with the compliments of the DOT Inspector General. Our 2005 budget was produced electronically with limited printed copies in support of the Office of Management and Budget's e-government initiatives.

Results: We are focusing significant effort to produce our reports with greater timeliness. A new initiative will be announced soon to put the same type of "clean up the record" efforts on report timeliness as we have accomplished via our SWAT team efforts for safety recommendations. Let me give you a hint of what is to come...

Two years is too long...

It's going to be a busy year.

Ellen Engleman Conners

NTSB Earns "Clean" Financial Audit

The DOT's Inspector General released results of its review of an audit conducted on the NTSB's financial statements for 2003, saying it agreed with the auditor's unqualified, or "clean," opinion.

"You and your team should celebrate this clean opinion as a significant accomplishment," Inspector General Kenneth M. Mead wrote to Chairman Engleman Conners. "This is the first year that NTSB has been required to prepare audited financial statements. I compliment you and your team on achieving this clean opinion in the first year."

The Accountability of Tax Dollars Act of 2002 requires small agencies to submit audited financial statements to the Congress and OMB.

Congratulations to the NTSB CFO's Office on improving NTSB's fiscal management.

**NTSB Receives
Two Aviation
Week Laurels**

(see page 2 for details)

**NTSB
Advocacy In
Six States**

(see page 2 for details)

NTSB ALL HANDS MESSAGES

At the Academy...



Senior staff meets at the Academy.

Chairman Engleman Conners held a day long planning session met with the NTSB

Senior Staff last week at the Academy to focus on performance and results. The team focused on the timeliness of NTSB reports, on closing languishing safety recommendations, and on Board advocacy and outreach activities.



Government Affairs...

On February 2, President Bush sent the FY 2005 Budget to Congress. The Safety Board briefed senior staff of the House Committee on Transportation and Infrastructure on its portion of the President's Budget. The NTSB is requesting \$74.4 million for FY 2005. In order to support the President's e-government initiatives, the NTSB submitted copies of its budget on CD ROM, limiting the number of printed requests.

In addition, the NTSB sent its 2003 overtime report to Congress as required by the NTSB Amendments Act of 2000, and President Bush signed the Omnibus Appropriations Bill, H.R. 2673, ending the Continuing Resolution.

NTSB Earns Aviation Week 2003 Laurels

John J. Goglia, for his contributions to aviation safety as an NTSB member from 1995-2003. Goglia was indefatigable in raising industry awareness to the importance of maintenance in air safety, as evinced in the board's investigations of the January 2003 crash of Air Midwest Flight 5841 at Charlotte, N.C., and the January 2000 crash of Alaska Airlines Flight 261 off the coast of southern California. He was also instrumental in the painstaking reconstruction of the wreckage of TWA 800 that exploded in July 1996 off Long Island, N.Y. The reconstruction will be used to teach accident investigation techniques to students at the NTSB Academy in Ashburn, VA. Goglia's NTSB safety legacy also includes leading a drive for more compassionate treatment of the families of victim's air accidents.

NTSB Chair Ellen G. Engleman, for implementing a SWAT ("Safety With A Team") effort aimed at quickly closing a long list of safety recommendations. Shortly after Engleman was appointed in March, she led a critical agency self-analysis focused on finding improved efficiencies, including "cleaning up our recommendations." To that end, the SWAT strategy was applied. The board and FAA joined forces, and now periodically with Transportation Dept. and industry representatives to address open recommendations. In December 2003, the board reported that the number of open recommendations had dropped to below 1,000 for the first time since 1975.

Safety Advocacy Efforts

Washington Boater Education Legislation – Bill Gossard testified in Washington State in support of SB 6513.

Alaska Boating Safety Program - House Bill 93, that repeals the sunset provisions for the State boating safety program, passed the House by a 37-3 vote. The bill would make the Alaska state boating safety program permanent. **Kevin Quinlan** will be traveling to Alaska to support this bill.

Colorado Cell Phone Restriction Legislation – Vice Chairman Rosenker and Steve Blackistone supported legislation in Colorado that would prohibit holders of a learner's permit from using a cell phone while driving.

Maryland – Member Healing and Elaine Weinstein testified on restricting cell phone use by young novice drivers.

Kansas Child Passenger Safety Legislation – Danielle Roeber testified in Topeka, Kansas regarding legislation to require that children use booster seats (SB 329).

Virginia Impaired Driving Legislation – Kevin Quinlan met in Richmond with legislators and advocates in support of the Safety Board's hard core drinking driver recommendations.