



## NTSB PART 830

### NTSB PART 830 -- NOTIFICATION AND REPORTING OF AIRCRAFT ACCIDENTS OR INCIDENTS AND OVERDUE AIRCRAFT, AND PRESERVATION OF AIRCRAFT WRECKAGE, MAIL, CARGO, AND RECORDS

#### Subpart A -- General

##### 830.1 Applicability

1. This part concerns reporting accidents, incidents, and certain other occurrences involving U.S. civil aircraft and preservation of the wreckage, mail, cargo, and records.

##### 830.2 Definitions

1. **Aircraft accident** -- an occurrence that takes place between the time any person boards an aircraft with the intention of flight until such time as all such persons have disembarked, and in which one of the following results:
  - a. Any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto.
  - b. The aircraft receives substantial damage.
2. **Fatal injury** -- an injury resulting in death within 30 days of the accident
3. **Incident** -- an occurrence other than an accident, associated with the operation of an aircraft, that affects or could affect the safety of operations
4. **Operator** -- any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft
5. **Serious injury** -- any injury that
  - a. Requires hospitalization for more than 48 hr., commencing within 7 days from the date the injury was received
  - b. Results in a fracture of any bone (except simple fractures of fingers, toes, or nose)
  - c. Causes severe hemorrhages or nerve, muscle, or tendon damage
  - d. Involves injury to any internal organ
  - e. Involves second- or third-degree burns, or any burns affecting more than 5% of the body surface
6. **Substantial damage**-- damage or failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component
  - a. Engine failure; damage limited to an engine; bent fairings or cowling; dented skin; small puncture holes in the skin or fabric; ground damage to rotor or propeller blades; damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage."



## Subpart B -- Initial Notification of Aircraft Accidents, Incidents, and Overdue Aircraft

### 830.5 Immediate Notification

1. The nearest NTSB office must be notified immediately when an aircraft is overdue and is believed to be involved in an accident, when an accident occurs, or when any of the following incidents occur
  - a. Flight control system malfunction or failure
  - b. Inability of any required flight crewmember to perform normal flight duties as a result of injury or illness
  - c. Failure of any internal turbine engine component that results in the escape of debris other than out of the exhaust path
  - d. In-flight fire
  - e. Aircraft collision in flight
  - f. Damage to property, other than the aircraft, estimated to exceed \$25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less
  - g. Release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact
  - h. A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's glass cockpit displays, which generally include:
    - 1) Primary flight display (PFD)
    - 2) Primary navigation display (PND)
    - 3) Other integrated displays
  - i. Airborne Collision and Avoidance System (ACAS) resolution advisories issued either:
    - 1) When an aircraft is being operated on an IFR flight plan and compliance with the advisory is necessary to avert a substantial risk of collision between two or more aircraft
    - 2) To an aircraft operating in class A airspace
  - j. Damage to helicopter tail or main rotor blades, including ground damage, that requires major repair or replacement of the blade(s)
  - k. Any event in which an aircraft operated by an air carrier:
    - 1) Lands or departs on a taxiway, incorrect runway, or other area not designed as a runway
    - 2) Experiences a runway incursion that requires the operator or the crew of another aircraft or vehicle to take immediate corrective action to avoid a collision



### **830.6 Information to Be Given in Notification**

1. The notification required in NTSB Part 830.5 above must contain the following information, if available:
  - a. Type, nationality, and registration marks of the aircraft
  - b. Name of owner and operator of the aircraft
  - c. Name of the pilot in command
  - d. Date and time of the accident
  - e. Last point of departure and point of intended landing of the aircraft
  - f. Position of the aircraft with reference to some easily defined geographical point
  - g. Number of persons aboard, number killed, and number seriously injured
  - h. Nature of the accident, the weather, and the extent of damage to the aircraft, so far as is known
  - i. A description of any explosives, radioactive materials, or other dangerous articles carried

### **Subpart C -- Preservation of Aircraft Wreckage, Mail, Cargo, and Records**

#### **830.10 Preservation of Aircraft Wreckage, Mail, Cargo, and Records**

1. The operator of an aircraft is responsible for preserving any aircraft wreckage, cargo, mail, and all records until the NTSB takes custody.
2. The wreckage may be disturbed only to
  - a. Remove persons injured or trapped
  - b. Protect the wreckage from further damage
  - c. Protect the public from injury
3. When it is necessary for aircraft wreckage, mail, or cargo to be disturbed or moved, sketches, descriptive notes, and photographs shall be made of the accident locale, if possible, including original position and condition of the wreckage and any significant impact marks.
4. The operator of an aircraft involved in an accident or incident shall retain all records and reports, including all internal documents and memoranda dealing with the event, until authorized by the NTSB to the contrary.

### **Subpart D -- Reporting of Aircraft Accidents, Incidents, and Overdue Aircraft**

#### **830.15 Reports and Statements to Be Filed**

1. The operator of an aircraft shall file a report on NTSB Form 6120.1 within 10 days after an accident or after 7 days if an overdue aircraft is still missing.
  - a. The form can be obtained by contacting the nearest NTSB office or FSDO.
    - 1) A full listing of NTSB regional offices may be found at [www.nts.gov/about/contact.html](http://www.nts.gov/about/contact.html)
  - b. NTSB Form 6120.1 is a very detailed, 11-page form.
  - c. The report shall be filed at the nearest NTSB office.
2. A report on an incident for which notification is required by NTSB Part 830.5 must be filed only as requested by an authorized representative of the Board.
3. Each crewmember shall, as soon as physically able, attach a statement concerning the facts, conditions, and circumstances relating to the accident or incident.