

Who can give me the victims' names?

Names of victims and/or survivors may be available from the transportation carrier involved in this accident, from local medical facilities, or from a local law enforcement agency.

Who can give me information about the vehicles or equipment?

For specific information about the equipment (aircraft, vehicles, locomotives, or vessels) in an accident, contact the appropriate manufacturer.

What other Federal agencies may have helpful information?

Other Federal agencies may be helpful in providing general background information or statistics. All of the following agencies are a part of the U.S. Department of Transportation and all except the FTA have regulatory and enforcement powers in their respective jurisdictions:

Aviation:

Federal Aviation Administration
(202) 267-8521

Most general aviation aircraft do not have a cockpit voice recorder (CVR). By law, no CVR audio is ever released; a transcript of the CVR may be released when a majority of the factual reports are entered into the NTSB public docket or at the public hearing, whichever occurs first. The audio portion of the air traffic control (ATC) recording, if any, may be released by the FAA at any time following an accident, once the NTSB has been given a certified copy of the transcript.

Highway:

National Highway Traffic Safety Administration (NHTSA) (202) 366-9550

If an accident involved a bridge collapse or heavy truck, contact the

Federal Highway Administration (FHWA)
(202) 366-4000

Mass Transit:

Federal Transit Administration (FTA)
(202) 366-4043

Railroad:

Federal Railroad Administration (FRA)
(202) 493-6024

Marine:

U.S. Coast Guard (USCG)
(202) 267-1587

Pipeline or Hazardous Materials:

Research and Special Programs Administration (RSPA) (202) 366-4433

MEDIA

INFORMATION

**REGIONAL OFFICE
ACCIDENT INVESTIGATION**



**National Transportation
Safety Board**

Office of Public Affairs

**490 L'Enfant Plaza S. W.
Washington, D.C. 20594
(212) 314-6100**

What is the National Transportation Safety Board?

The NTSB is an independent Federal agency established to investigate transportation accidents in the United States and issue recommendations to government and industry to help make transportation safer.

The NTSB investigates every civil aviation accident and all major accidents in other modes of transportation—highway, rail, marine, and pipeline.

The NTSB is not a part of the U.S. Department of Transportation or the Federal Aviation Administration. It is not a regulatory agency, and it has no enforcement powers.

The five NTSB Members are nominated by the President and confirmed by the U.S. Senate. The NTSB submits an annual report to Congress on its activities.

How will this accident be investigated?

The NTSB dispatches at least one investigator to an accident. He or she is the "Investigator-In-Charge (IIC)" and is responsible for the investigation even after returning to the regional office.

Other NTSB specialists as well as parties from government, industry, and labor may assist the Investigator-In-Charge in investigating the accident.

Two major documents will be produced as a result of the investigation:

1. A *factual report* containing all confirmed information gathered over the course of the investigation, which may take 6 to 12 months. This report can be hundreds of pages long.
2. An *accident brief* containing the probable cause of the accident, released about 1 year after the accident. This report is a 1- or 2-page computer printout.

Why does an accident investigation take so long?

The NTSB investigates thousands of accidents each year. No investigation is rushed, and each is methodically and scientifically conducted.

How can I get information about the progress of an investigation?

On-scene media briefings will be scheduled as factual information is gathered. Because investigators do most of their work during daylight hours, these briefings are generally held in the evening hours. This can be inconvenient to deadline pressures; however, it is the best way to disseminate confirmed information while allowing the investigators to do their work.

The Investigator-in-Charge is the only authorized NTSB spokesperson at the scene of an accident being investigated by a regional office. If the investigator is unable to brief the media because of his or her investigative duties, media questions may be referred to the NTSB's Public Affairs office in Washington, D.C., at (202) 314-6100.

The Investigator-In-Charge will continue to be the NTSB source of official information even after the on-scene phase of the investigation is concluded and he or she has returned to the regional office. The investigator may, however, refer media calls to the NTSB's Public Affairs office in Washington.

What kind of information can I expect to get from the NTSB

The NTSB will not announce the cause of an accident while on scene. Indeed, the cause may not be announced until 9 to 12 months after the accident.

The NTSB also will not speculate about any aspect of an accident or offer any analysis of it while on scene. Only confirmed, factual information will be released.

The NTSB may issue safety recommendations at any time during the investigation if the need for immediate corrective actions is warranted.

The NTSB can provide information about other, similar accidents and can provide statistical data on aviation accidents. Contact the NTSB's Public Affairs office in Washington, D.C., at (202) 314-6100.

When will the investigation end and a final report be available?

An investigation may take up to a year to conduct. Contact the NTSB Public Inquiries Section at (202) 314-6551 to be placed on the mailing list for a copy of the final accident report. Information will be posted, as available, on the NTSB website at www.ntsb.gov.