

## Actions needed by States

### HIGHWAY

#### Improve Child Occupant Protection

- Enact State laws requiring booster seats for young children up to age 8.

#### Enact Primary Seat Belt Enforcement Laws

- Increase number of people who wear seat belts through stronger enforcement laws that don't restrict officers to observing another offense first.

#### Reduce Distractions for Young Drivers

- Prohibit use of interactive wireless communications devices by young novice drivers.
- Restrict the number of teen passengers traveling with young novice drivers.
- Enact graduated driver licensing legislation.

#### Eliminate Hard Core Drinking Driving

- Enact legislation to reduce crashes involving repeat offenders who drink large amounts of alcohol, including:
  - Frequent, statewide sobriety checkpoints.
  - More effective measures (sanctions/treatment) for first time arrests with high blood alcohol concentration and repeat offenders.
  - Zero blood alcohol requirement for those already convicted of driving while intoxicated.
  - Administrative license revocation for refusing to take or failing an evidential test for alcohol.
  - Vehicle sanctions for DWI offenders to separate drinking from driving.
  - Elimination of plea-bargaining DWI offenses and programs that divert offenders and purge offense records.
  - DWI offense records retention for at least 10 years to identify repeat offenders.
  - Special sanction court-based programs such as DWI courts for hard core DWI offenders.

### MARINE

#### Enhance Recreational Boating Safety

- Require mandatory education of boat operators.
- Require use of life jackets by children.



## National Transportation Safety Board

490 L' Enfant Plaza, SW • Washington, DC 20594  
(202) 314.6000 • <http://www.nts.gov>

November 2008



# NTSB MOST WANTED LIST

## Transportation Safety Improvements

# 2009

*Critical changes needed to reduce  
transportation accidents and save lives.*

# NTSB MOST WANTED LIST

## **AVIATION:** The Federal Aviation Administration should:

### **Improve Safety of Emergency Medical Services Flights**

- Conduct all flights with medical personnel on board in accordance with commuter aircraft regulations.
- Develop and implement flight risk evaluation programs.
- Require formalized dispatch and flight-following procedures including up-to-date weather information.
- Install terrain awareness and warning systems on aircraft.

### **Improve Runway Safety**

- Give immediate warnings of probable collisions/incursions directly to cockpit flight crews.
- Require specific air traffic control clearance for each runway crossing.
- Install cockpit moving map displays or automatic systems to alert pilots of attempted takeoffs from taxiways or wrong runways.
- Require landing distance assessment with an adequate safety margin.

### **Reduce Dangers to Aircraft Flying in Icing Conditions**

- Use current research on freezing rain and large water droplets to revise the way aircraft are designed and approved for flight in icing conditions.
- Apply revised icing requirements to currently certificated aircraft.
- Require that airplanes with pneumatic deice boots activate boots as soon as the airplane enters icing conditions.

### **Improve Crew Resource Management**

- Require commuter and on-demand air taxi flight crews to receive crew resource management training.

### **Require Image Recorders**

- Install crash-protected image recorders in cockpits to give investigators more information to solve complex accidents.

### **Reduce Accidents and Incidents Caused by Human Fatigue**




- Set working hour limits for flight crews, aviation mechanics and air traffic controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.\*
- Develop a fatigue awareness and countermeasures program for air traffic controllers.\*\*

## **MARINE:** The U.S. Coast Guard should:

### **Reduce Accidents and Incidents Caused by Human Fatigue**

- Set working hour limits for mariners based on fatigue research, circadian rhythms, and sleep and rest requirements.

## NTSB ACTION/TIMELINESS CLASSIFICATION

-  Unacceptable response
-  Acceptable response, progressing slowly
-  Acceptable response, progressing in a timely manner

## Actions needed by Federal Agencies

## **HIGHWAY:** The Federal Motor Carrier Safety Administration should:

### **Restrict Use of Cellular Telephones**

- Prohibit cellular telephone use by commercial drivers of school buses and motorcoaches, except in emergencies.

### **Require On-board Electronic Recorders**

- Require all interstate commercial vehicle carriers to use electronic on-board recorders to collect data on both driver hours of operation and accident conditions.

### **Improve Safety of Motor Carrier Operations**

- Prevent motor carriers from operating if they put vehicles with mechanical problems on the road or unqualified drivers behind the wheel.

### **Prevent Medically Unqualified Drivers from Operating Commercial Vehicles**

- Establish a comprehensive medical oversight program for interstate commercial drivers.
- Ensure that medical examiners are qualified.
- Track all medical certificate applications.
- Enhance oversight and enforcement of invalid certificates
- Provide mechanisms for reporting medical conditions.

## **The National Highway Traffic Safety Administration should:**

### **Prevent Collisions by Using Enhanced Vehicle Safety Technology**

- Require adaptive cruise control and collision warning system standards for all new passenger and commercial vehicles.

### **Enhance Protection of Motorcoach Passengers**

- Redesign motorcoach window emergency exits so they can be easily opened.
- Issue standards for stronger bus roofs; require them in new motorcoaches.
- Devise new standards to protect motorcoach passengers from being thrown out of their seats or ejected when a bus sustains an impact or rolls over.

### **Enhance Protection of School Bus Passengers**

- Devise new standards to protect school bus passengers from being thrown out of their seats or ejected when a bus sustains an impact or rolls over.

## **PIPELINE:** The Pipeline and Hazardous Materials Safety Administration should:

### **Reduce Accidents and Incidents Caused by Human Fatigue**

- Set working hour limits for pipeline controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.

\* This recommendation requires action by both the FAA and the National Air Traffic Controllers Association.

\*\* This recommendation also issued to National Air Traffic Controllers Association.