



NTSB National Transportation Safety Board

Working with NTSB During an Accident Investigation: A Unique Perspective

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The NTSB is Responsible for Investigating:

- **All U.S. aviation accidents (except those of military and intelligence agencies).**





- **Highway accidents (including certain grade-crossing accidents) which involve issues of wide-ranging safety significance.**





- **Railroad accidents in which there is a fatality, substantial property damage, or which involve a passenger train.**





- Pipeline accidents in which there is a fatality, significant environmental or property damage.



- Major marine accidents and collisions between a public and a non-public vessel or accidents involving Coast Guard functions.





- **Transportation accidents involving the release of hazardous materials, including fatal accidents or those causing major disruptions to a community.**





Other NTSB Responsibilities:

- Acts as U.S. accredited representative to foreign aviation accidents under the provisions of the International Civil Aviation Authority (ICAO) agreements.






The Party Process

With only about 400 employees, the NTSB accomplishes this task by leveraging its resources and designating parties to its investigations.





Value of the Party System

- 
- Parties provide technical expertise
 - Parties provide checks and balances to the process of accident investigation
 - Transparency



Who are parties?

Typically, parties include:

- **FAA (by law)**
- **Air carrier**
- **Airframe manufacturer**
- **Engine manufacturer**
- **Major component manufacturer**
- **Pilot, ATC, maintenance and flight attendant union representatives**
- **Airport Authorities**





Important Opportunities

- **Party submissions**
- **Party meetings with board members**

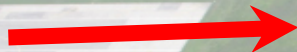




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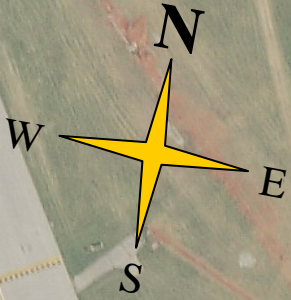






Potential Airport Issues

- Taxiway identifiers on chart were inaccurate
- NOTAM not available to crew
 - flight crew paper work
 - ATIS



27

Taxiway A5

Taxiway A7

26

Taxiway A

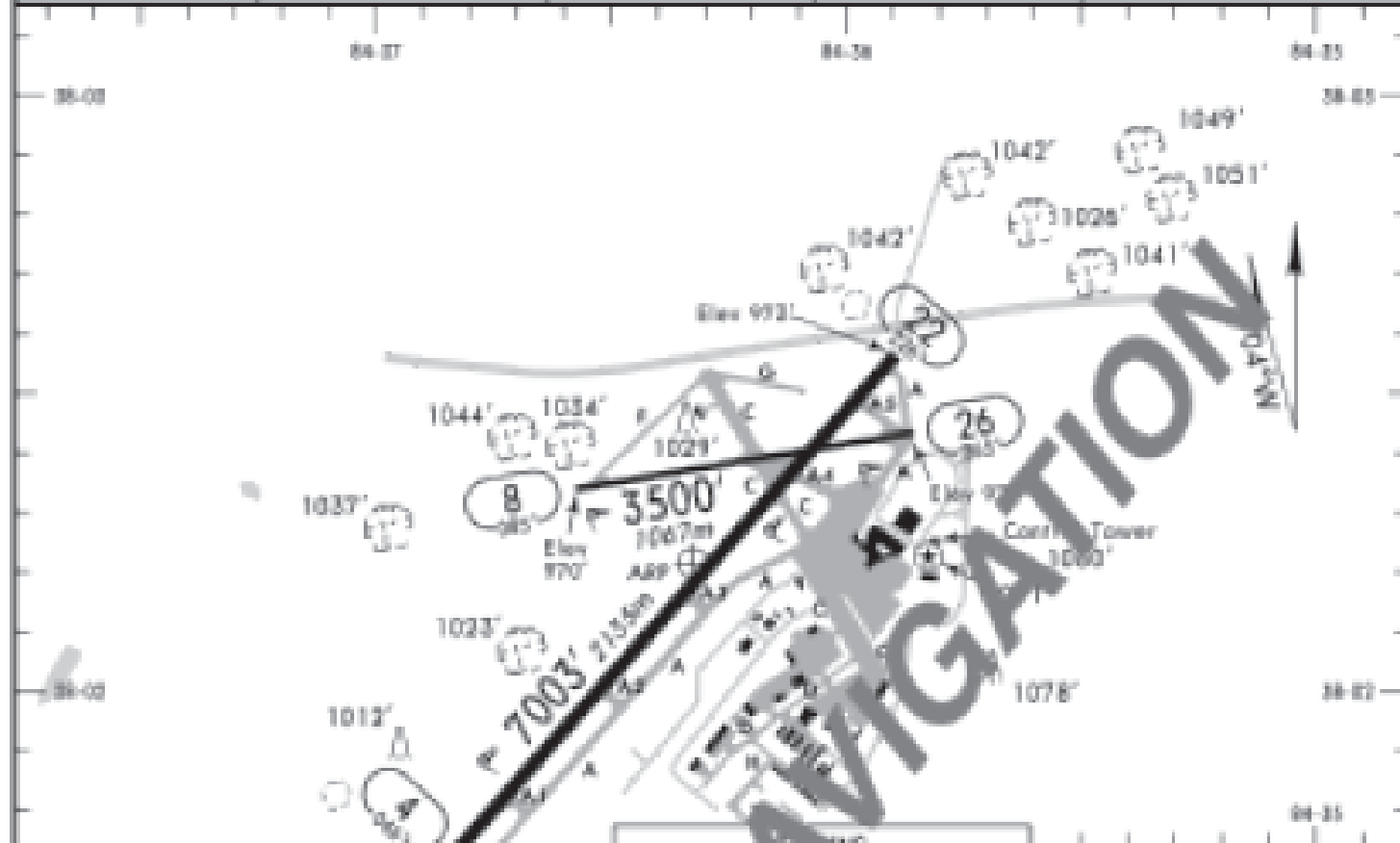


KLEX/LEX
 Apt Elev **979'**
 NSR 02.2 W084 36.4

JEPPesen
 27 JAN 06 **(11-1)**

LEXINGTON, KY
BLUE GRASS

ATIS	LEXINGTON Clearance	Ground	Tower	LEXINGTON Departure (R)
126.3	132.35	121.9	119.1	049°-320° 221°-039° 120.15 120.75



GATE #	COORDINATES
B-3	NSR 02.2 W084 35.9
3 thru C-4	NSR 02.2 W084 36.0
	NSR 02.3 W084 36.0



NTSB Findings

- Adequate cues existed on the airport surface and available resources were present in the cockpit to allow the flight crew to successfully navigate from the air carrier ramp to the runway 22 threshold.
- Because of an ongoing construction project at Blue Grass Airport, the taxiway identifiers represented in the airport chart available to the flight crew were inaccurate, and the information contained in a local NOATM about the closure of taxiway A was not made available to the crew via ATIS broadcast or the flight release paperwork.
- Because the information in the local NOTAM about the altered taxiway A configuration was not needed for the pilots' wayfinding task, the absence of the local NOTAM from the flight release paperwork was not a factor in this accident.

Probable Cause

- “Flight crewmembers’ failure to use available cues and aids to identify the airplane’s location on the airport surface during taxi and their failure to cross-check and verify the airplane was on the correct runway before takeoff. Contributing to the accident [was] the flight crew’s nonpertinent conversation during taxi, which resulted in a loss of positional awareness ...”

Keeping out of trouble



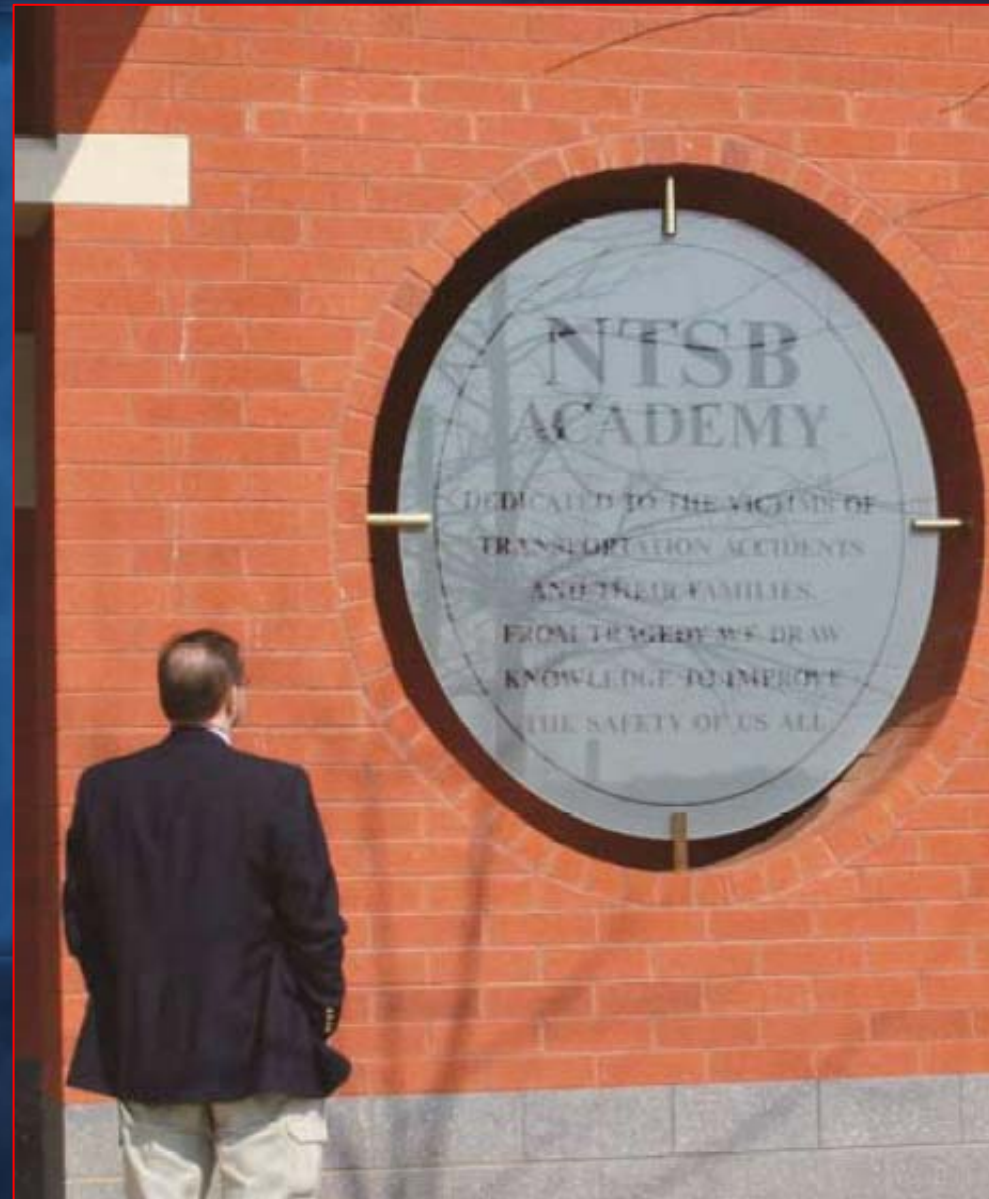
- Do not speculate on the cause of an accident with the press
- Do not withhold information from the NTSB
- Do not conduct a parallel investigation
- Always plan for and devote the proper resources to the investigation





We all share the same goal

**“From tragedy we
draw knowledge to
improve the safety
of us all.”**





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