

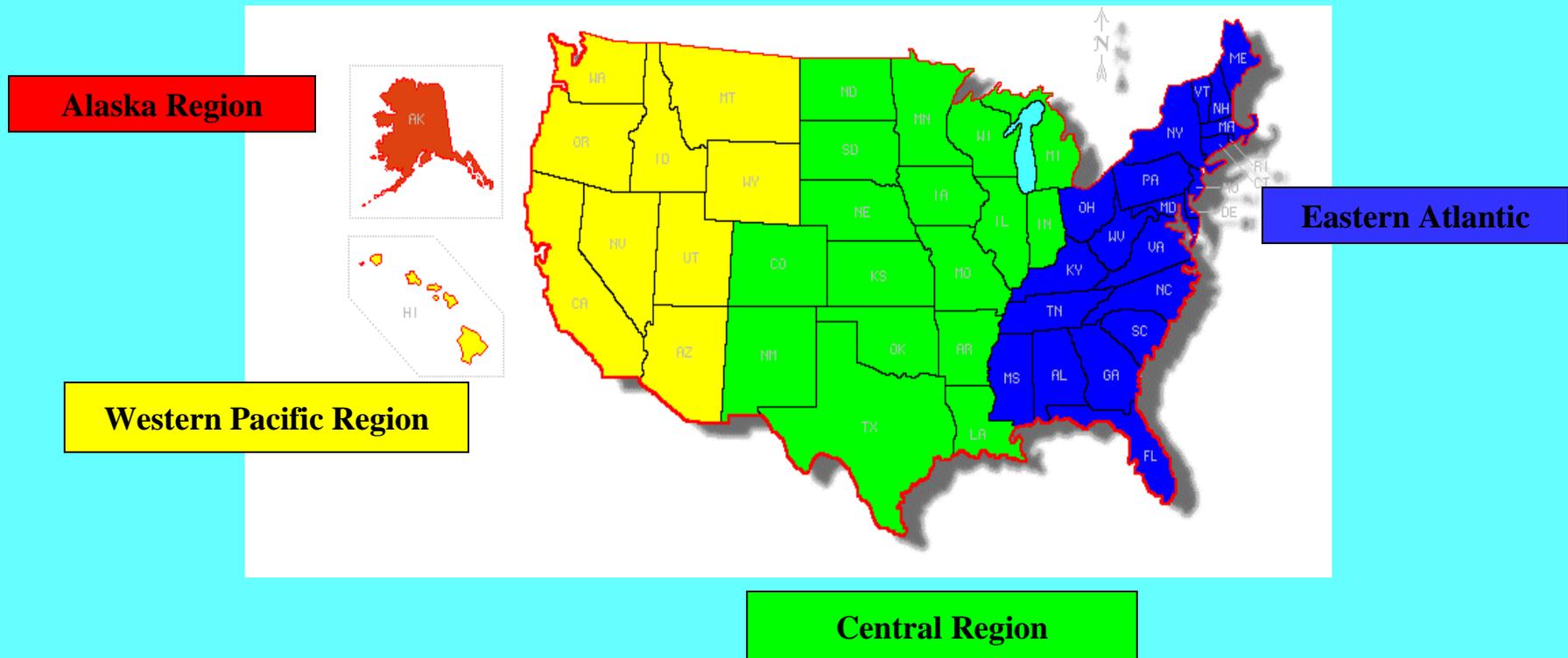
FAA Briefing

2008

NTSB Regional Realignment and Reorganization

- 9 Former Regions consolidated into 3 “Super Regions” plus Alaska
- Increase in “critical mass” of investigators to improve staffing availability for projects
- Streamlining of management & reporting functions
- Change in management titles
- Effective date for implementation 17 February 2008

New NTSB Regional Structure



Telework

- NTSB has fully embraced Telework concept in line with Federal Laws and OPM directives
- This concept in concert with 10 year plan for Office of Aviation Safety, leading to:
 - One small brick and mortar support office in each region
 - Widely dispersed investigative work force spread thru region
- Liberal application for all positions that can do it
- Significant portion of agency staff participating with everything from one day at alternate work site to full time

Management Structure and Title Changes

- Old title of “Regional Director” changed to Regional Chief (RC)
- New position of Deputy Regional Chief (DRC) established for each super region.

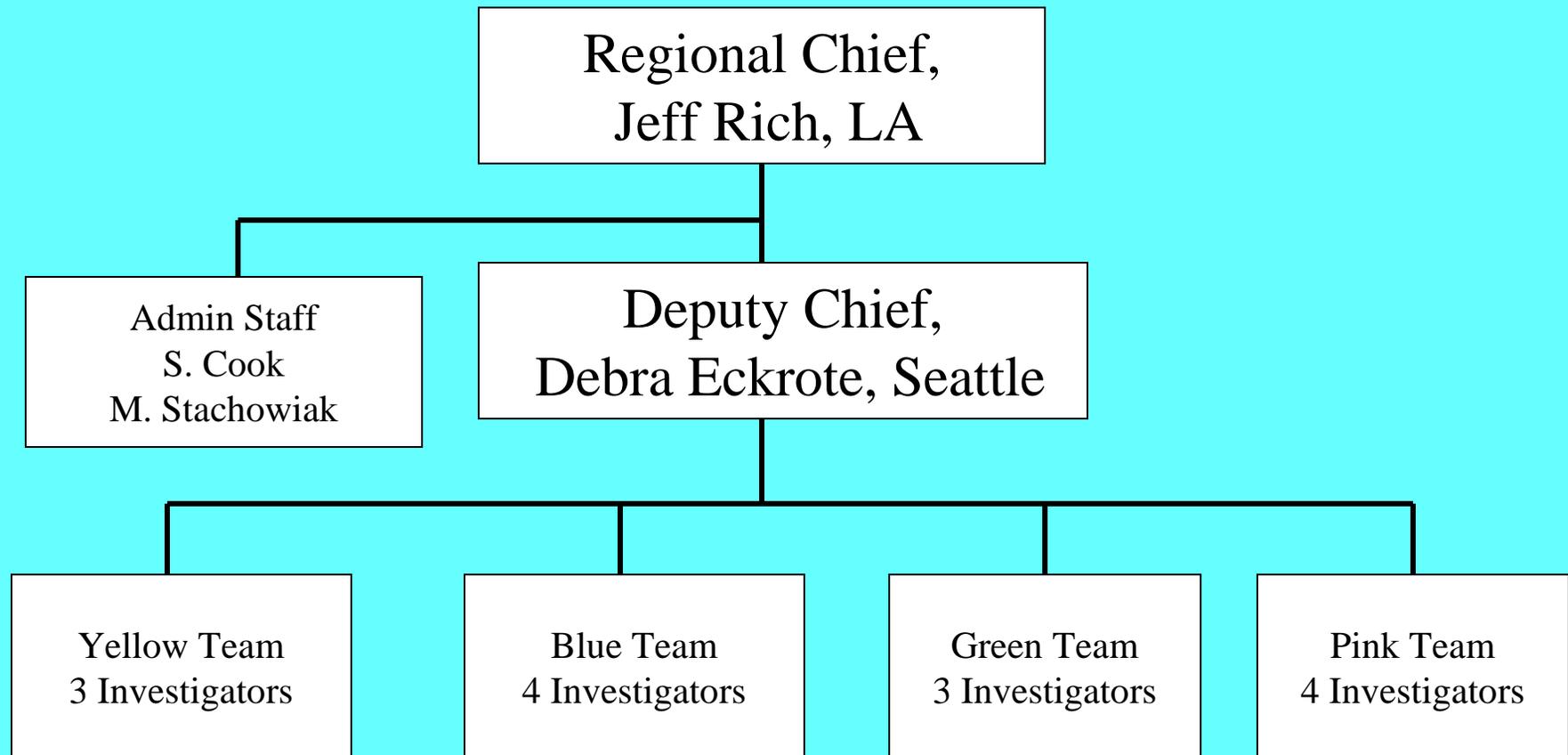
Western Pacific Region Composition

- “Seattle Office” (Washington) – *formerly the Northwest Regional Office*
- “Gardena Office” (California) – *formerly the Southwest Regional Office*
- Kona, Hawaii, Telework Location (2 ASI’s)
- Butte, Montana, Telework Location (1 ASI)
- 4 Other Telework locations, 2 in Northern Washington, 2 in Los Angeles area
 - Territory – *Washington, Oregon, California, Nevada, Arizona, Idaho, Montana, Utah, Wyoming, Hawaii, Guam, Mariana's, American Somas.*
 - Revisions: *Wyoming moves from the Central to the Western Region.*

Western Pacific, Cont.

- Dispersed work force in essentially 8 offices will respond to all portions of the new region.
- The Safety Board ASI or Admin Officer you work with could be from any of the listed offices.

Organization of Western Pacific Region



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Emphasis Areas for 2008/2009

- ICAO Audit found the US not in compliance with investigating serious incidents (principally air carrier events like near collisions, TCAS alerts, systems failures, runway overruns or excursions, etc.)
- Expect more involvement in these areas to bring US in compliance with international requirements
- Expect more high visibility regional type investigations to be handled as majors and the products taken to Board meetings

Emphasis Areas for 2008/2009, Continued

- Air tour flights under Part 135
- Electronic News Gathering
- EMS flights
- Fractional Ownership.
- VLJ's, UAV's, and LSA's have significant high level interest
- Some de-emphasis necessary in no payoff GA accidents to free up manpower

NPRM to change 49 CFR 830

- In 830.2, modifications to bring US in compliance with ICAO “Serious Incident” investigation requirements, and adding UAV’s to definition of an accident.

Items of interest

- Events that involve
 - Screen blanking/loss of data
 - Uncontained turbine engine failures
 - Propeller blade structural failures
 - Rotor blade damage (in flight)
 - TCAS Alerts and Resolution Advisories
 - Runway Incursions
 - Other “ICAO defined serious incidents”

Investigative Program

- No significant deviation expected from past years program
- Regional consolidations have improved staffing available so expect more NTSB presence at fatal and serious injury accidents, although....
- New requirements from ICAO may mean shifting of resources (next slide)

Workload management if NTSB required to investigate serious incidents

- Minimal work on experimentals and restricted category AG aircraft
- Expanded use of new Data Collection report
- Back to using selective criteria for on-scene investigations
- May require us to de-emphasize GA accidents in a large way

Selective Launches

- May not always travel (even fatals) on...
 - Operational error type accidents
 - Aircraft older than 40 years
 - If competent on-scene documentation can be had
 - Public use (depending on agency)

When we don't go to fatals

- We will always ensure competent on-scene documentation by others
- Wreckage stored in retrieval yards until we get 5 or 6 wrecks, then do one trip
- Will also use hired A&P's/IA's

Minimal Resources Used On Experimentals and AG's

- The law requires the Board to do an investigation, write a report, and determine the probable cause
- We won't travel to the scene
- Depend on you to help us-CALL US
- **Damage assessment**
- **Wreckage documentation**
- Is cause readily apparent?

Accident

- Coordinate with NTSB and FSDO before moving wreckage
- Pictures from 8 cardinal points
- Document cockpit switch positions, fuel quantity, ground scars
- Document damage to flight controls, skin buckling, or damage across rivet lines

Data Collection Report

- For no issue operational error type cases we use this shortened and truncated report.
 - One page report, including narrative
 - Pilot admits that there are no mechanical issues
 - No preliminary report
 - Very minimal data fields entered
 - Finalized and out the door in 21 days

Recorders on GA Aircraft

- Cirrus coming out with FDR
- Any aircraft that has Avidyne (or other glass cockpit) PFD's have incredible amount of data stored

De-selection of nuisance air carrier events

- If it happens at the gate with parking brake set, it's likely not a big deal
- Stricter assessment criteria for substantial damage
- Is there a safety pay-back?
- However, this part of the program not in compliance with ICAO requirements and may change.

Air Carrier Events

- CALL NTSB COMM CENTER
- **202.314.6290**
- Call when there is any air carrier event, especially occurrences such as
 - Smoke in cabin/cockpit
 - Injuries
 - Runway excursion

Air Carrier Events

- Tire bursts with wheel damage
- Engine explodes
- Don't just through debris in truck
- Document debris on airport diagram
- Mark numbers on parts with Magic Marker