



NTSB National Transportation Safety Board

Federal Most Wanted List of Transportation Safety Improvements

“... 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.”

February 18, 2010

Safety Recommendations

Issued Since 1967

TOTAL = 13,166

Pipeline 1243 9.44%



**Marine 2345
17.81%**



Intermodal 234 1.78%

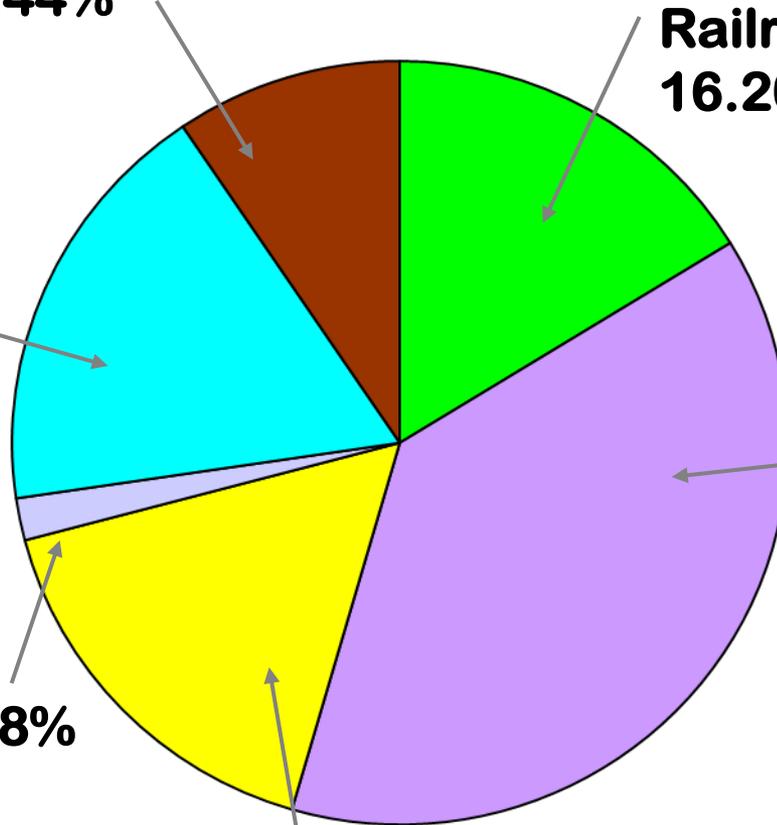
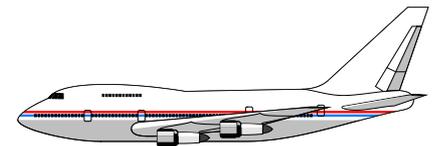


Highway 2187 16.61%

**Railroad 2133
16.20%**



**Aviation 5024
38.16%**



February 2010

1,136 Open Recommendations

- Aviation: 583
- Highway: 316
- Railroad: 143
- Marine: 48
- Pipeline: 27
- Intermodal: 19



Issue areas selected for intensive follow-up and heightened awareness because they:

- Will impact and enhance safety of the nation's transportation system
- Have a high level of public visibility and interest
- Will benefit from special form of encouragement



NTSB MOST WANTED

Transportation Safety Improvements

NTSB MOST WANTED LIST

AVIATION: The Federal Aviation Administration should:

Improve Safety of Emergency Medical Services Flights

- Conduct all flights with medical personnel on board in accordance with commuter aircraft regulations.
- Develop and implement flight risk evaluation programs.
- Require formalized dispatch and flight-following procedures including up-to-date weather information.
- Install terrain awareness and warning systems on aircraft.

Improve Runway Safety

- Give immediate warnings of probable collisions/incursions directly to cockpit flight crews.
- Require specific air traffic control clearance for each runway crossing.
- Install cockpit moving map displays or automatic systems to alert pilots of attempted takeoffs from taxiways or wrong runways.
- Require landing distance assessment with an adequate safety margin.

Reduce Dangers to Aircraft Flying in Icing Conditions

- Use current research on freezing rain and large water droplets to revise the way aircraft are designed and approved for flight in icing conditions.
- Apply revised icing requirements to currently certificated aircraft.
- Require that airplanes with pneumatic deice boots activate boots as soon as the airplane enters icing conditions.

Improve Crew Resource Management

- Require commuter and on-demand air taxi flight crews to receive crew resource management training.

Require Image Recorders

- Install crash-protected image recorders in cockpits to give investigators more information to solve complex accidents.

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for flight crews, aviation mechanics and air traffic controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.*
- Develop a fatigue awareness and countermeasures program for air traffic controllers.**

MARINE: The U.S. Coast Guard should:

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for mariners based on fatigue research, circadian rhythms, and sleep and rest requirements.

NTSB ACTION/TIMELINESS CLASSIFICATION

- Unacceptable response
- Acceptable response, progressing slowly
- Acceptable response, progressing in a timely manner

Actions needed by Federal Agencies

HIGHWAY: The Federal Motor Carrier Safety Administration should:

Restrict Use of Cellular Telephones

- Prohibit cellular telephone use by commercial drivers of school buses and motorcoaches, except in emergencies.

Require On-board Electronic Recorders

- Require all interstate commercial vehicle carriers to use electronic on-board recorders to collect data on both driver hours of operation and accident conditions.

Improve Safety of Motor Carrier Operations

- Prevent motor carriers from operating if they put vehicles with mechanical problems on the road or unqualified drivers behind the wheel.

Prevent Medically Unqualified Drivers from Operating Commercial Vehicles

- Establish a comprehensive medical oversight program for interstate commercial drivers.
- Ensure that medical examiners are qualified.
- Track all medical certificate applications.
- Enhance oversight and enforcement of invalid certificates
- Provide mechanisms for reporting medical conditions.

The National Highway Traffic Safety Administration should:

Prevent Collisions by Using Enhanced Vehicle Safety Technology

- Require adaptive cruise control and collision warning system standards for all new passenger and commercial vehicles.

Enhance Protection of Motorcoach Passengers

- Redesign motorcoach window emergency exits so they can be easily opened.
- Issue standards for stronger bus roofs; require them in new motorcoaches.
- Devise new standards to protect motorcoach passengers from being thrown out of their seats or ejected when a bus sustains an impact or rolls over.

Enhance Protection of School Bus Passengers

- Devise new standards to protect school bus passengers from being thrown out of their seats or ejected when a bus sustains an impact or rolls over.

PIPELINE: The Pipeline and Hazardous Materials Safety Administration should:

Reduce Accidents and Incidents Caused by Human Fatigue

- Set working hour limits for pipeline controllers based on fatigue research, circadian rhythms, and sleep and rest requirements.

* This recommendation requires action by both the FAA and the National Air Traffic Controllers Association.

** This recommendation also issued to National Air Traffic Controllers Association.

Office of Safety Recommendations & Advocacy

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Today's Presenters

Jim Southworth

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Sandy Rowlett

Dan Bower

Jim Cash

Malcolm Brenner

Jennifer Morrison

Peter Kotowski

Mitch Garber

Kris Poland

Shane Lack

Dennis Collins

Jana Price



Action / Timeliness Criteria

-  **Red:** Unacceptable response
-  **Yellow:** Acceptable response – progressing slowly
-  **Green:** Acceptable response – progressing in a timely manner





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Federal Most Wanted Transportation Safety Improvements

Improve Transit Railcar Design

NTSB MOST WANTED

Transportation Safety Improvements



NTSB MOST WANTED

Transportation Safety Improvements



NTSB **MOST WANTED**

Transportation Safety Improvements



Ap photo by Pablo Martinez Monsivais of accident



Objectives

- Provide adequate means for safe and rapid emergency responder entry and passenger evacuation
- Prevent the telescoping of transit railcars in collisions
- Remove equipment that cannot be modified to meet the new standards



Safety Improvements Wanted

- Provide adequate means for safe and rapid emergency responder entry and passenger evacuation. **R-06-5**
- Prevent the telescoping of transit railcars in collisions and remove equipment that cannot be modified to meet the new standards. **R-06-6**



“49 USC 5334(b)(1)

Except for purposes of national defense or in the event of a national or regional emergency, the Secretary may not regulate the operation, routes, or schedules of a public transportation system for which a grant is made under this chapter, nor may the Secretary regulate the rates, fares, tolls, rentals, or other charges prescribed by any provider of public transportation.”



Public Transportation Safety Program Act of 2009

Establish and enforce minimum federal safety standards for rail transit systems that receive federal transit assistance – effectively breaking through the 1965 prohibition. Form a Transit Rail Advisory Committee on Safety (TRACS) that will help guide the Department's rail transit safety regulations.



**Public Transportation Safety Program Act
of 2009 (con't.)**

Allow states to receive federal transit assistance to staff and train state oversight personnel to enforce new federal regulations. State programs would have to be well-staffed and adequately empowered by state governments to fully enforce federal regulations in order to be eligible for federal funds.



Public Transportation Safety Program Act
of 2009 (con't.)

Require the state agencies conducting oversight to be fully financially independent from the transit systems they oversee. The FTA would enforce all federal regulations where states choose not to participate in the program or where the state program is found to lack the necessary enforcement tools.



- *Standard for Structural Requirements for Heavy Rail Transit Vehicles*
 - Issued January 2009 by American Society of Mechanical Engineers
- *Standard for Rail Transit Vehicle Emergency Egress/Access and Light Rail Vehicle Crashworthiness*
 - Not yet completed



Improve Transit Railcar Design

Proposed Safety Board Action

- Add issue area to Most Wanted List
- Give yellow designation: Acceptable response
– progressing slowly

Timeliness Designation

Yellow

