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NTSB Basics

- Independent agency, investigate transportation accidents, all modes
- Determine probable cause(s) – but not blame or liability – and make recommendations to prevent recurrences
 - *SINGLE FOCUS IS SAFETY*
- Primary product: Safety recommendations
 - Cannot require anything, but recommendation acceptance rate > 80%



Criminalization Trend?

- Systems are becoming more complex
 - Mostly good people trying to do the right thing
- Human error: Increasing tendency to punish, even if error is inadvertent
- Issue: Most effective way(s) to reduce error that is *inadvertent*?



NTSB and FBI

- NTSB has investigative priority
- If accident “may have been caused by an intentional criminal act,” FBI may take over
- NTSB then provides technical support, as requested
 - Help as needed, but try to minimize participation in order not to be perceived in transportation industry as criminal investigator



Need for Balance

- Few would argue against criminalization of intentional wrongdoing
- Overzealous criminalization, however, may adversely affect safety by
 - Hindering mishap investigations, and
 - Chilling industry willingness to participate in proactive information programs



Criminalization Desirable?

- ValuJet (1996)
- Concorde, Paris (2000)
- Linate Airport, Milan (2001)
 - Teterboro (2005)
- GOL 1907, Brazil (2006)



Thank You

Questions?



National Transportation Safety Board