



Friday, May 2, 2008

### Board Members Meet to Discuss Runway Overrun



On Tuesday, April 15 the Safety Board determined that the probable cause of an Embraer ERJ- 170, operated by Shuttle America, Inc., was the failure of the flight crew to execute a missed approach when visual cues for the runway were not distinct and identifiable.

On February 18, 2007, a Delta Connection flight 6448, an Embraer ERJ-170, operated by Shuttle America, Inc., was landing on runway 28 at Cleveland-Hopkins International Airport, Cleveland, Ohio, during snow conditions when it overran the end of the runway, contacted an instrument landing system (ILS) antenna, and struck an airport perimeter fence. The airplane's nose gear collapsed during the overrun. There were 71 passengers and four crewmembers on board. Three passengers received minor injuries.

The Board found that contributing to the accident was the crew's decision to descend to the ILS decision height instead of the localizer (glideslope out) minimum descent altitude. Because the flight crewmembers were advised that the glideslope was unusable, they should not have executed the approach to ILS minimums; instead,

they should have set up, briefed, and accomplished the approach to localizer (glideslope out) minimums.

Also contributing to the accident was the first officer's long landing on a short contaminated runway and the crew's failure to use reverse thrust and braking to their maximum effectiveness. When the first officer lost sight of the runway just before landing, he should have abandoned the landing attempt and immediately executed a missed approach. Furthermore, the report states that had the flight crew used the reverse thrust and braking to their maximum effectiveness the airplane would likely have stopped before the end of the runway. The Board concluded that specific training for pilots in applying maximum braking and maximum reverse thrust on contaminated runways until a safe stop is ensured would reinforce the skills needed to successfully accomplish such landings.

In its final report on its investigation, the Safety Board noted that the captain's fatigue, which affected his ability to effectively plan for and monitor the approach and landing, contributed to the accident. By not advising Shuttle America of this fatigue or removing himself from duty, the captain placed himself, his crew, and his passengers in a dangerous situation that could have been avoided, the Board said.

Another contributing factor to the accident was Shuttle America's failure to administer an attendance policy that permitted flight crewmembers to call in as fatigued without fear of reprisals. The policy had limited effectiveness because the specific details of the policy were not documented in writing and were not clearly communicated to pilots, especially the administrative implications or consequences of calling in as fatigued.

As a result of the investigation of this accident, the Safety Board made recommendations to the Federal Aviation Administration in the following areas: flight training for rejected landings in deteriorating weather conditions and for maximum performance landings on contaminated runways, standard operating procedures for the go-around callout, and pilot fatigue policies.

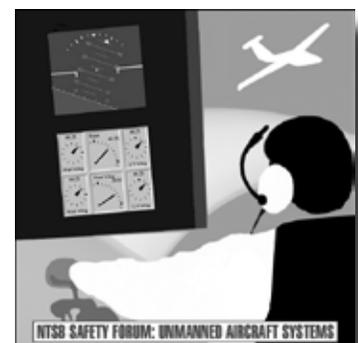
### NTSB Holds Safety Forum on Unmanned Aircraft Systems

On April 29-30, the NTSB held a safety forum on Unmanned Aircraft Systems (UAS) to allow Board Members, staff, and other interested parties to learn more about unmanned aircraft system equipment and operations, as well as to consider the safety implications of integrating these systems into the National Airspace System. Member Kitty Higgins chaired the two-day event. Joining her on the Board of Inquiry were Member Debbie Hersman, Member Steven Chealander, Dr. Vern Ellingstad, and Tom Haueter.

Topics discussed included regulatory issues, current certification, and integration of UAS into the National Airspace System. The Board was able to gather a great deal of information, including lessons learned by current UAS operators, from the nineteen organizations that were represented at the event. These included the FAA, US Customs and Border Protection, and NASA, along with all branches of the military and various industry aviation groups.

The forum was organized by Dana Schulze (AS-10). The technical panel was composed of Ms. Schulze, Dan Bartlett (AS-30), Steve Magladry (AS-40), Evan Byrne (AS-50), Pam Sullivan (AS-NCRA), and Jeff Marcus (SRC-10). Peter Knudson (MD-3) handled media relations.

The forum was free of charge and open to the public; about 200 people attended. In addition, 10 organizations provided display exhibits that demonstrated UAS technologies.



## Take Our Children to Work Day



On Thursday, April 24th, the NTSB hosted 64 children related to or sponsored by NTSB employees and interns as part of the daylong activities planned for the agency's observation of Take Our Daughters and Sons to Work Day - the first at the NTSB since 2001. Held on the fourth Thursday of April every year for the past 15 years, this national program is an educational experience designed to introduce boys and girls to work opportunities, with the assistance of their parents and their parents' colleagues, and to learn more about how their parents spend their time while at the office. The unique nature of the Board's mission provided numerous creative and interesting opportunities for the children to learn about the inner workings of the Board. The morning program included two mock board meetings - with four of the five NTSB Board Members participating alongside their child counterparts, assisted by volunteer parent and child investigators and presenters. Each child received an ID badge and was sworn in by Chief Judge William Fowler to uphold the rules of the day. Divided into five age groups, the children spent the

day visiting the Board's laboratories, trying on specialized safety gear, talking to investigators in every mode, and some even operated training simulators.

Special thanks to Member Debbie Hersman, committee chair Karen Lanier and all of the many, many committee participants and program volunteers and guides across the Board who helped to make this event such a tremendous success!

## NTSB Tours Naval Surface Warfare Center

Chairman Mark Rosenker and 8 NTSB staff toured the Naval Surface Warfare Center testing facility in Carderock, Maryland on April 30. The half-day tour was led by Captain Mark Thomas, Carderock Division Commander of NAVSEA. The NTSB group toured the model shop, the David Taylor Model Basin (at a kilometer, the longest in the world), the Maneuvering and Seakeeping Basins, the Waste Water and Friction Stir Welding Labs, the Large Scale Composite Testing Bay and the Explosion Testing Pond. Shown in the photo, from left to right, are: Eric Stolzenberg (MS-30), Bob Chipkevich (RPH-1), Dennis Crider (RE-1), Tom Doyle (C), Chairman Rosenker, Larry Bowling (MS-30), Captain Thomas, Rob Jones (MS-10), Ted Lopatkiewicz (PA-1), and David Mayer (MD-2). The tour was arranged by Jack Spencer (MS-1).



## Chairman Rosenker Receives Award from National Water Safety Congress

National Transportation Safety Board Chairman Mark V. Rosenker received an award from the National Water Safety Congress (NWSC) at the 13th International Boating and Water Safety Summit (Summit) in San Diego, California. The award recognized Chairman Rosenker's outstanding support and service in advancing recreational boating safety nationwide between the years 2001 and 2008. The award was presented by NWSC President Arylyn Hendricks to NTSB Vice Chairman Robert Sumwalt at the Summit on April 17, 2008. Chairman Rosenker has been a strong and effective advocate on safety issues such as mandatory usage of personal flotation devices (PFDs) for all children under age 13, mandatory recreational boating safety education for all boat operators, and safety instruction training for operators renting personal watercraft. His personal involvement in the States has been critical to successful adoption of these measures.

## Vice Chairman Speaks about Pilot Professionalism



On April 9, Vice Chairman Robert Sumwalt spoke on the topic of pilot professionalism to over 200 students at Embry Riddle Aeronautical University. "In the three decades that I flew for a living, I had the opportunity to fly with some of the finest people you'd ever want to meet," said the Vice Chairman. "Let me say up front that the vast majority of flights in the US are conducted with high degrees of professionalism. That said, the NTSB, of course, deals with flights that don't work out too well. In the last few years we have had a handful of aviation accidents where the crew's behavior is, frankly, unbecoming of the piloting profession." The lecture used recent accidents investigated by NTSB to vividly illustrate his point.

Drawing on his years of piloting experience and work as an air safety investigator, Vice Chairman Sumwalt provided speaking points that he feels are important for maintaining professionalism.

"I truly believe that hearing that speech will save my life at least once during my professional pilot career," wrote one student.