



**NTSB** National Transportation Safety Board

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# Perspectives on Flight Time/Duty Time for All-Cargo Operations

Honorable Mark R. Rosekind, Ph.D.  
Board Member

Air Cargo Safety and Security: Closing the Gaps  
ALPA Cargo Conference  
April 16, 2012

# Federal Agencies: Transportation

NTSB

FMCSA

FRA

NHTSA

PHMSA

DOT

MA

FHA

FTA

FAA

NTSB





UNITED STATES CODE, TITLE 49

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### SUBCHAPTER 5—GENERAL

§1181. Definitions

Section 40102(a) of this title applies to this chapter.

### SUBCHAPTER 6—ORGANIZATION AND ADMINISTRATIVE

§1113. General organization

(a) ORGANIZATION.—The National Transportation Safety Board is an independent establishment of the Executive Branch of the Government.

(b) APPOINTMENT OF MEMBERS.—The Board is composed of 5 members appointed by the President, with the advice and consent of the Senate. Not more than 3 members may be appointed from the same political party. The members shall be appointed on the basis of technical qualification, professional standing, and demonstrated knowledge of accident reconstruction, safety engineering, human factors, transportation safety, or transportation regulation.

(c) TERMS OF OFFICE AND REMOVAL.—The term of office of each member is 7 years. An individual may be reappointed to fill a vacancy occurring before the expiration of the term for which the predecessor of that individual was appointed for the remainder of that term. When the term of office of a member ends, the President may reappoint a successor if the successor is appointed and qualified. The President may remove a member for inefficiency, neglect of duty, or other cause.

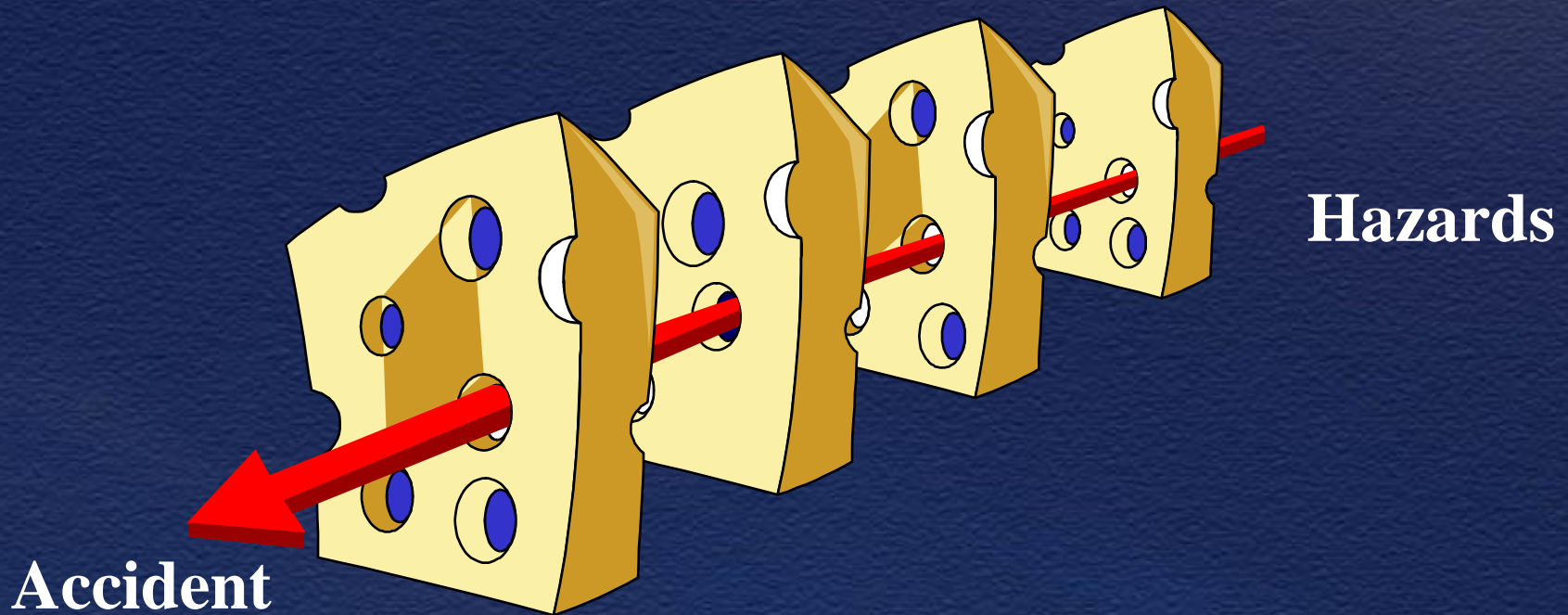
(d) CHAIRMAN AND VICE CHAIRMAN.—The President shall designate, by and with the advice and consent of the Senate, a Chairman of the Board. The President also shall designate a Vice Chairman of the Board. The terms of both the Chairman and Vice Chairman are 2 years. When the Chairman is absent or unable to perform the duties of the office, the Vice Chairman shall perform the duties of the office.

# Mission

The NTSB is charged with:

- 1) determining the probable cause of transportation accidents
- 2) making recommendations to prevent their recurrence

# “Swiss Cheese” Model (Reason)



Successive layers of defenses, barriers, and safeguards

# Guantanamo Bay Cuba (August 1993)

First NTSB major aviation accident to cite fatigue as probable cause



- acute sleep loss, sleep debt, circadian disruption



**Uncontrolled In-Flight Collision with Terrain  
AIA Flight 808, Douglas DC-8-61, N814CK  
U.S. NAS, Guantanamo Bay, Cuba, August 18, 1993**

“The National Transportation Safety Board determines that the probable causes of this accident were the impaired judgment, decision making, and flying abilities of the captain and flight crew due to the effects of fatigue...”

# Lubbock, TX (January 27, 2009)



2 injuries

NTSB



# Probable Cause/Contributing Factors

“Contributing to the accident were . . .

4) fatigue due to the time of day in which the accident occurred and a cumulative sleep debt, which likely impaired the captain’s performance.”





Home > Transportation Safety > Most Wanted List

SHARE   

## MOST WANTED LIST

A program to increase the public's awareness of, and support for, action to adopt safety steps that can help prevent accidents and save lives. The following are ten of the current issues.



Addressing Human Fatigue



General Aviation Safety



Safety Management Systems



Runway Safety



Bus Occupant Safety



Pilot & Air Traffic Controller Professionalism



Recorders



Teen Driver Safety



Addressing Alcohol- Impaired Driving



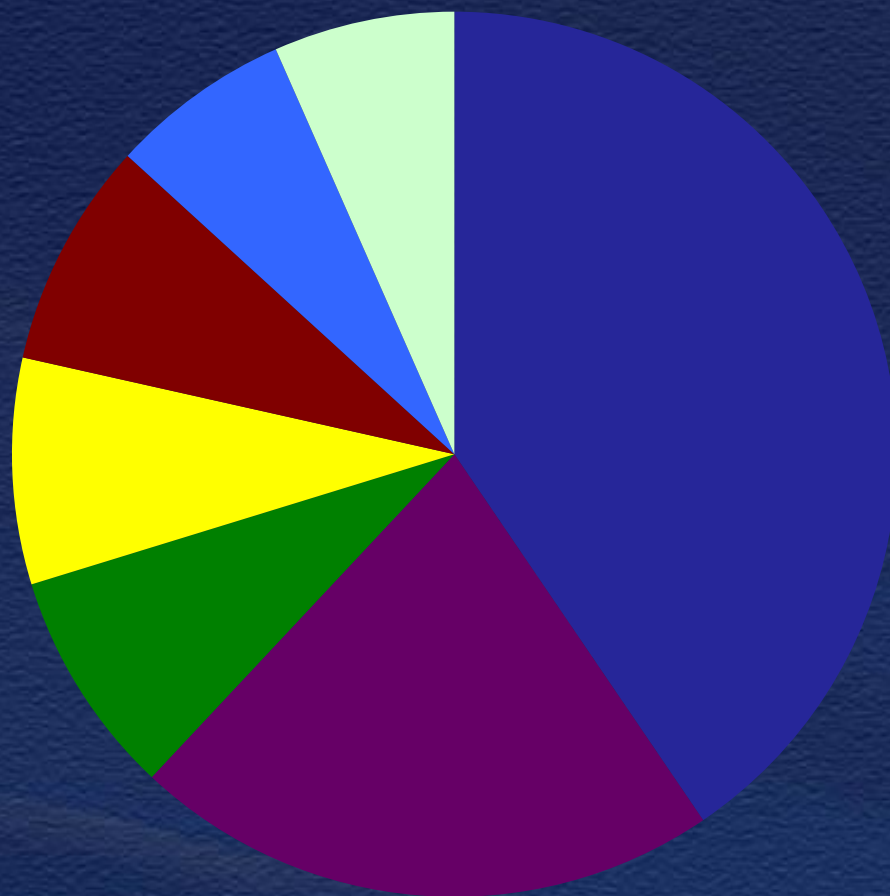
Motorcycle Safety



# NTSB Recommendations

- MOST WANTED since 1990
- ~200 fatigue recommendations

# Complex Issue: Requires Multiple Solutions



- Scheduling Policies and Practices
- Education
- Organizational Strategies
- Raising Awareness
- Healthy Sleep
- Vehicle and Environmental Strategies
- Research and Evaluation

# Honorable John K. Lauber:

No Accident  $\neq$   
Safe Operation

# New FAA HOS Rule: NTSB Chairman Hersman's Comments

- pleased that the FAA issued a long-awaited science-based rule for flight and duty time
- DOT Secretary/former Administrator worked for years to shepherd this contentious rule through the process
- applaud the leadership of DOT and FAA for bringing it across the finish line
- not a perfect rule, it is a huge improvement over the status quo for large passenger-carrying operations

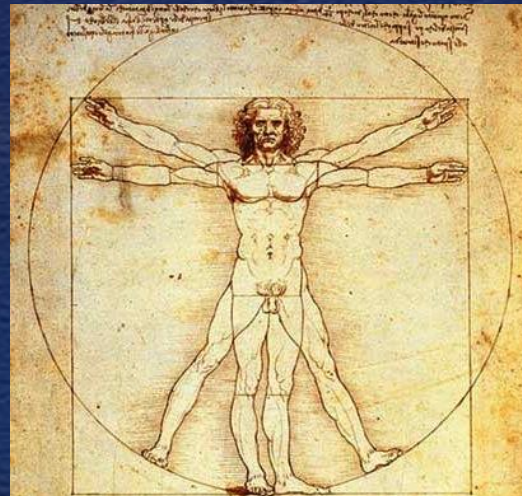
# New FAA HOS Rule: NTSB Chairman Hersman's Comments

- extremely disappointed that the new rule is limited to Part 121 carriers
- a tired pilot is a tired pilot, whether there are 10 paying customers on board or 100, whether the payload is passengers or pallets
- FAA said "Fatigue threatens aviation safety because it increases the risk of pilot error that could lead to an accident."
- particularly a concern for crews that fly "on the back side of the clock."

# Physiology is the Constant

Same brain, physiology,  
sleep needs, and circadian factors:

Across all aircraft and operations



# Changing Safety Culture

Safety goal . . .

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