



21st Annual Fire Service Officers School for Kentucky

Owensboro, Kentucky

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Board Member, NTSB





Mission

- ◆ Investigates every civil aviation accident in the U.S. & significant accidents in the other modes of transportation -- railroad, highway, marine and pipeline
- ◆ Issues safety recommendations aimed at preventing future accidents
- ◆ Safety studies & research data
- ◆ Serves as the "court of appeals" for any airman, mechanic or mariner





History

- ◆ Investigated 124,000+ aviation accidents and over 10,000 surface transportation accidents
- ◆ Issued more than 12,000 recommendations in all transportation modes to more than 2,200 recipients
- ◆ Maintains Most Wanted List of safety improvements (National and to the States)
- ◆ 80% adoption rate for recommendations





Major Investigations Go-Team

An NTSB “go-team” is dispatched from Washington headquarters to major transportation accidents.

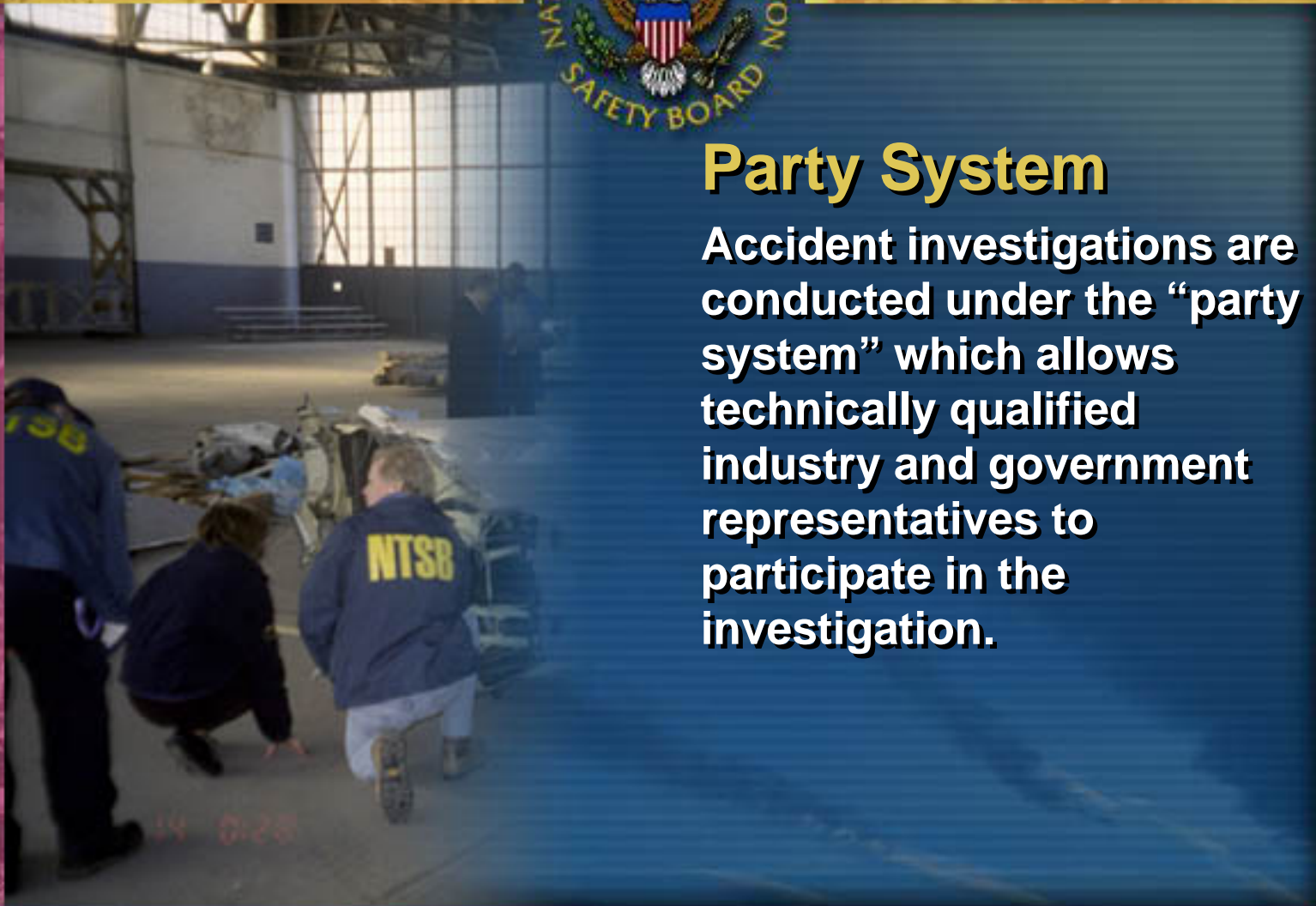
A “go-team” is the highly visible group of Safety Board professionals with a wide-range of investigative skills.





Party System


Accident investigations are conducted under the “party system” which allows technically qualified industry and government representatives to participate in the investigation.



Primary Concerns

- ◆ Initial notification
- ◆ Recovery and identification of remains
- ◆ Return of personal effects
- ◆ Information sharing





Local Government Role

- ◆ Fire and rescue
- ◆ Medical assistance
- ◆ Security





Local Government Role



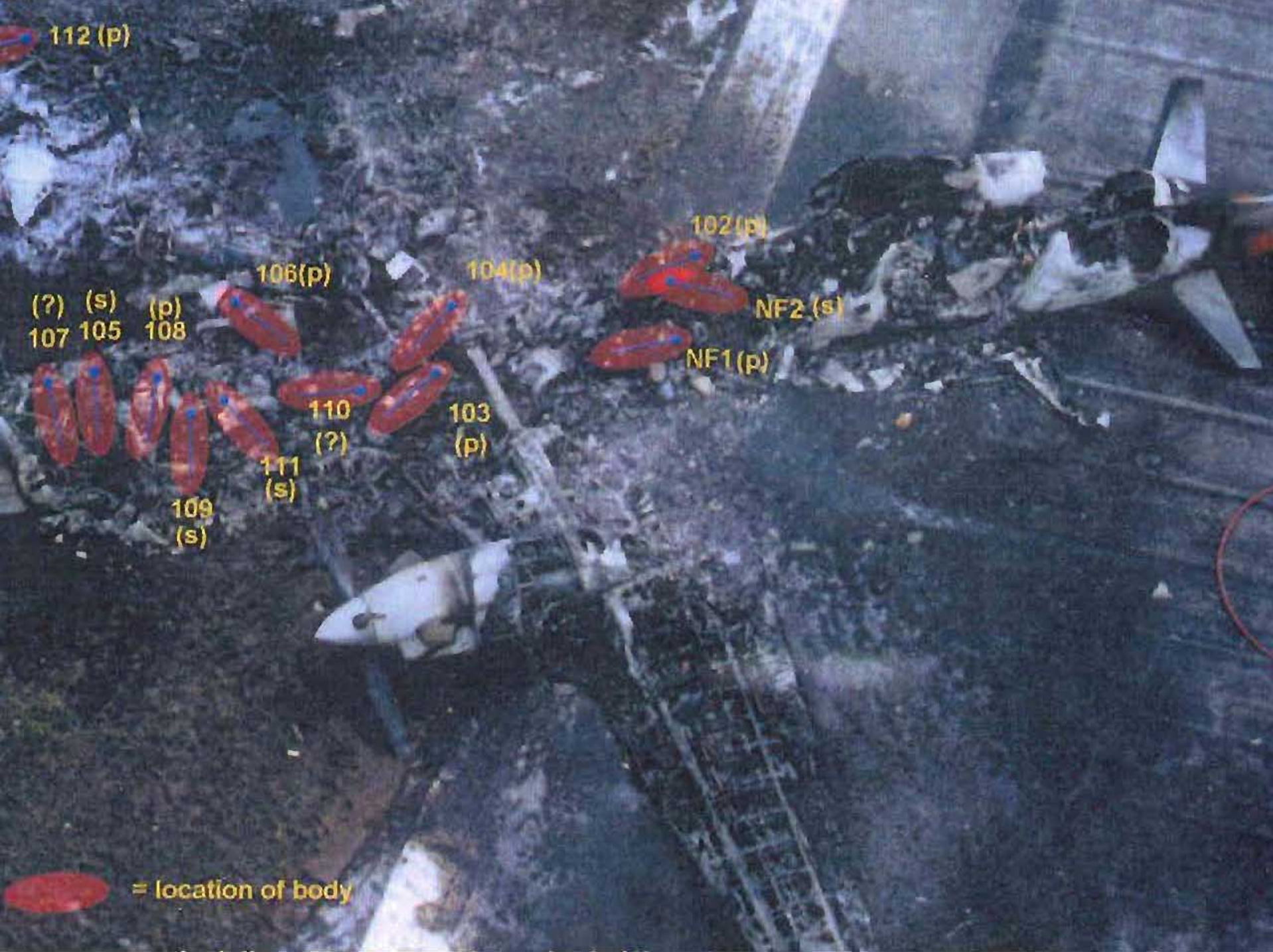
- **Recovery**
- **Victim identification**
- **Environmental cleanup**





**United Express
Flight 5925
Quincy, IL**





112 (p)

(?) (s) (p)
107 105 108

106 (p)

104 (p)

102 (p)

NF2 (s)

NF1 (p)

110

103

(?)

(p)

111

(s)

109

(s)

 = location of body









Quincy, Illinois

- ◆ **The Board concluded that commuter passengers deserved the same degree of protection from post crash fires as air carrier passengers on aircraft with 30+ seats.**
- ◆ **The Board recommended that the FAA should require airports served by scheduled passenger operations on aircraft with 10+ seats should have trained ARFF personnel, capable of timely response, available during computer operations**





FAA Response to Quincy Recommendations

- ◆ **2004 Amendment to Part 139 required ARFF for scheduled passenger operations with 10+ seats.**
- ◆ **Safety Recommendation A-97-107 was “Closed-Acceptable Action” in 2004**





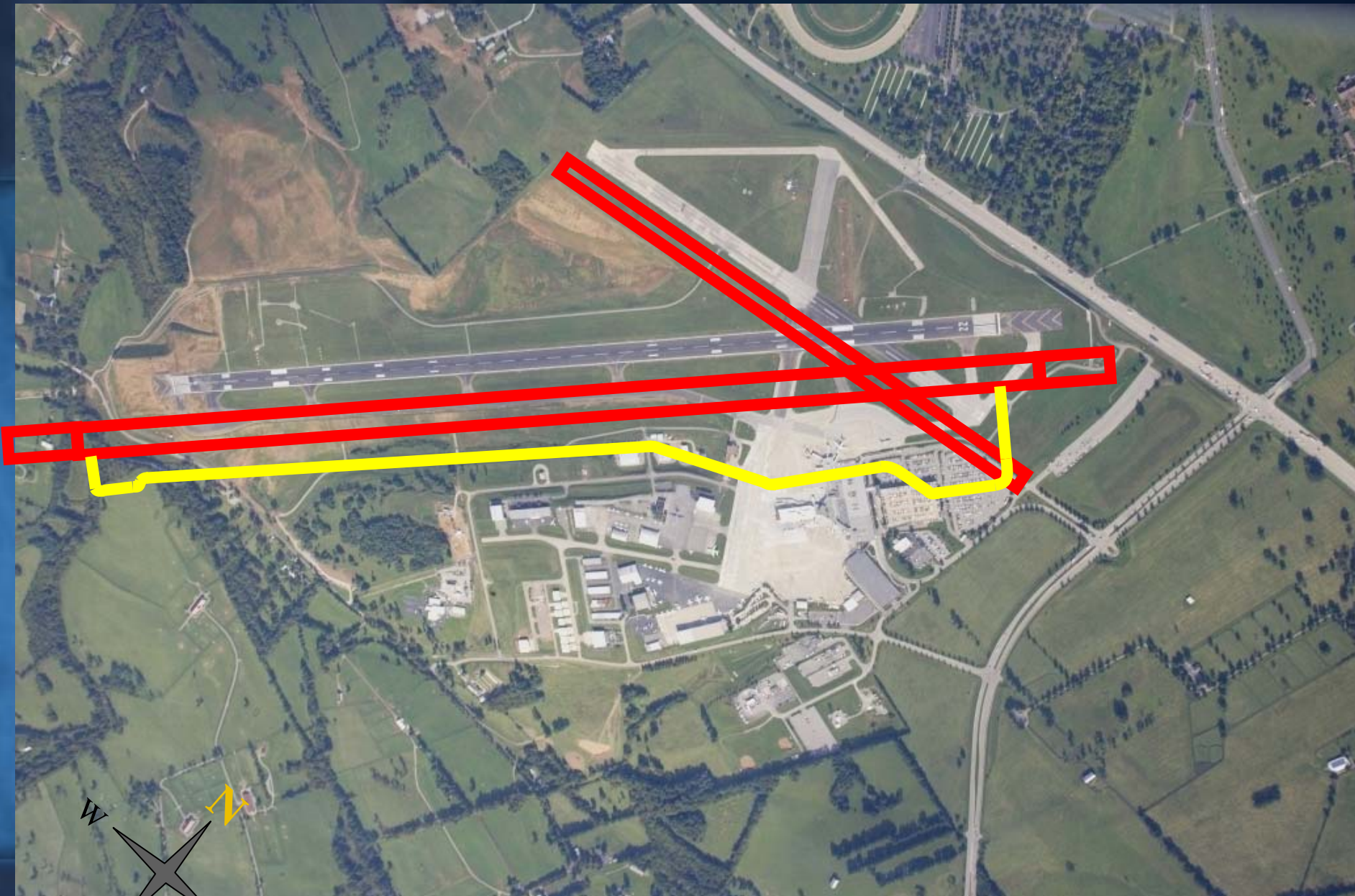
Comair Flight 5191

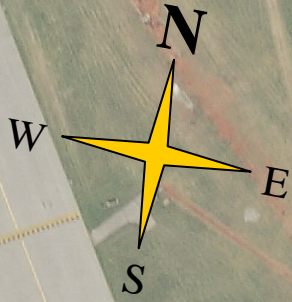
Lexington, KY





Photo 3. Aerial photograph of the crash site (Courtesy: Lexington PD)





Taxiway A

Taxiway A5

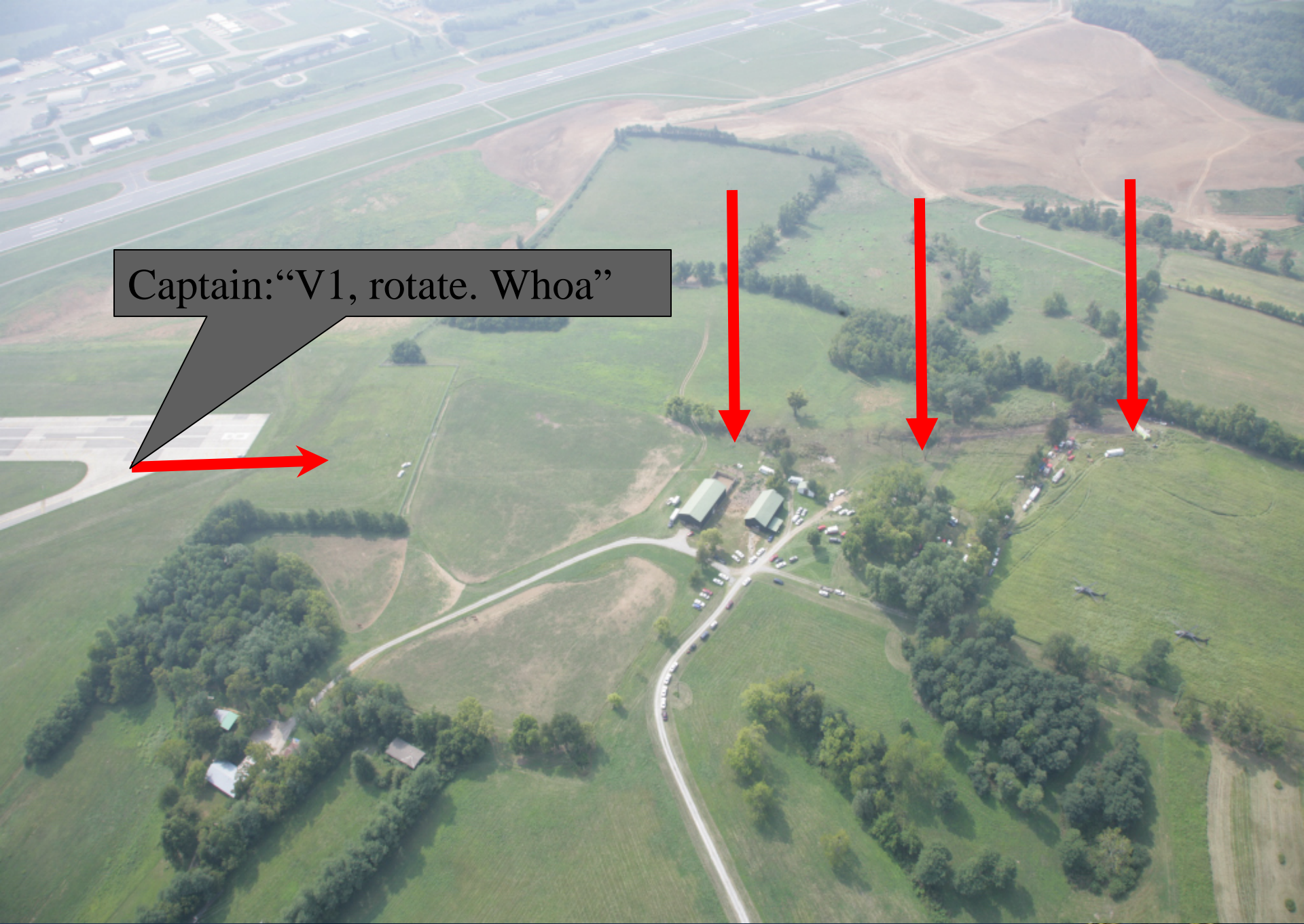
Taxiway A1

STATION

ATC: "...fly runway heading. Cleared for takeoff."



Captain: "V1, rotate. Whoa"



SAFETY BOARD



Photo 8. Main wreckage of N431CA (Courtesy: Lexington PD)



Photo 4. Aerial photograph of the crash site (Courtesy: Lexington PD)





SAFETY BOARD

Major Areas of Investigation

- ◆ **Flight crew operations**
- ◆ **Air traffic control**
- ◆ **Human performance**
 - Flight crew
 - Air traffic control
- ◆ **Airport environment**





Safety Recommendations

Issued

- ◆ **9 safety recommendations**
 - **4 flight crew procedures**
(Status: Open – Acceptable Response)
 - **4 air traffic control**
(Status: Open – Acceptable Response)
 - **1 airport surface markings**
(Status – Open – Awaiting Response)





ARFF and NTSB

- ◆ **ARFF support during investigations**
 - **Photographs**
 - **Participate as a “Party to the investigation”**
 - **Help us investigate the accident**
 - **Provide your expertise**



Unfinished Journeys





NTSB

www.nts.gov