Controllers & Pilots
We Need Each Other

NATCA
Communicating For Safety

March 6, 2013
Las Vegas

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Board Member
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.
### All GA Accidents (Part 91)

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Fatal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>1,837</td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>1,727</td>
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</tr>
<tr>
<td>2002</td>
<td>1,716</td>
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<tr>
<td>2003</td>
<td>1,741</td>
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<tr>
<td>2004</td>
<td>1,619</td>
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<tr>
<td>2005</td>
<td>1,671</td>
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<tr>
<td>2006</td>
<td>1,523</td>
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<tr>
<td>2007</td>
<td>1,654</td>
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<td>2008</td>
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<td>2009</td>
<td>1,480</td>
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<tr>
<td>2010</td>
<td>1,440</td>
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<tr>
<td>2011</td>
<td>1,469</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>1,466</td>
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</tr>
</tbody>
</table>

#### Chart:

- **Total**
- **Fatal**

![Chart showing the number of accidents per year](chart.png)
GA Accident Rates

[Graph showing GA accident rates from 2000 to 2012. The x-axis represents calendar years, and the y-axis represents accidents per 100,000 flight hours. The graph includes data for total accidents and fatal accidents.]
Fatal Accident Rates per 100k Flight Hours

Fatal Accident Rates per 100k Flight Hours
2000-2011

Fatal Accidents per 100k hours

- All GA
- Corporate
- Business
- Instructional
- Personal
NTSB Most Wanted List

- Improve general aviation safety
- Improve safety of airport surface operations
- Eliminate distraction in transportation
- Preserve the integrity of transportation infrastructure
- Improve fire safety in transportation
- Enhance pipeline safety
- Implement positive train control systems
- Improve the safety of bus operations
- Eliminate substance-impaired driving
- Mandate motor vehicle collision avoidance technologies
Preventing Rote Callouts

Confirm Cockpit Indications Before Making Callouts

The problem:

- Recent National Transportation Safety Board investigations have identified several instances in which pilots made callouts without first verifying the cockpit indication that corresponded with the callout.
- In these cases, the pilots acted out of habit and made callouts based on what they expected to see regarding the cockpit indication but did not take the time to verify it.

Examples of recent investigations include the following:

- A Boeing 757 overran the end of the runway while landing in Jackson Hole, Wyoming. The captain called out "deployed," even though the speedbrakes were not deployed and "2 in reverse" was not displayed. Both the speedbrakes and the thrust reversers had mechanical defects, and the captain did not manually deploy the speedbrakes when they failed to deploy automatically because he did not recognize that they did not deploy.

- A Hawker 800 crashed after a late go-around attempt in Ozarka, Minnesota. After touching down, the engines called out "we're dumping," but the flight crew did not disengage the flaps. The pilots did not disengage the flaps even though the engines did not dump down an expected, leading the pilot to attempt to go around.

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NATIONAL TRANSPORTATION SAFETY BOARD

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NTSB Safety Alerts

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ATL07FA102, Figure 5
ATL07FA102, Figure 7