



NTSB National Transportation Safety Board

NTSB's Efforts to Improve General Aviation Safety



2014 SUN 'n FUN Forum
April 5, 2014

Earl F. Weener, Ph.D.
Member, NTSB

N6529R - B36TC Bonanza



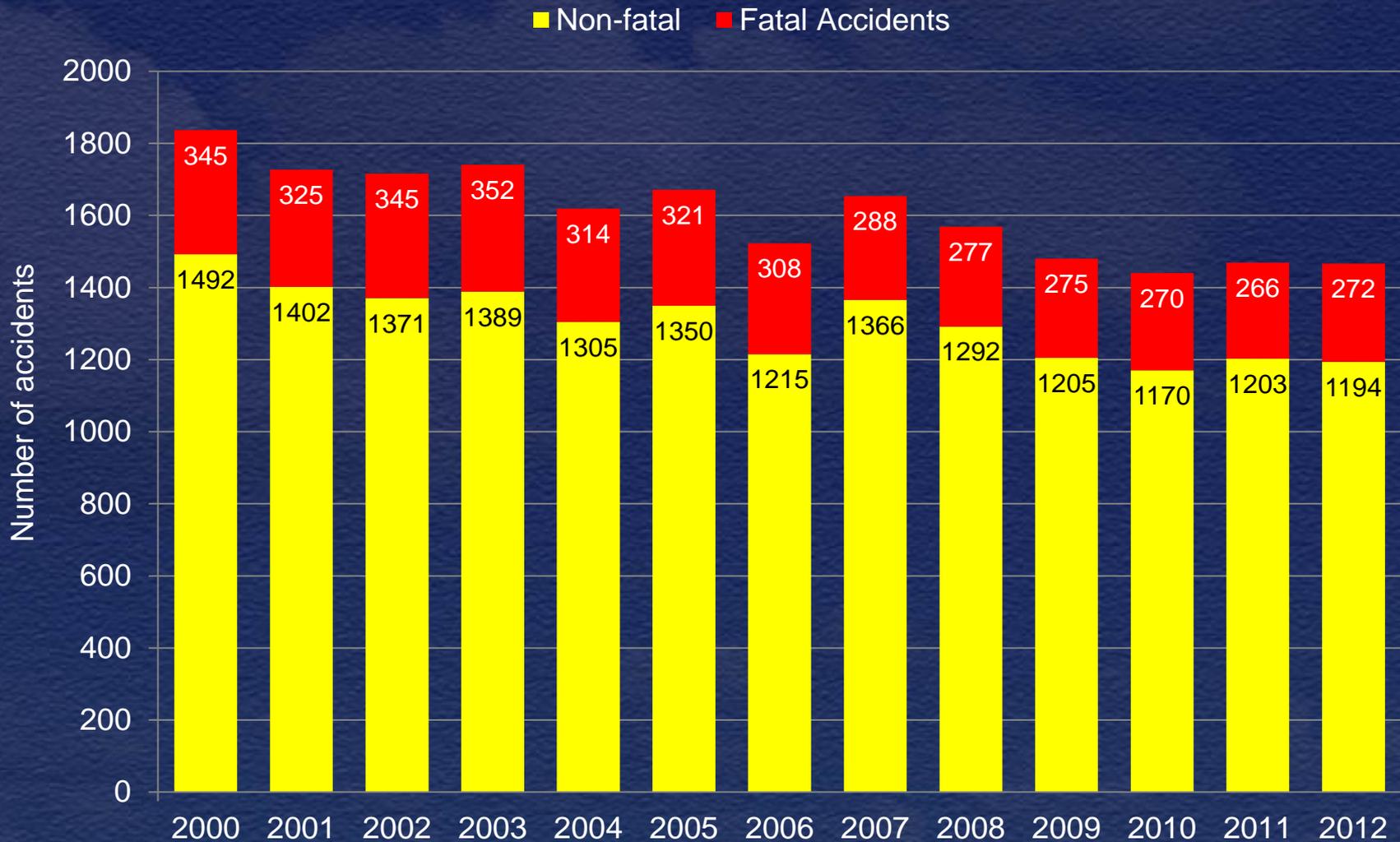
NTSB Mission

The NTSB is an independent US federal agency charged with determining the probable cause(s) of transportation accidents, making recommendations to prevent their recurrence, conducting special studies and investigations, and coordinating resources to assist victims and their families after an accident.

Topics

- General Aviation Accident trends
- Most Wanted List
- GA Community Activities - JSC
- NTSB Activities

All GA Accidents

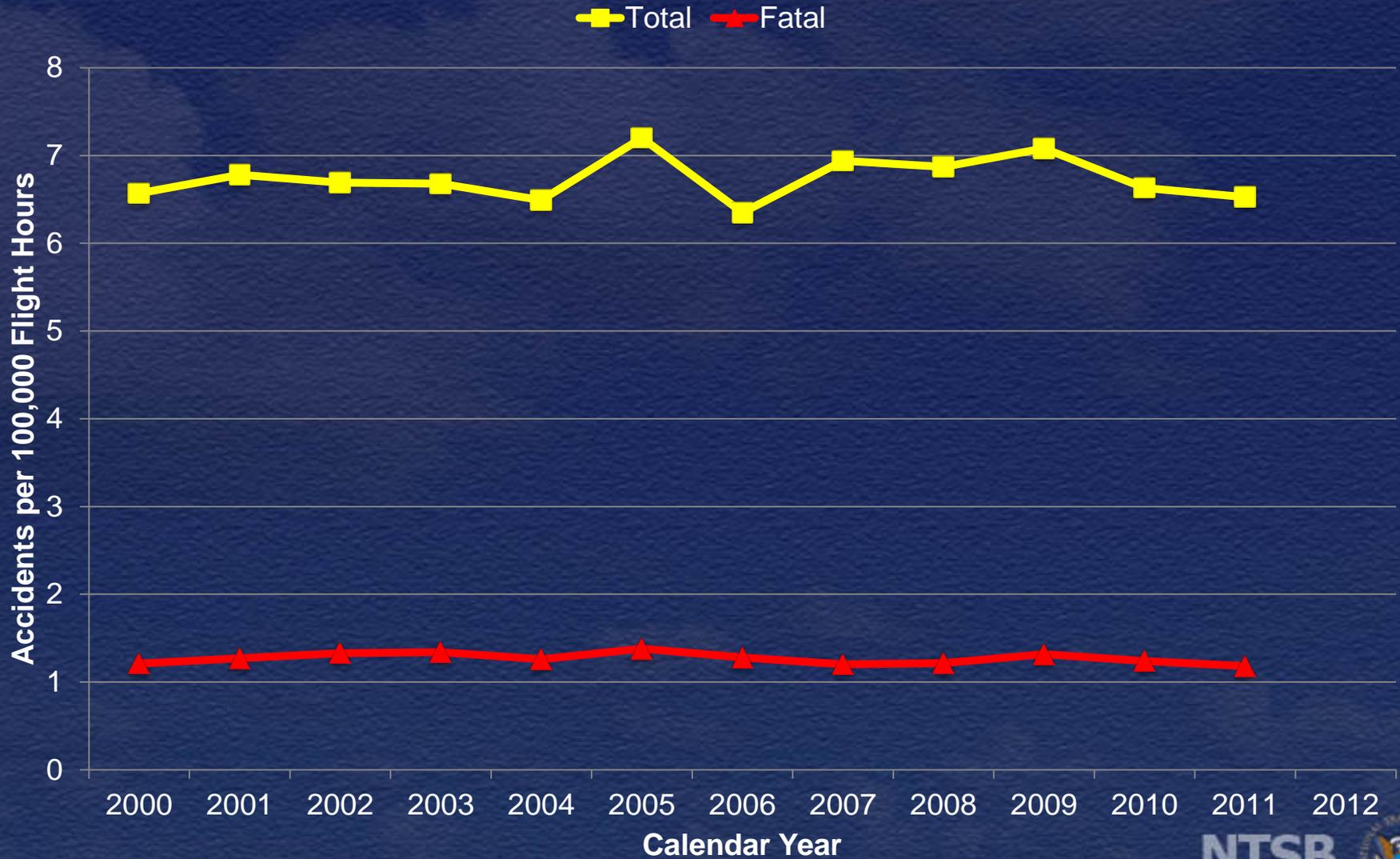


GA Accident-involved Fatalities

GA Accident-Involved Fatalities



GA Accident Rates



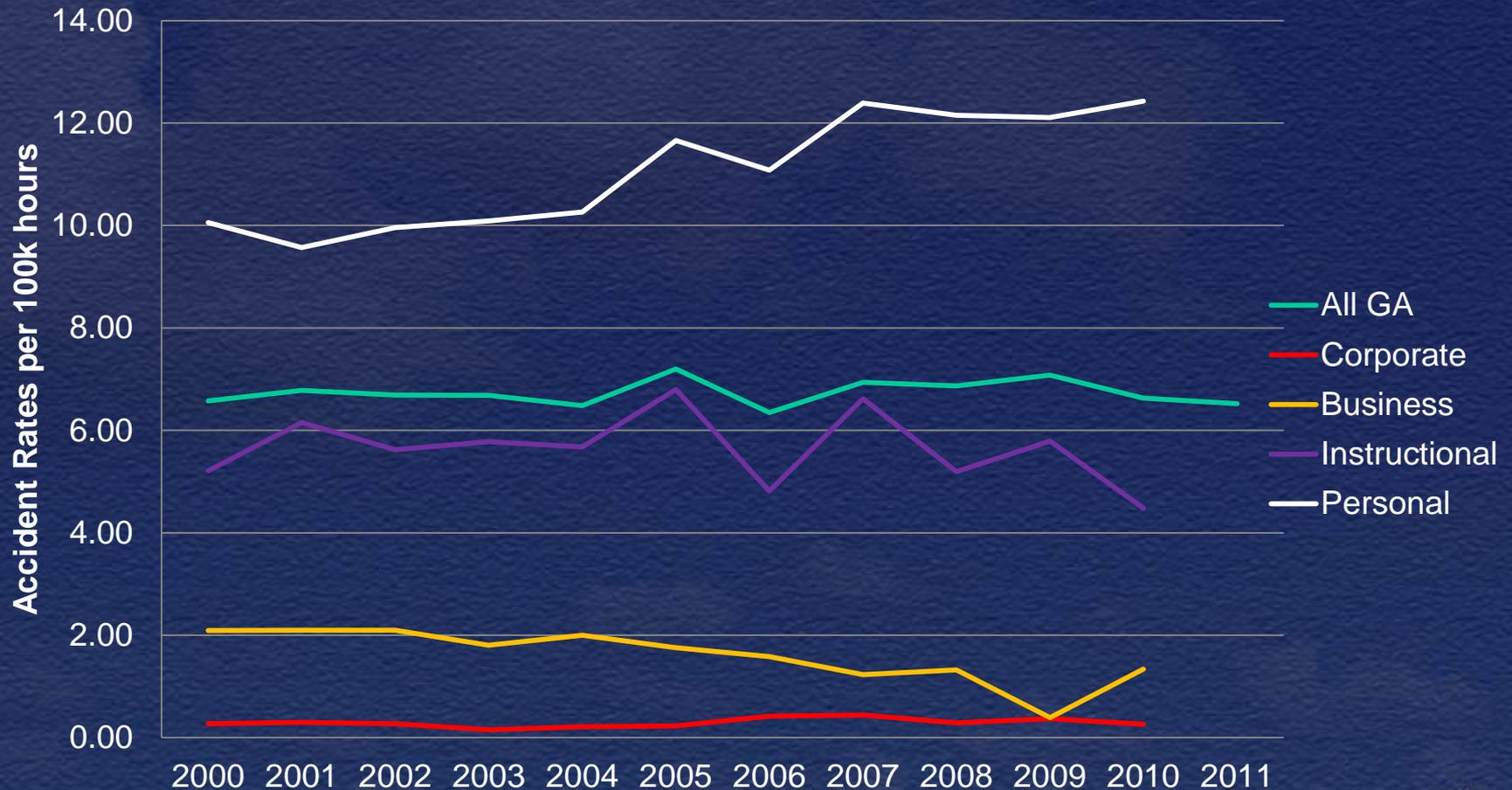
Defining Fatal Accident Events

All GA 2008-2012

- Loss of Control in Flight
- System/Component Failure – Powerplant
- Controlled Flight into Terrain
- Collision with Terrain/Object (non-CFIT)
- VFR Encounter with IMC
- System/Component Failure –
Non-Powerplant

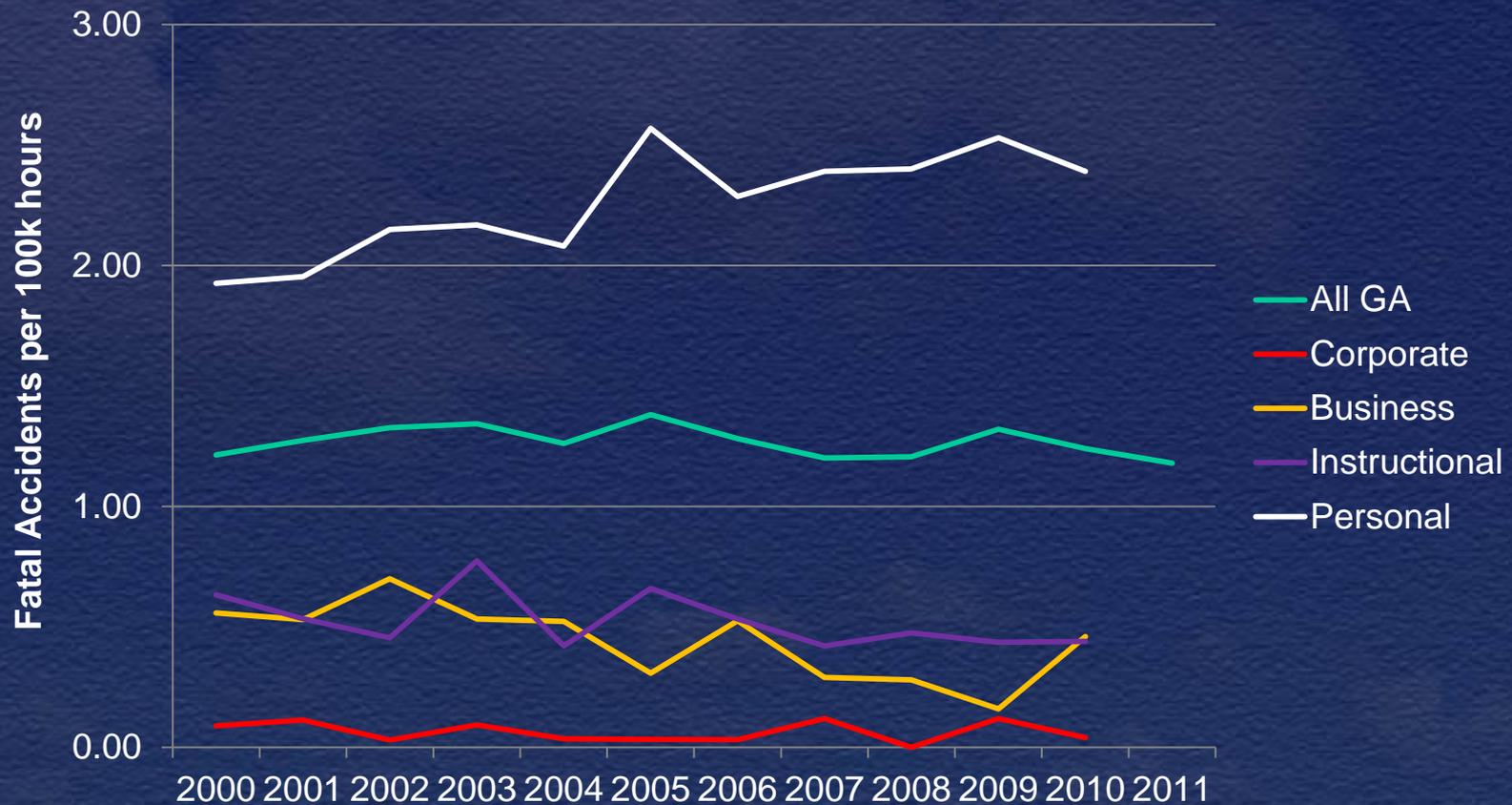
Accident Rates per 100k Flight Hours

Accident Rates per 100k Flight Hours
2000-2011



Fatal Accident Rates per 100k Flight Hours

Fatal Accident Rates per 100k Flight Hours
2000-2011



Topics

- General Aviation Accident trends
- Most Wanted List
- GA Community Activities - JSC
- NTSB Activities

NTSB Most Wanted List



- General Aviation: Identify and Communicate Hazardous Weather
- Address Unique Characteristics of Helicopter Operations
- Advance Passenger Vessel Safety
- Eliminate Distraction in Transportation
- Eliminate Substance-Impaired Driving
- Enhance Pipeline Safety
- Improve Fire Safety in Transportation
- Implement Positive Train Control Systems
- Promote Operational Safety in Rail Mass Transit
- Strengthen Occupant Protection in Transportation

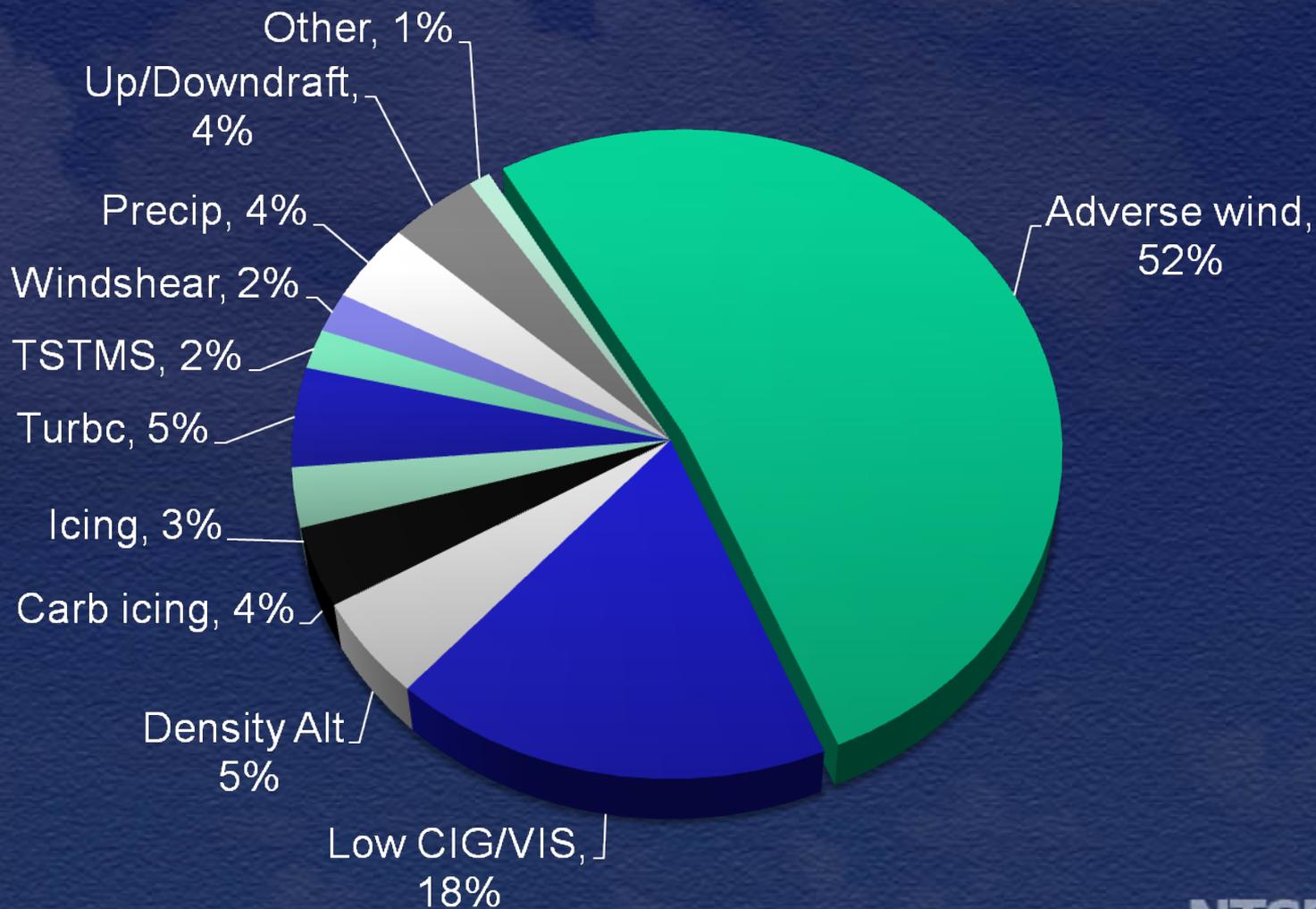
Why GA on the Most Wanted List?

- NTSB investigates approximately 1500 GA accidents per year
- Overall GA accident rate flat
 - Has not improved over the last decade
 - Air carrier accident rate decreased almost 80%
- Personal flying accident rate
 - Increased 20% over last 10 years
 - Fatal rate increased 25% over that period
- ***GA safety needs attention***

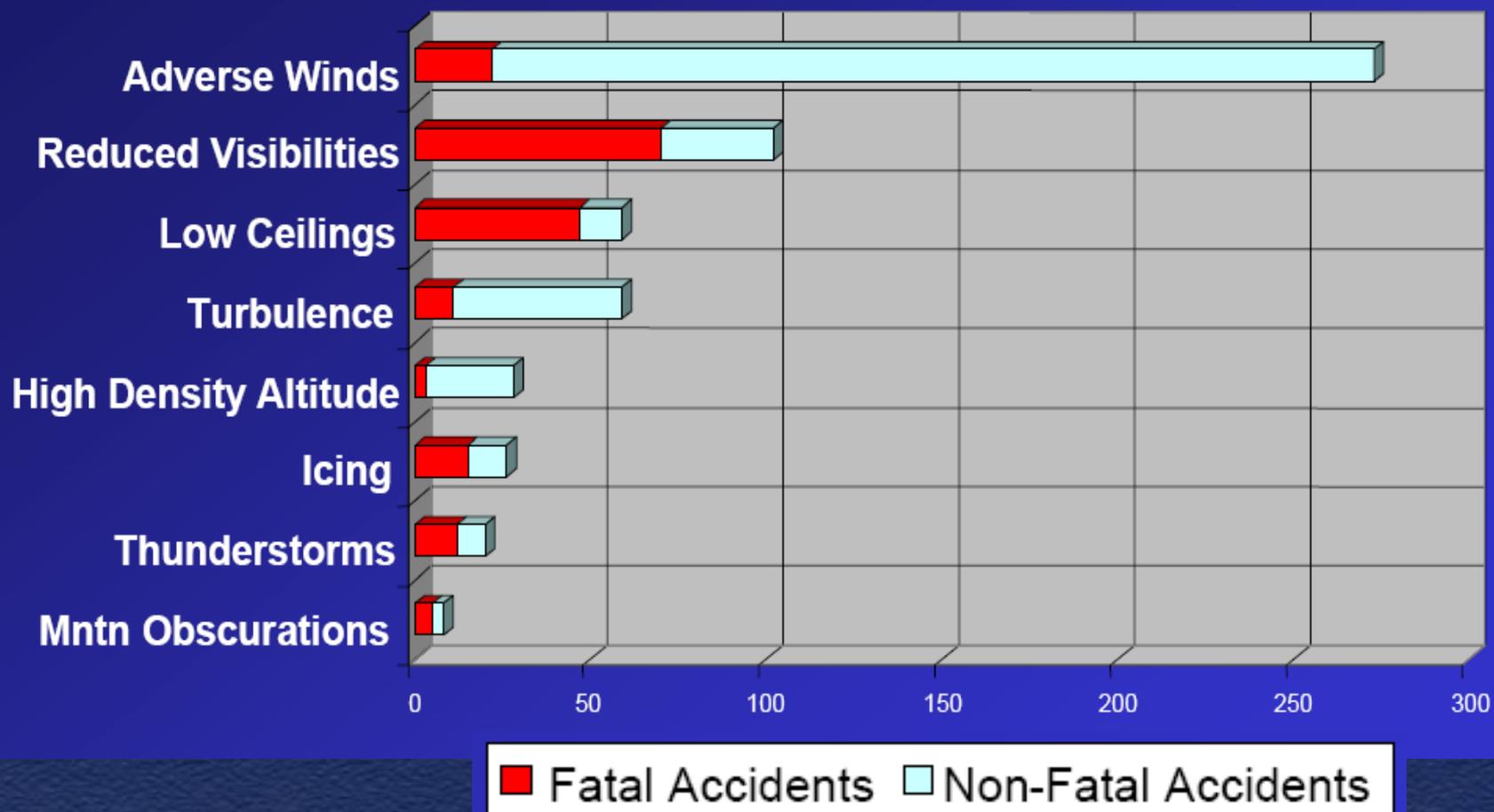
Why focus on weather?

- Weather continues to play a major role in accidents and incidents
- Most accidents and incidents in weather are preventable

Part 91 Weather Related Accidents 2007-2009



Weather Related Accidents



Weather related accident categories can have high fatality rates!

Areas of concern to the NTSB

- The overall ATC/pilot/met culture
- Wx training for ATC and pilots
- NWS consistency in aviation information/products
- PIREPs

ERA12LA500

Beech V35B, N11JK

Effingham, SC

August 11, 2012

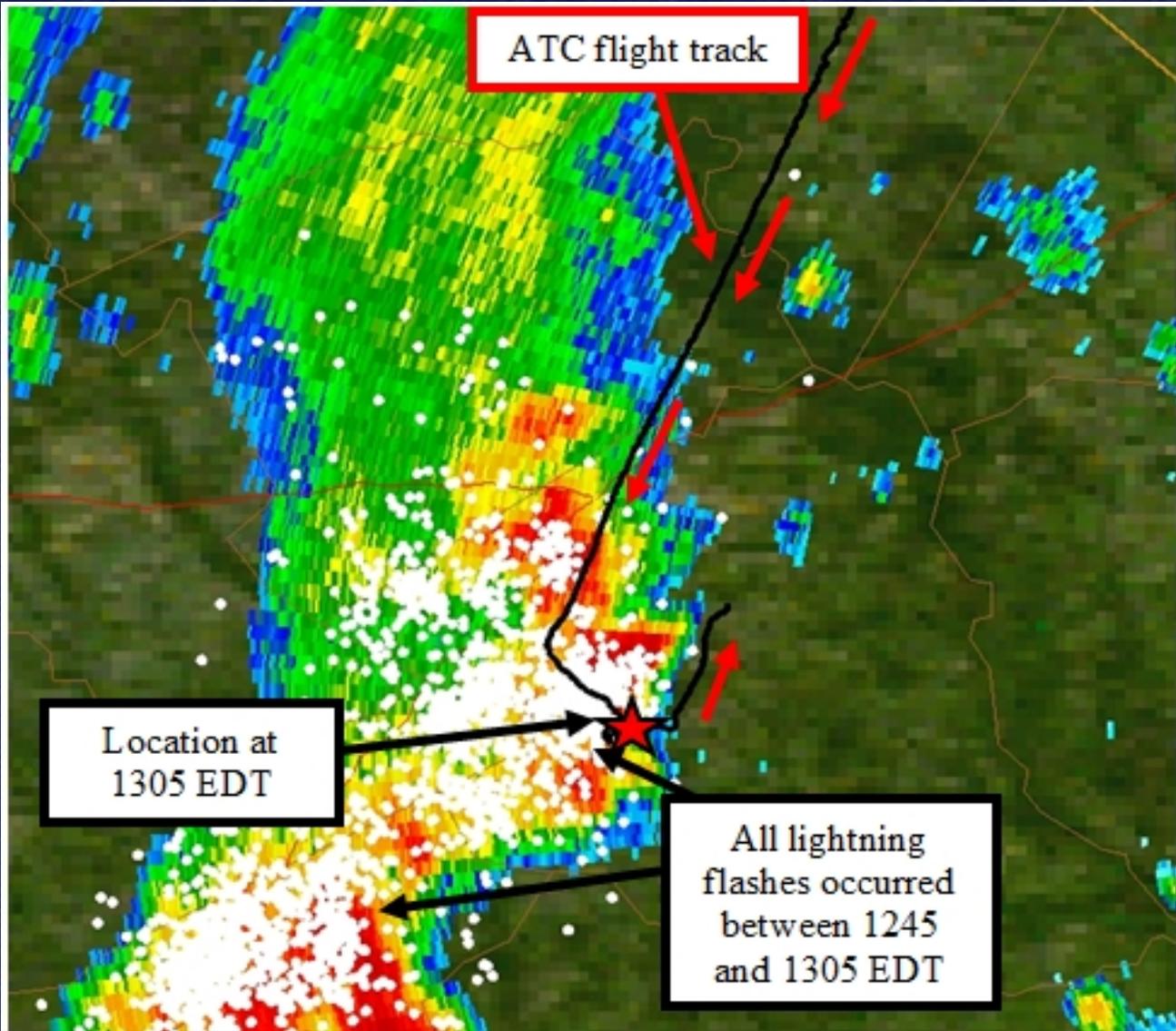
- IFR flight
- Weather briefing obtained/
flight plan filed
- Non-fatal



KFLO 111730Z 22008G25KT 1 3/4SM +RA BR FEW033

BKN049 22/20 A2997 RMK AO2 PK WND 26033/1714

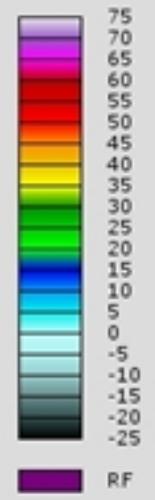
RAB14 P0008=



NEXRAD LEVEL-II
KLTX - WILMINGTON, NC
08/11/2012 17:05:36 GMT
LAT: 33/59/20 N
LON: 78/25/44 W
ELEV: 64 FT
VCP: 212

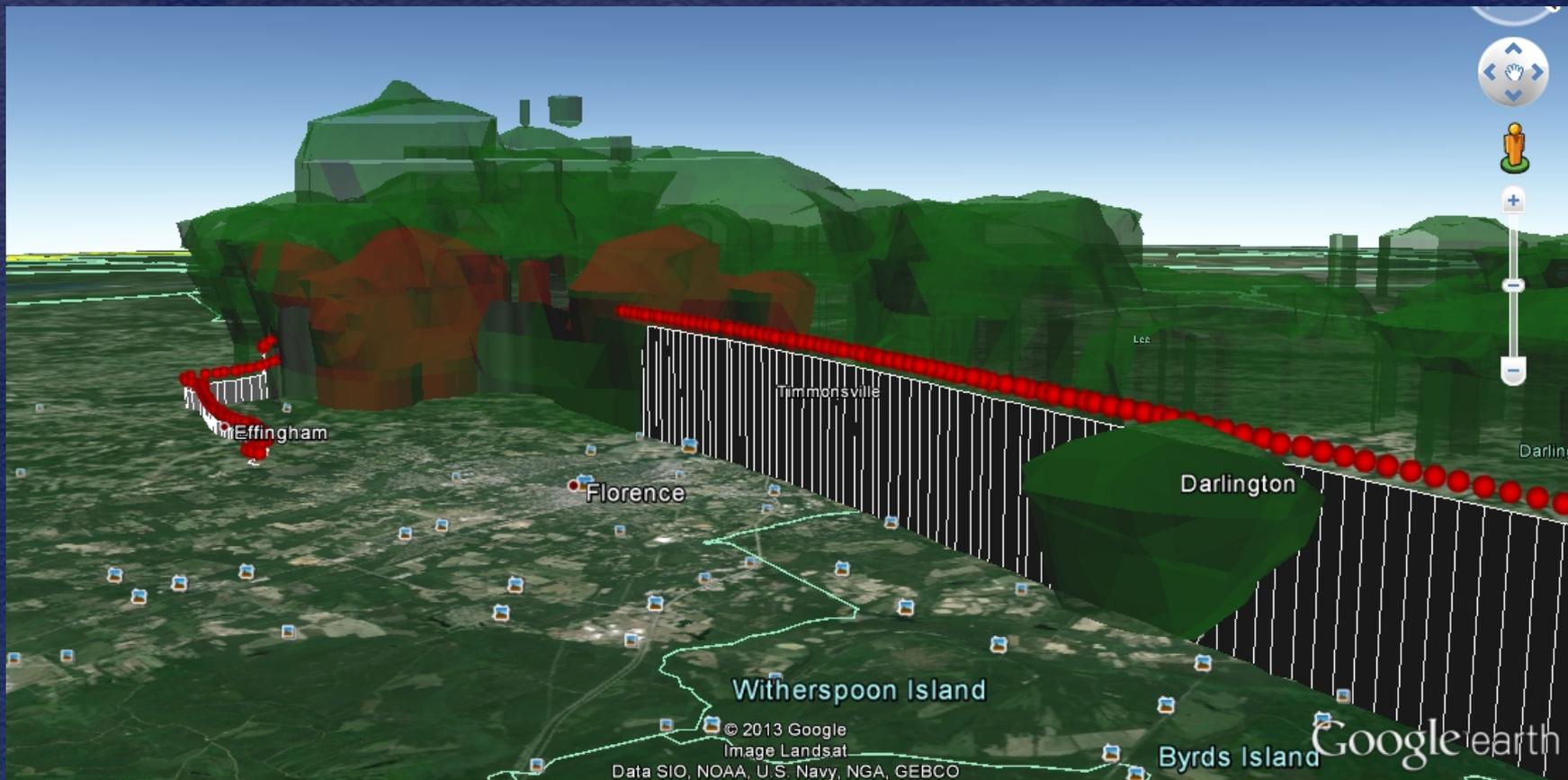
REFLECTIVITY
ELEV ANGLE: 0.49

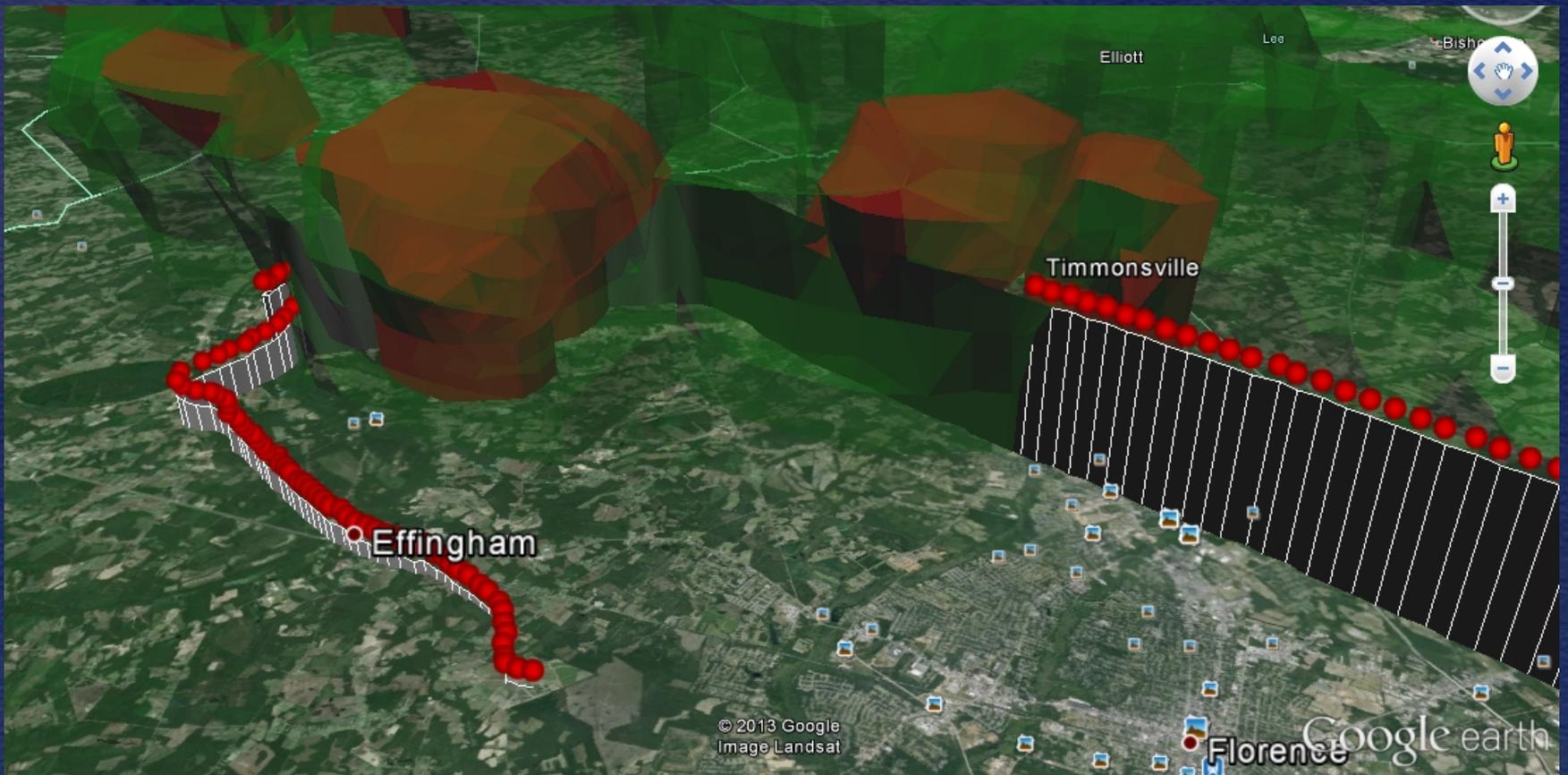
Legend: dBZ

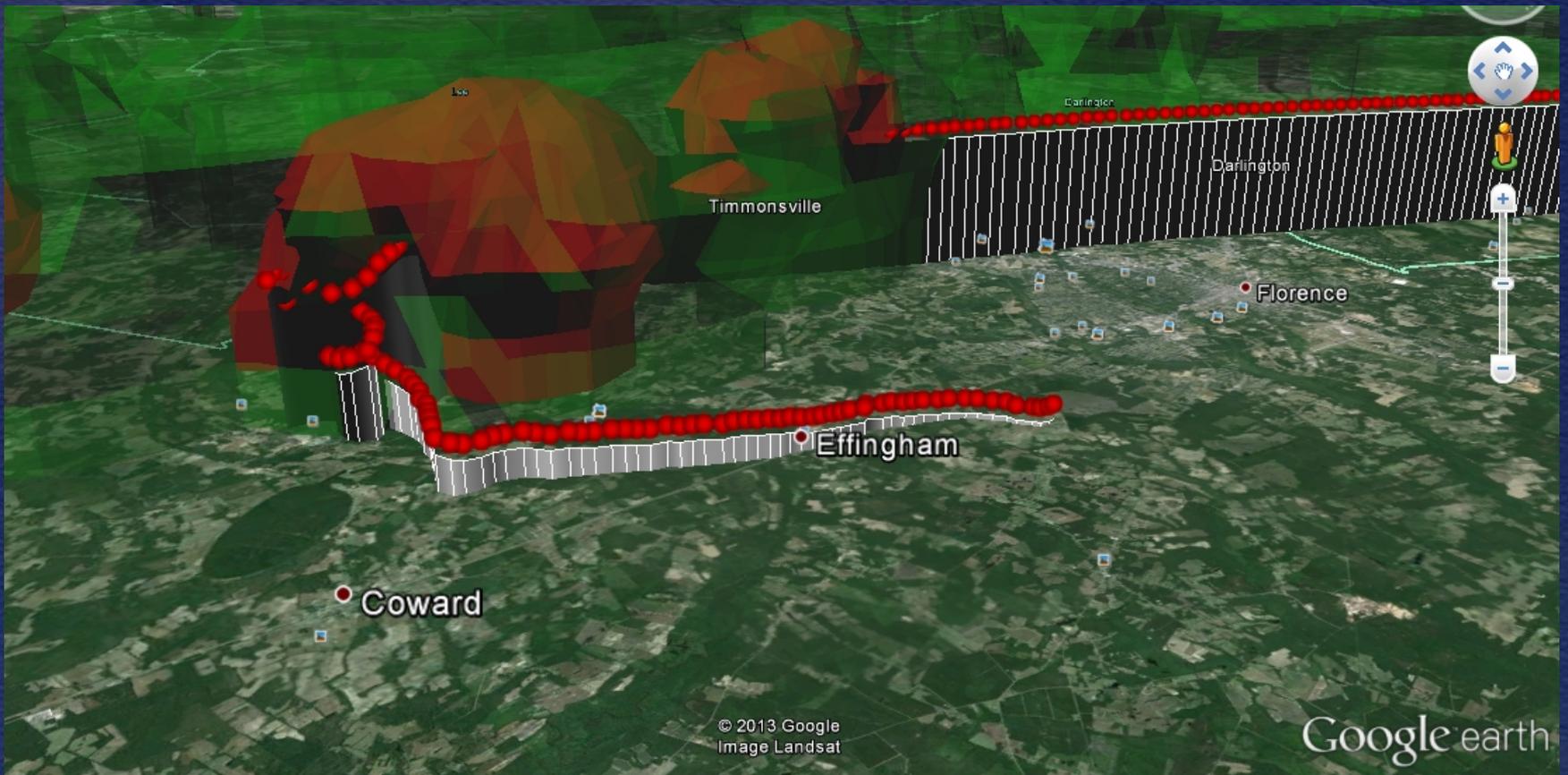


Location at
1305 EDT

All lightning
flashes occurred
between 1245
and 1305 EDT







CEN12FA108

Piper PA-32-260, N3590T

Near Bryan, TX

December 19, 2011

- IFR flight
- Weather briefing – unknown
- Five fatalities



Main Wreckage, Forward View



Main Wreckage, Left Side View



CEN12FA108

Main Wreckage, Right Side View



Left Wing



CEN12FA108

Bryan Texas Accident (CEN12FA108)

- History of Flight
 - December 11, 2011
 - Cross country flight with four passengers
 - Jackson, MS to Waco, TX
 - Level cruise at 8,000 ft.
 - Pilot informed ATC he was diverting around an area of thunderstorms
 - Last reported he was in “bad” weather and was going to try to get out of it.
 - Radio and radar contact lost
 - Pilot and four passenger fatalities

Bryan Texas Accident (cont)

- Wreckage
 - Main wreckage consisted of airplane except for
 - Left wing, vertical stabilizer, rudder, and right wing tip fuel tank
 - Wreckage spread over path a half mile long and 200 ft. wide
 - Left wing spar showed wing failed in positive overload

Bryan Texas Accident (Cont)

- Aircraft
 - Piper PA-32-260 (Cherokee Six)
 - 6,125 hrs. on airframe
 - Postcrash examination
 - no preimpact anomalies of engine or systems
- Pilot
 - Private, SEL, Instrument rating
 - Total time 392 hrs.
 - 14 hrs. actual instruments

Bryan Texas Accident (Cont)

- Weather conditions SIGMET
 - Potential for
 - heavy rain showers,
 - thunderstorms,
 - wind in excess of 45 knots,
 - clear air turbulence,
 - low-level wind shear
 - Pilot relying on Garmin 696 with XM NEXRAD weather

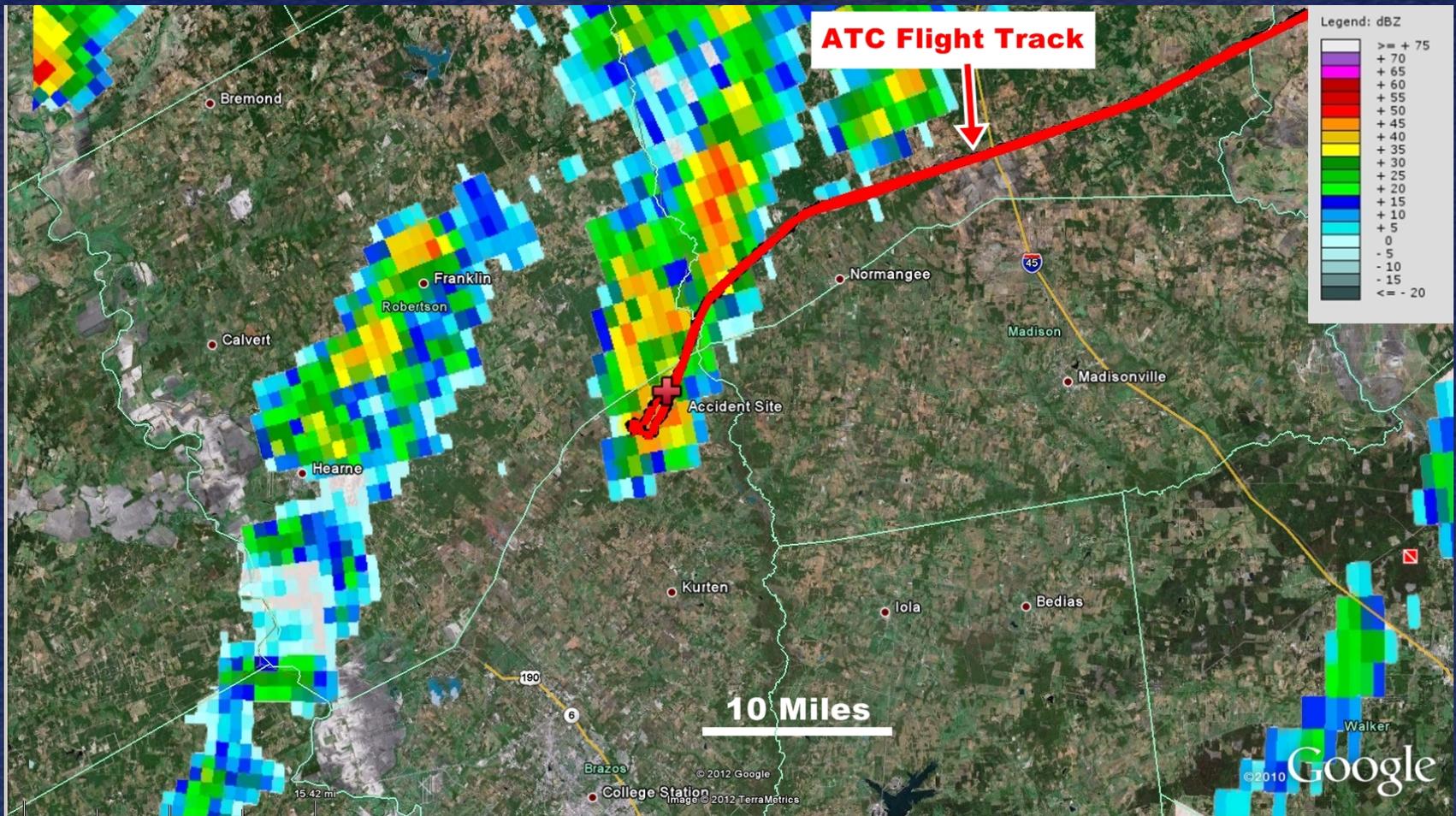
Bryan Texas Accident (Cont)

- NEXRAD data likely showed pilot clear of precipitation
- Near end of flight, flew into rapidly developing rain shower
- Last three updates were at least 6, 7, and 8 minutes old when displayed

Pilot's On-Board Weather Image



Actual Flight Path



Bryan Texas Accident (Cont)

- NEXRAD displayed age indicator - time of mosaic image compilation/creation
 - Not all components of mosaic updated
 - NEXRAD data can age significantly by the time image is created
 - Oldest data can exceed age indication by 15 to 20 minutes in extreme cases
- NEXRAD mosaic shows where weather WAS, not where it IS

SA - In-Cockpit NEXRAD Imagery



NTSB SAFETY ALERT

National Transportation Safety Board

In-Cockpit NEXRAD Mosaic Imagery

Actual Age of NEXRAD Data Can Differ Significantly From Age Indicated on Display

The problem

- Weather radar "mosaic" imagery created from Next Generation Radar (NEXRAD) data is available to pilots in the cockpit via the flight information service-broadcast (FIS-B) and private satellite weather service providers.
- A mosaic image presents radar data from multiple radar ground sites on a single image on the cockpit display. When a mosaic image is updated, it may not contain new information from each ground site.
- The age indicator associated with the mosaic image on the cockpit display does not show the age of the actual weather conditions as detected by the NEXRAD network. Instead, the age indicator displays the age of the mosaic image created by the service provider. Weather conditions depicted on the mosaic image will ALWAYS be older than the age indicated on the display.
- Due to latencies inherent in processes used to detect and deliver the NEXRAD data from the ground site to the service provider, as well as the time intervals used for the mosaic-creation process set by the service provider, NEXRAD data can age significantly by the time the mosaic image is created.
- Although such situations are not believed to be typical, in extreme latency and mosaic-creation scenarios, the actual age of the oldest NEXRAD data in the mosaic can EXCEED the age indication in the cockpit by **15 to 20 minutes.**¹
- Even small time differences between the age indicator and actual conditions can be important for safety of flight, especially when considering fast-moving weather hazards, quickly developing weather scenarios, and/or fast-moving aircraft.

¹ Actual maximum age differences can vary between service type (FIS-B versus satellite) and provider.

“...the actual age of the oldest NEXRAD data in the mosaic can EXCEED the age indication in the cockpit by 15 to 20 minutes.”

Available on
www.nts.gov



Current NTSB products

- Numerous safety recommendations and safety alerts
 - Hazardous weather encounters
 - Pilot in-cockpit Nexrad latency
- Forth coming safety recommendations in this area

Pilot Reports

- PIREPs are a critical source of aviation weather information
- PIREPs allow ATC and meteorologists to keep all pilots aware of weather hazards
- ALL PIREPs (including “*null*” and “*light*” reports) are operationally significant to an aviation meteorologist !
- PIREPs can communicate better flying conditions, help reduce AIRMET size, and prevent weather advisories from “crying wolf”
- PIREPs can help warn pilots of conditions that may be worse than forecasted

PIREPs assist with...

- AIRMETs
- SIGMETs
- CWAs
- TAFs
- Area Forecasts
- Computer models (turbulence forecasts, icing forecasts, etc...)
- Products developed by meteorologists and provided to ATC
- EVERYONE's situation awareness of weather

NTSB interests

- *Hazardous Weather Identification and Communication in General Aviation* – NTSB Most Wanted List item
- NTSB recognizes importance of improving the PIREP “system” in NAS

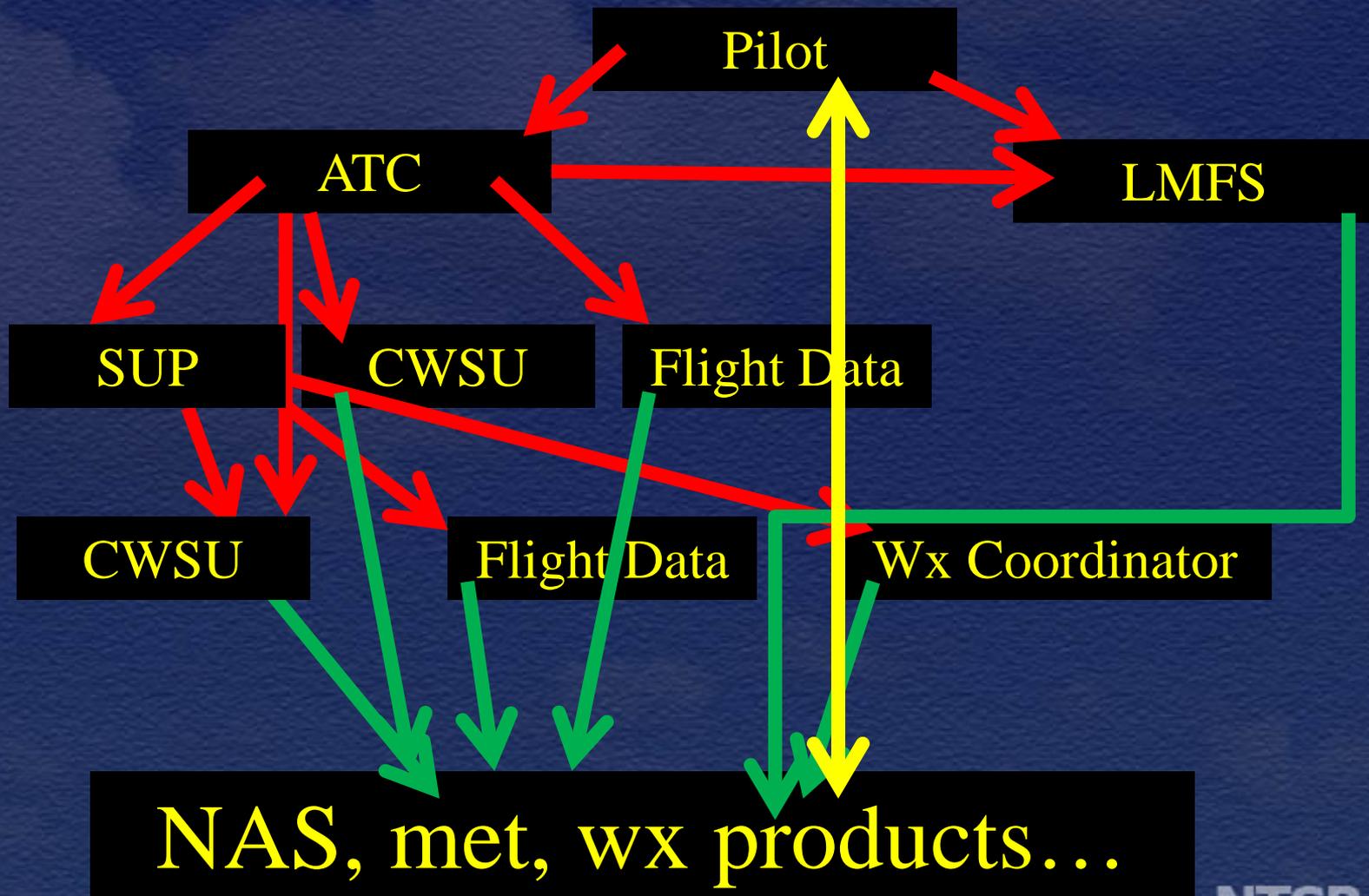
Pilots – increase volume of PIREPs and ensure reporting is accurate and detailed

FAA – major changes to the way PIREPs are handled, ensuring more timely and accurate weather related information is received by the pilot

NWS – consistent weighting of reports by meteorologists, so the best products are delivered to the flying community

- NTSB formally working with AOPA, FAA and NWS

From the pilot to...??



What should pilots do?

- Understand that YOUR reports provide the BEST situational information on aviation weather for other pilots, ATC, and meteorologists
- Give detailed PIREP's, especially when reporting hazardous weather conditions, to ATC or Flight Watch
- Report weather that does vary greatly from what is forecast
- Report weather that does not vary greatly from what is forecast
- Provide routine reports even if it's severe clear and no turbulence

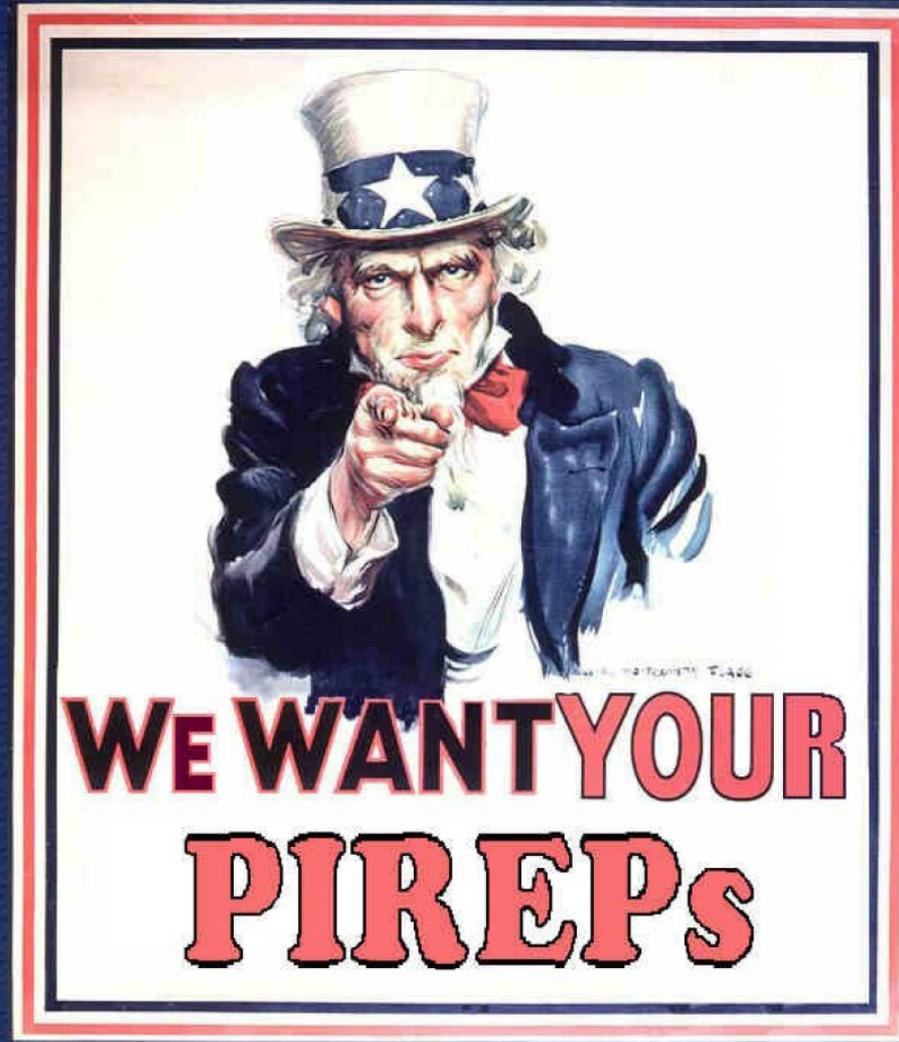
What should pilots do?

- To ensure your report gets to those who need it, begin communication with “I want to make a PIREP”
- Report icing and turbulence encounters in accordance with FAA criteria:
 - Icing (sections 7-1-21 and 7-1-22 in AIM)
 - Turbulence (section 7-1-23 in AIM)

AOPA PIREP resource:

<http://flash.aopa.org/asf/skyspotter/swf/flash.cfm>

Your pilot reports directly affect the quality of weather information provided back to you.



Summary

- NTSB has placed a high importance on Identifying and Communicating Hazardous Weather with the Most Wanted List
- Multi-year/on going effort
- Most weather related accidents and incidents remain preventable

Topics

- General Aviation Accident trends
- Most Wanted List
- GA Community Activities - JSC
- NTSB Activities

GA Joint Steering Committee

Adapt the successful CAST model

- Data driven risk management
- Consensus decision-making
- Voluntary commitment
- Implementation focused

The GAJSC is a means to...

- *Focus limited Government/Industry resources to data-driven risks and solutions*

GA JSC Organization

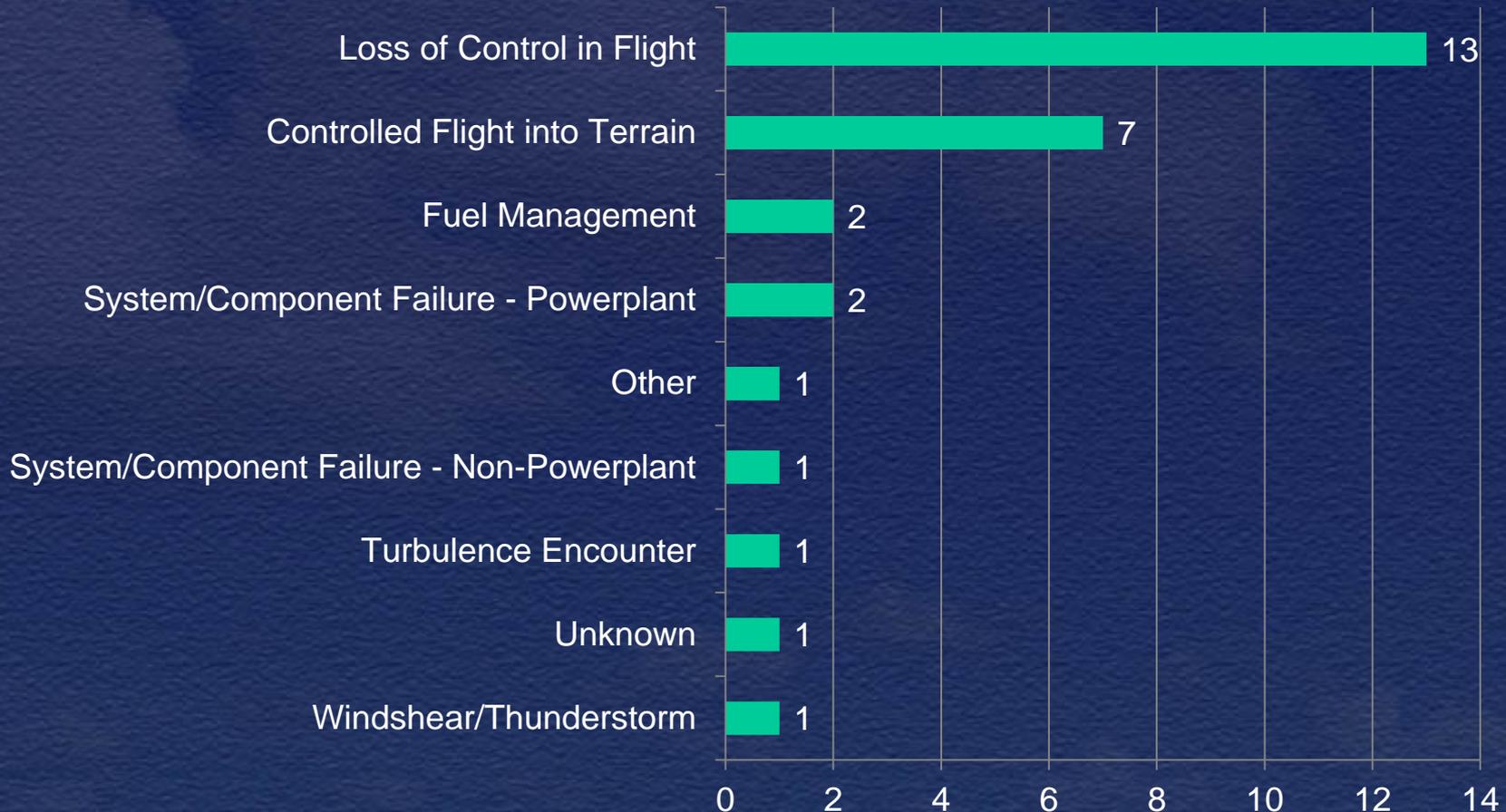
- Steering Committee
 - Co-chaired by FAA and AOPA
- Safety Analysis Team
 - Co-chaired by FAA and GAMA
- Working Group
 - Composed of subject matter experts as appropriate and relevant to topic

GA JSC Participants

- Government
 - FAA, NASA, NTSB, NWS
- Industry/Operational Community
 - GAMA, EAA, NBAA, NATA, AOPA, SAFE, NAFI, FSF, UAA, Pegasus, SAMA, Insurance, Academia...

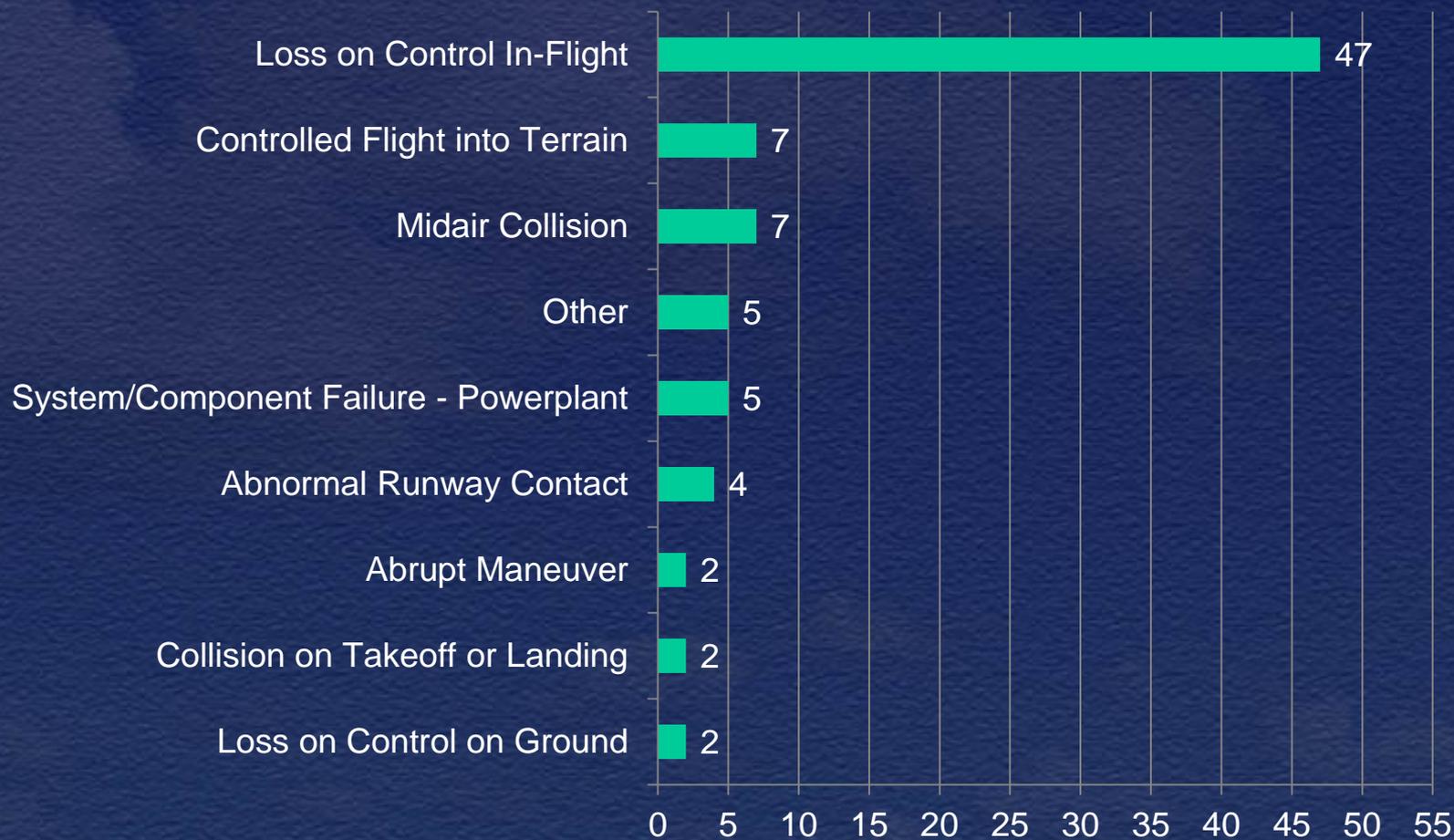
Business Flying, 2008-2012

Number of Fatal Accidents



Instructional Flying, 2008-2012

Number of Fatal Accidents



Personal Flying, 2008-2012

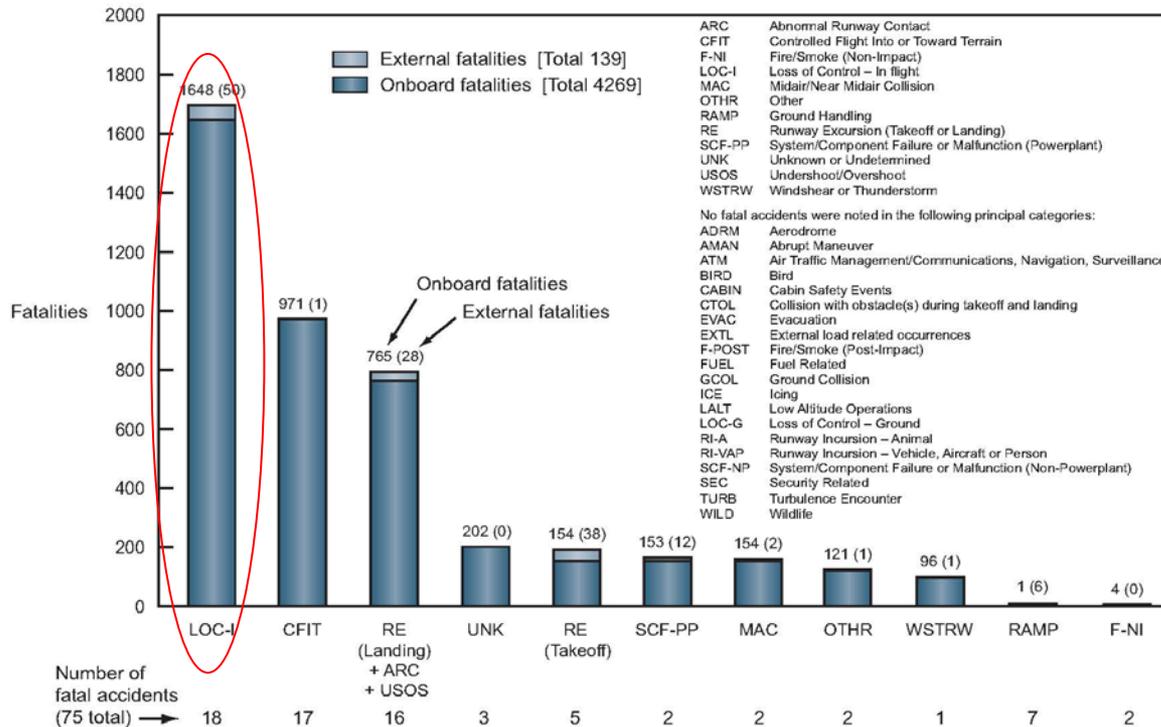
Number of Fatal Accidents



Boeing Annual Statistical Summery

Fatalities by CAST/ICAO Common Taxonomy Team (CICTT) Aviation Occurrence Categories

Fatal Accidents – Worldwide Commercial Jet Fleet – 2003 Through 2012



Note: Principal categories as assigned by CAST.

For a complete description of CICTT Aviation Occurrence Categories, go to: <http://www.intlaviationstandards.org/>

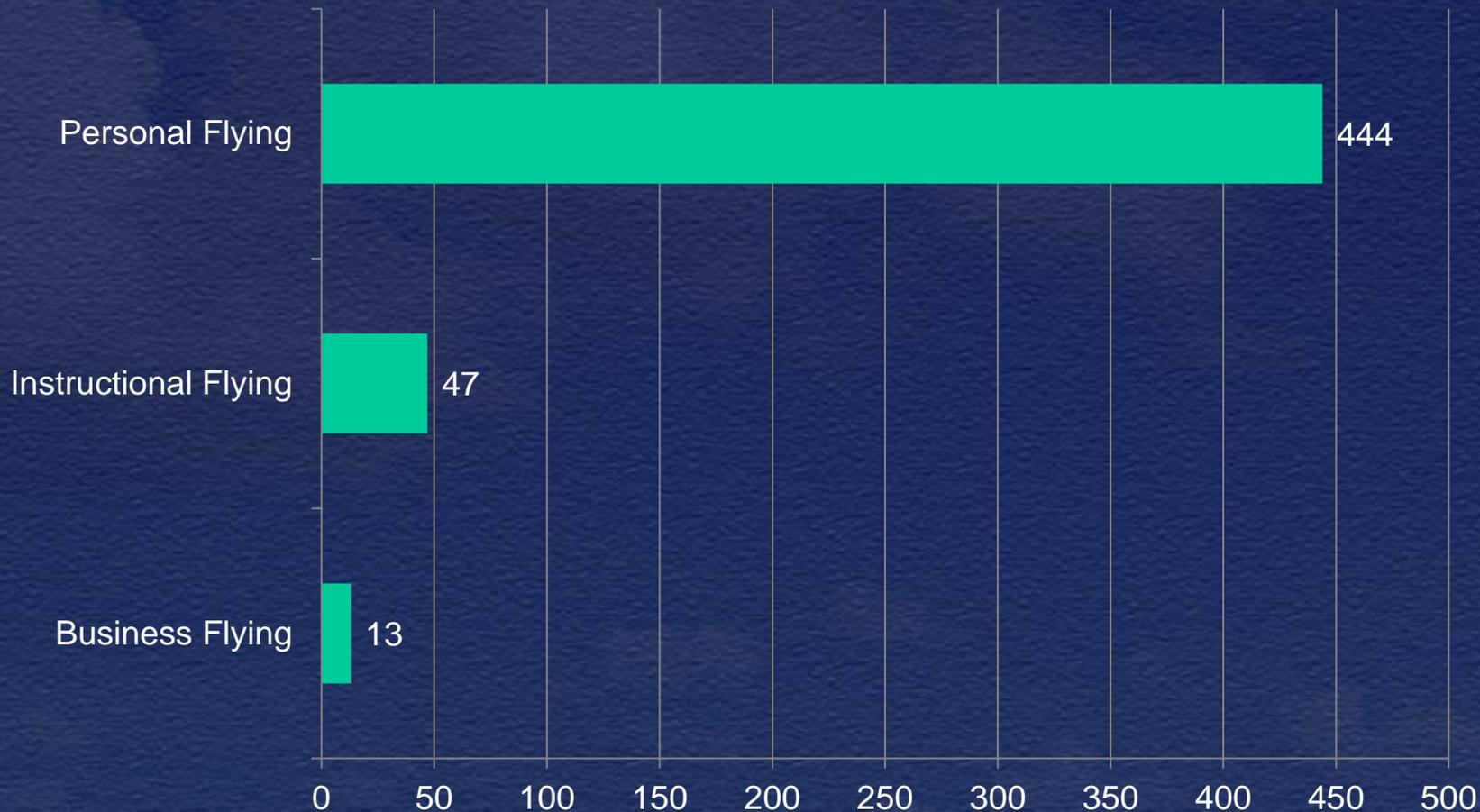


Primary category of accidents

Personal flying	– LOC
Instructional flying	– LOC
Business flying	– LOC
Airline flying	– LOC

Loss-of-Control 2008-2012

Number of Fatal Accidents

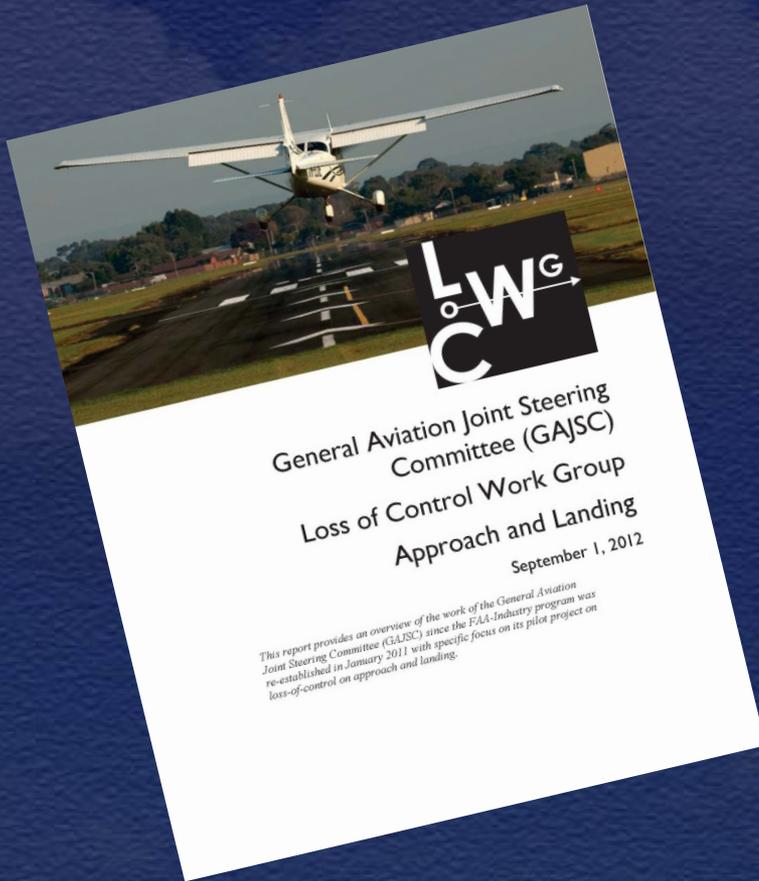


Loss-of-control Working Group

Safety Enhancements Identified

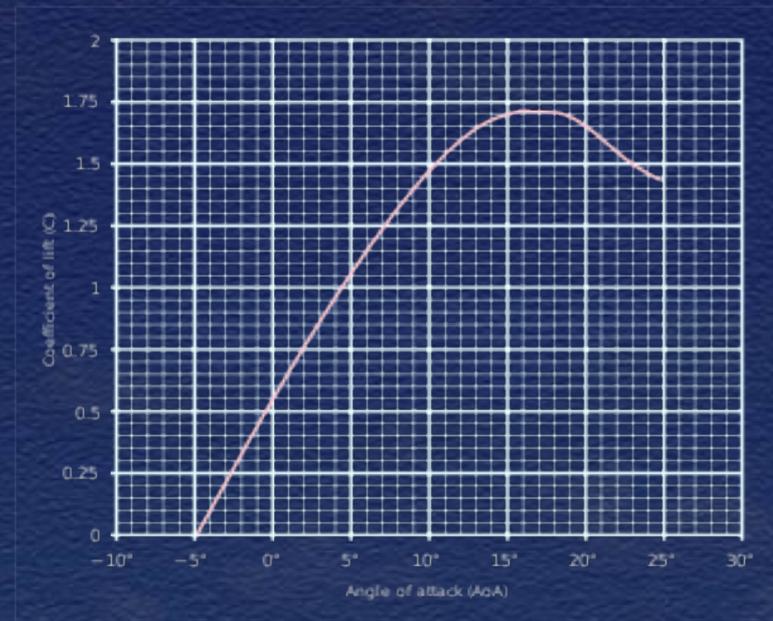
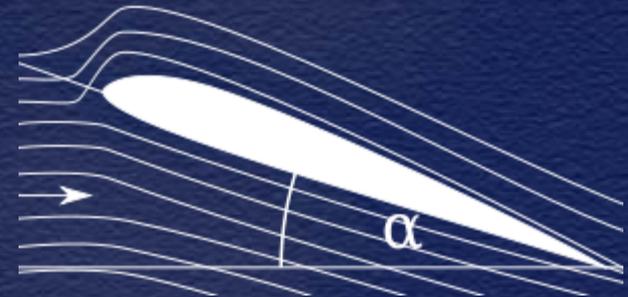
- AOA – New, Current, Retrofit
- Aeronautical Decision making
- Stabilized Approach
- Single Pilot CRM
- Medication effects
- Weather Technologies
- Etc...

28 Safety Enhancements



Lower Cost AOA Displays

- Stall occurs at a constant Angle-of-Attack
- First of AOA indicators built to ASTM stds and installed as a minor mod
- FAA installation policy changed



Topics

- General Aviation Accident trends
- Most Wanted List
- GA Community Activities - JSC
- NTSB Activities

NTSB Safety Alerts

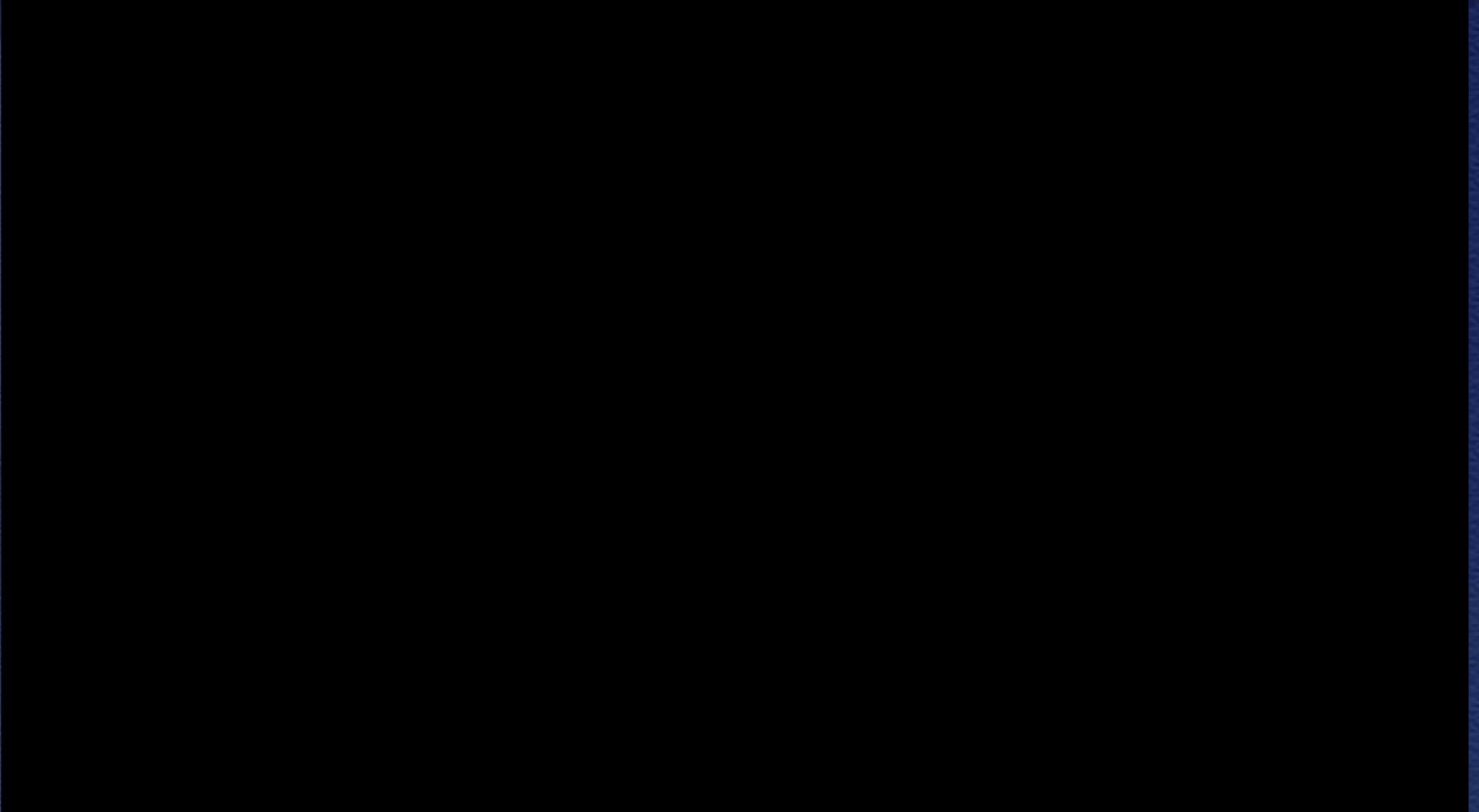
- Preventing Aerodynamic Stalls
- Reduced Visual References
- Is Your Aircraft Talking to You
- Risk Management for Pilots
- Risk Management for Mechanics



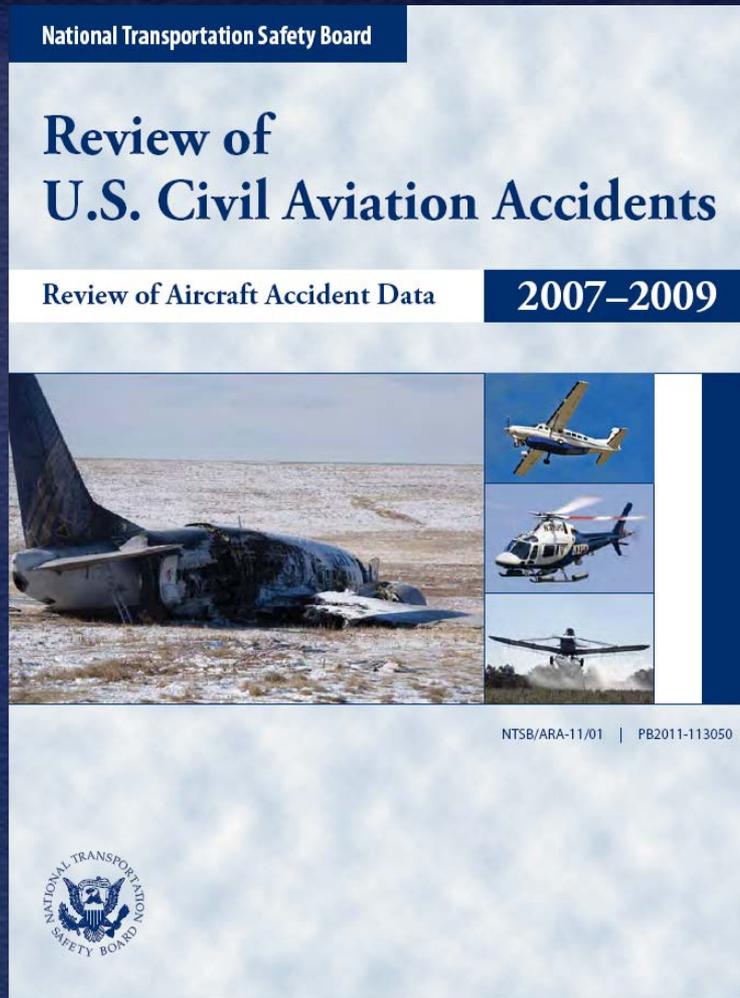
Available on www.NTSB.gov



Safety Alert Video Preview



Accident Investigations



- NTSB accident files are on-line
- Many recent accident Dockets are on-line
 - Factual reports,
 - Interviews
 - Photographs
- www.ntsbt.gov

<http://www.ntsbt.gov/doclib/reports/2011/ARA1101.pdf>



NTSB

Experimental Amateur Built A/C

- This component of GA fleet increasing most rapidly
EAB fleet growing approximately 3X greater than type certified GA aircraft
- Accident rate more than double similar certified aircraft
- One year study
Completed in 2012
Done in cooperation with EAA
- Structures generally less problem than pilots ability
- Indicated need for transition training/ familiarization
Early accident rate for initial builder and subsequent owners high at first
- Lead to AKIA, Aircraft Kit Industries Association
- Focus has resulted in an apparent reduction in EAB accidents last 2 years

Listening Session - 2013

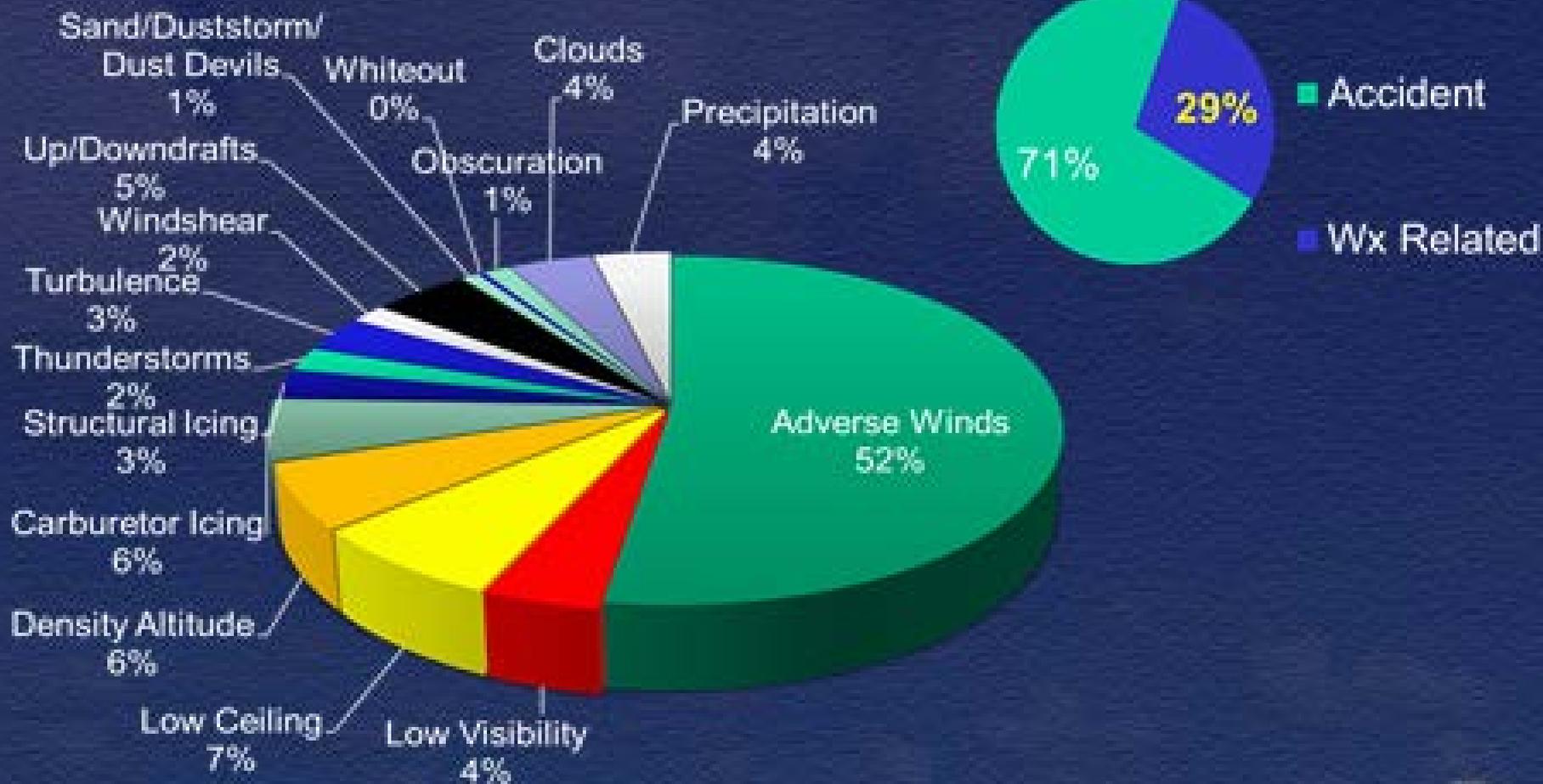
- Understand what additional information would help to improve GA safety
- Understand how that information would be used to improve safety
- Understand how to get that additional information from an investigation

GA – Most Wanted List Item

- Identify and communicate hazardous weather focus areas
 - Pilot training and operations
 - Creation of weather information and advisories
 - Collection and dissemination of weather information

Part 91 – Weather As Cause/Factor period 2000-2011

19,441 Accidents



Alfred Sheinwold

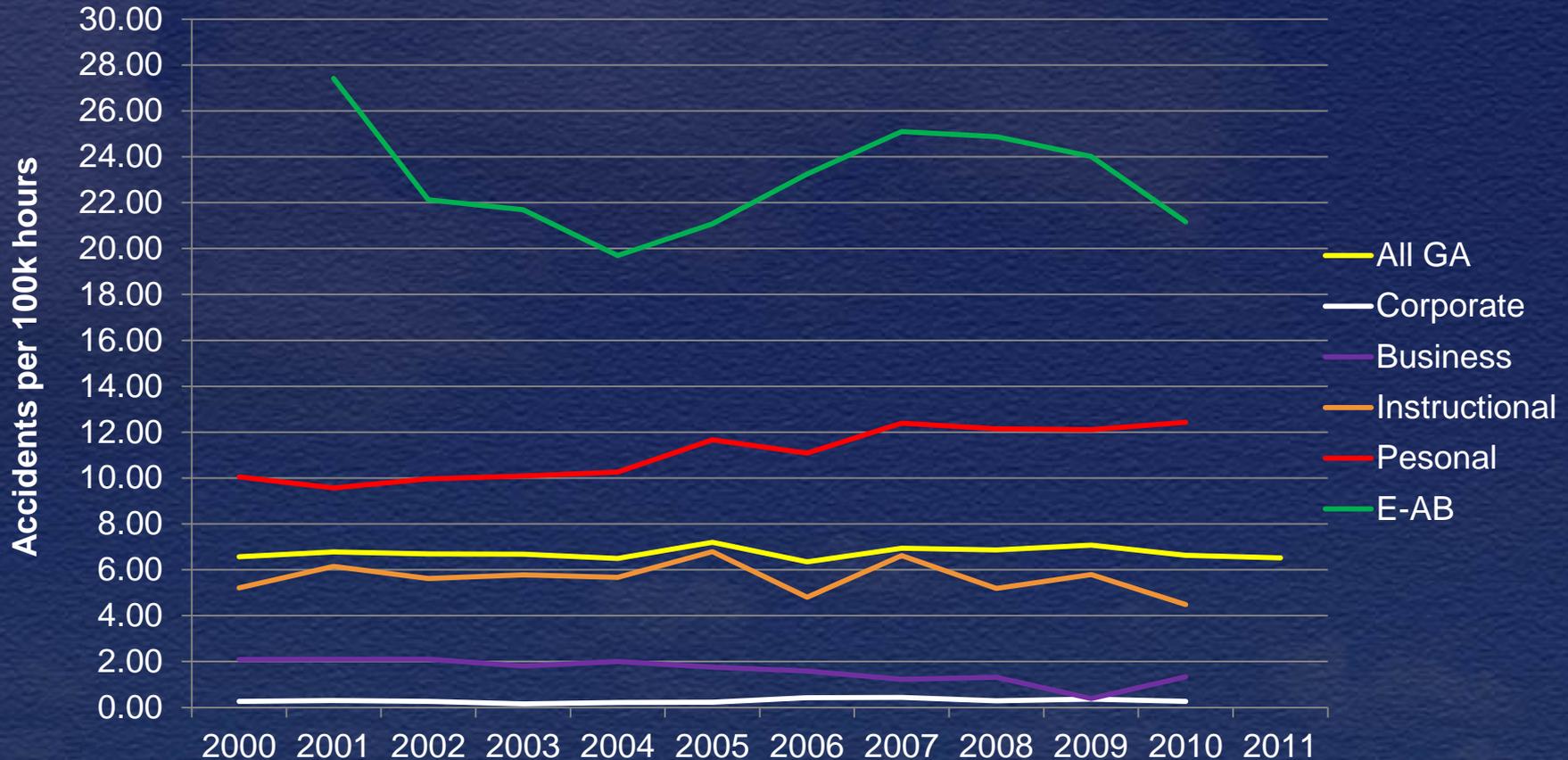
“Learn all you can from the mistakes of others. You won’t have time to make them all yourself”

Douglas Adams

“Human beings, who are almost unique in having ability to learn from the experience of others, are also remarkable for their apparent disinclination to do so.”

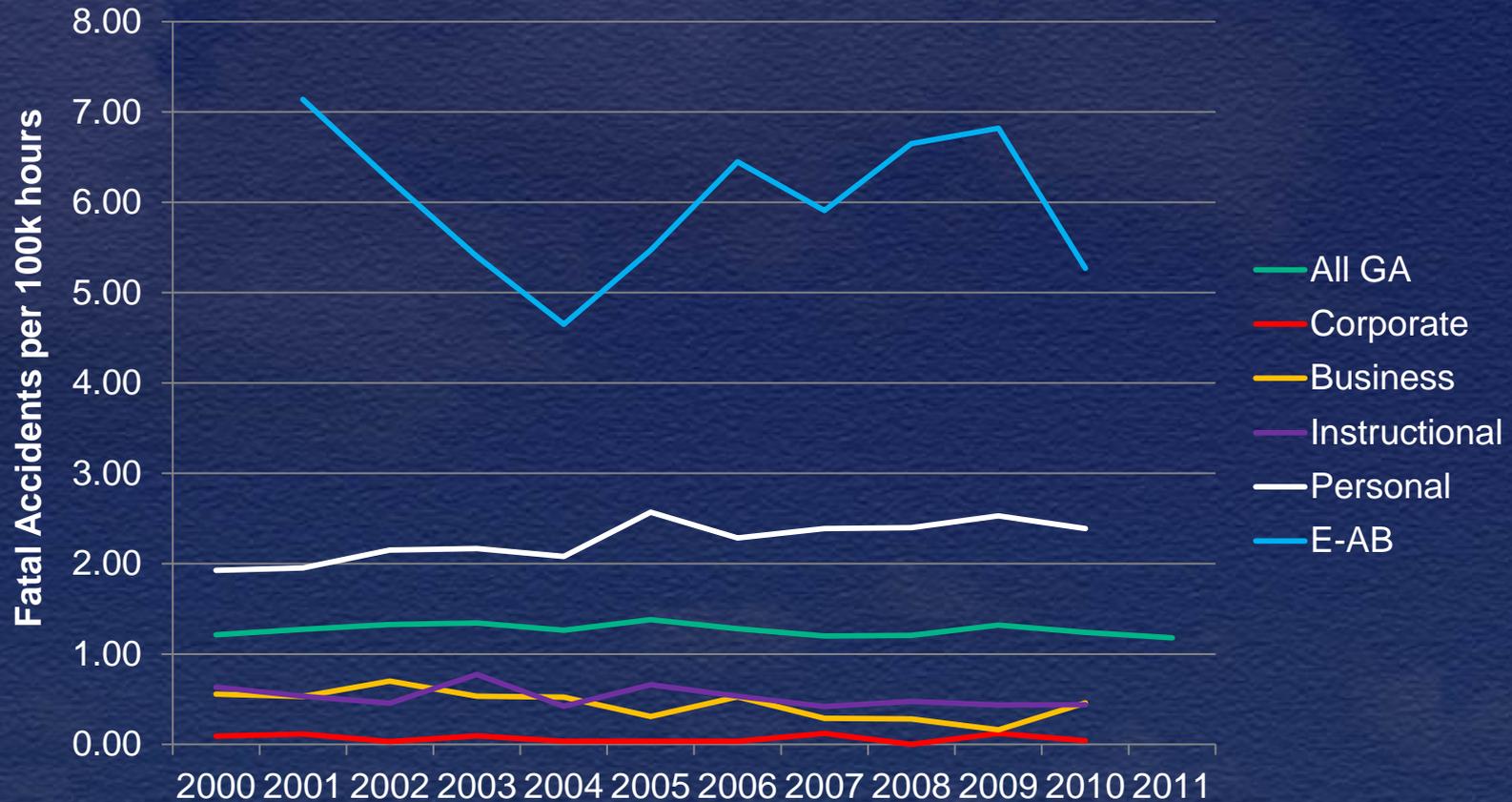
Accident Rates per 100k Flight Hours

Accident Rates per 100k Flight Hours
2000-2011



Fatal Accident Rates per 100k Flight Hours

Fatal Accident Rates per 100k Flight Hours
2000-2011



Accident Rates, 2000 - 2011

- Corporate
 - Accident rates approaching that of the airlines.
- Business
 - Total and fatal accidents relatively flat; substantially below the overall GA accident rates.
- Instructional
 - Total accident rate is slightly below the average for all of GA, the fatal rate is substantially lower.
- Personal
 - Total and fatal accident rates have risen, both rates are substantially above the average of all GA flying.