

THE MAJOR AIRLINE ACCIDENT....

WHEN THE UNTHINKABLE HAPPENS...

REMEMBER

The primary purpose of an accident investigation is to improve safety



Major/Field Major

- “Go Team” launches from Washington
- Groups formed (discussion later)
- Multiple parties to the investigation
- CVR/FDR are priorities
- Examples: Alaska Airlines; American Airlines Flight 587; TWA 800

Set Up

- Hotel accommodations (for 1-3 weeks minimum)
- About 40 rooms for investigation team
- Separate and remote hotel accommodations for victim's families
- Private conference area (investigation team command post)
- Access to high speed internet

Set Up

- Empty warehouse or hangar for wreckage
- Needs to be available for up to a couple of months
- Include possible locations as part of the airport/airline disaster plan
- Forward information to local NTSB office

Wreckage

- Coordinate with NTSB IIC
- Local maintenance contact to guide on shutting off power, disconnecting batteries
- Keep track of activities

Recorders

- If exposed and/or threatened with further damage, remove to secure location
- Otherwise mark location, leave in place until NTSB arrives, and guard

Initial Response

- Switch from rescue mode to recovery mode
- Shut down entry to the site except for fire watch until go-team arrives
- No “tours” – everyone outside taped off boundaries
- Media location
- Security
- ID Tags

Law Enforcement

- FBI will respond to a major disaster
- Will likely send ERT (Evidence Recovery Team)
- Can assist in access IDs
- MOU with NTSB
- Similar MOU being developed between TSA and NTSB

CRIMINAL ACT or ACCIDENT

- Per Part 831, NTSB lead agency/primacy of investigation
- NTSB IIC and lead local FBI agent agree that evidence suggests criminal activity
- NTSB Chairman and US Attorney General agree with criminal findings
- Chairman formally signs over investigation lead to FBI

REGIONAL OFFICE STAKEDOWN

- 2 or more investigators from the closest regional office will respond immediately
- Function as caretakers and Board representatives until Go-Team arrives and assumes command

Stake down, continued

- Immediate priorities...
 - Establish liaison with local command post
 - Determine location of and retrieve all recorders on board, including QAR's and other maintenance recording devices
 - Ship the recorders to Washington
 - Make sure no one disturbs the wreckage unnecessarily, including fatally injured

ARRIVAL OF GO TEAM

- Usually by next day
- In-Briefing given to arriving IIC by Regional investigators on site

TEAM STRUCTURE

- Headed by Board Member
 - Public Affairs specialists
 - Transportation Disaster Assistance specialists
- Investigator in Charge (IIC)
- Technical Specialists Group Chairpersons

Media

- Board Member will usually conduct all press briefings
- At least one a day, sometimes two or more
- Media briefings coordinated by NTSB PA specialist

Media

- Until their arrival, refer media to DC
- **202.314.6100**
- Info updated, and after hours number provided for the PA specialist working the accident

INVESTIGATIVE GROUPS

- Structures
- Systems
- Powerplants
- Operations
- ATC
- Survival Factors
- Human Performance
- Aircraft Performance
- Witnesses
- Maintenance Records
- Weather
- CVR/FDR

GROUPS CORONER'S OFFICE WOULD WORK WITH

- SURVIVAL FACTORS
- TRANSPORTATION DISASTER ASSISTANCE
- DMORT
- RECOVERY AGENTS

Transportation Disaster Assistance...

- Facilitates additional resources for your office as needed
- Interfaces with victims families
 - Assists their needs as required to deal with tragedy
 - Functions as go-between facilitator between families and involved local/Federal agencies

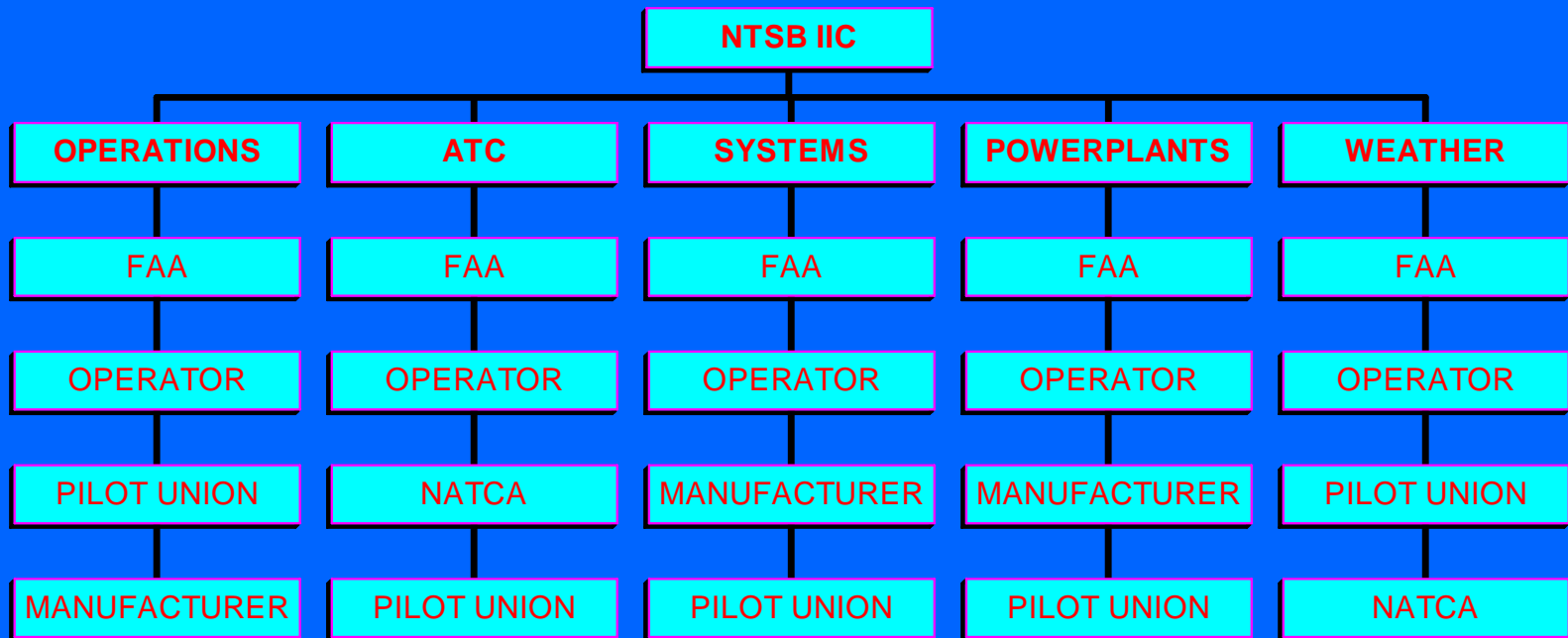
SURVIVAL FACTORS...

- Documents injury/death mechanisms
- Correlates occupant location to injury patterns
- Documents and assesses cabin environment for survival issues
- Looks at adequacy of emergency response and mutual aid assistance plans

ORGANIZATIONAL MEETING

- Opening Statement
- Introductions
 - Exclusions
- Guidance for Party Coordinators
 - Sign Party to Investigation Form
- Form Participants into Working Groups

GROUP ORGANIZATION



PROGRESS MEETINGS

- Held each evening....
 - Mandatory Attendance
 - Each Group briefs on progress to date and expected work schedule
- Working Groups hold morning sessions to coordinate work to be accomplished
- Factual field notes must be completed and turned-in prior to release from group

Incident Commander

- Should have a representative at the progress meetings
- Should hold response evaluation meeting at end of on scene phase

POST FIELD PHASE

- Follow-up component testing
- Complete pending work in process
- Technical Review Panels
- Public Hearing
- Report Drafts
 - Comments from Parties
- Board Adoption Meeting