



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



Presentation to CBAA 2018

Kathy Fox

Chair, Transportation Safety Board of Canada

Waterloo, Ontario June 2018

Canada

Outline

- About the TSB
- Safety communications and new report format
- Watchlist 2016 ... and beyond
- Statistics
- Recent investigations of note



About the TSB

Mandate: To advance transportation safety in the air, marine, rail, and pipeline modes by:

- conducting **independent investigations**
 - identifying **safety deficiencies, causes, and contributing factors**
 - making **recommendations** to address systemic issues
-
- It is not the function of the Board to assign fault or determine civil or criminal liability
 - TSB is not a regulator



How we communicate safety information



NEW! Class 4 Occurrence (Limited Scope Investigation)

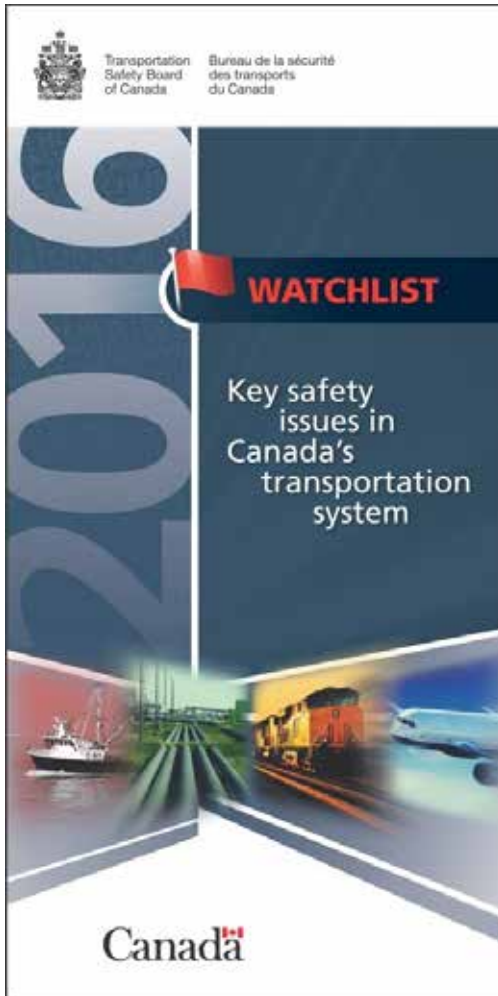
- Much shorter reports, faster to produce, with fewer resources used.
- Content: mostly factual, limited analysis, no findings and no recommendations

Recent aviation examples

- A16P0230 (Blackcomb Helicopters) (December 2016)
- A17Q0162 (Drone, Beechcraft King Air) (October 2017)
- A16W0094 (Cold Lake air show) (July 2017)
- A17C0147 (Baldur, Manitoba) (December 2017)



Watchlist 2016



Unstable approaches

Runway overruns

Risk of collisions on runways

Safety management and oversight

Slow progress addressing TSB recommendations

Commercial fishing safety

Transportation of flammable liquids by rail

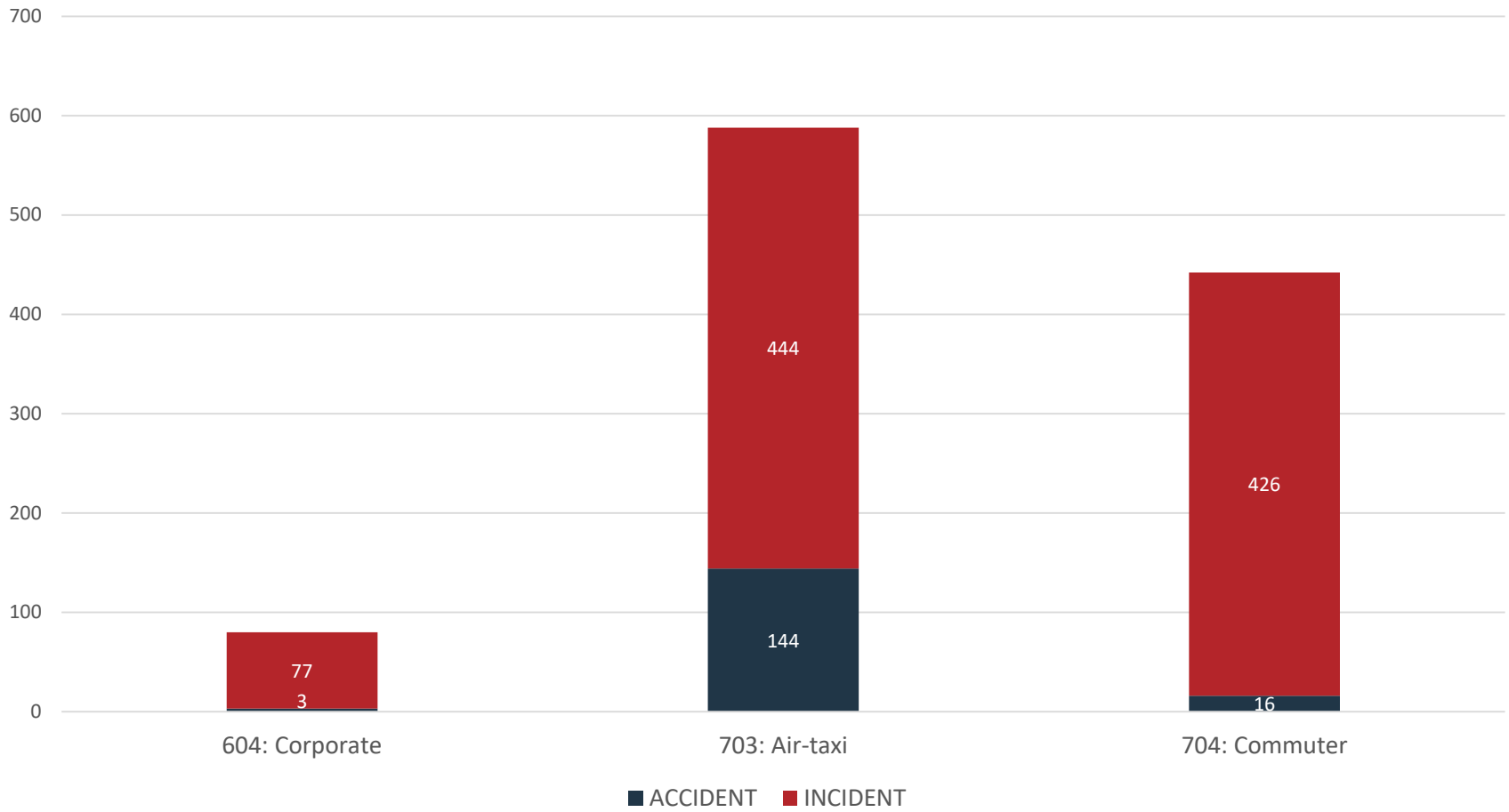
Following railway signal indications

On-board voice and video recorders

Fatigue-management systems for train crews



5-year snapshot: 2013-2017



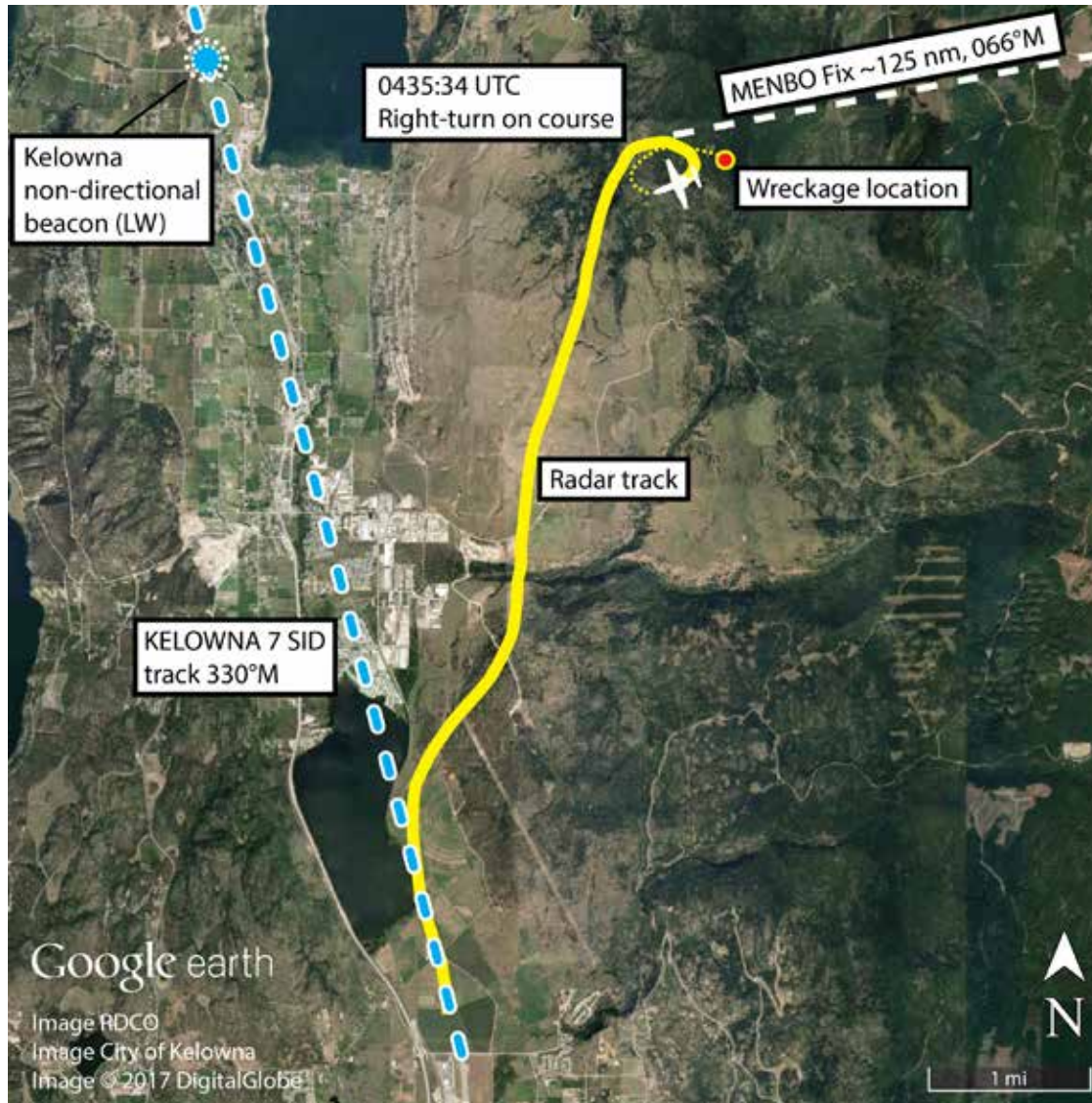
Number of accidents and incidents in subpart 604 operations (2013-2017)

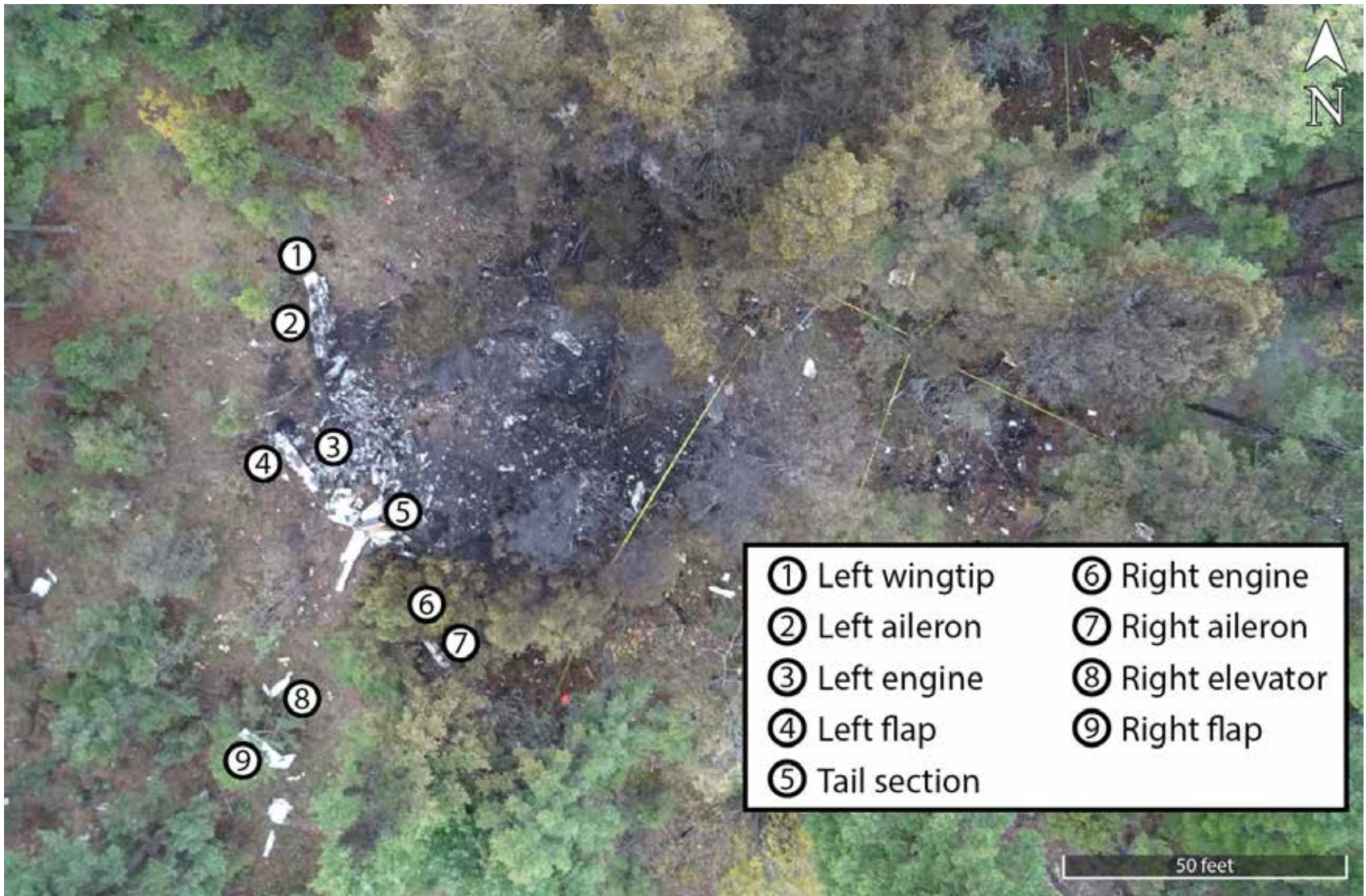
Type of event	No. of accidents	No. of incidents	Total occurrences
Loss of separation		28	28
Engine		11	11
Landing gear		10	10
Other	1	6	7
Difficulty to control		6	6
Smoke/fire		4	4
Runway excursion		4	4
Flap/slat		3	3
Pressurization		2	2
Electrical		1	1
Loss of control (inflight)	1		1
Collision (ground)		1	1
Abnormal runway contact	1		1
Hydraulic		1	1
Total	3	77	80



TSB investigation report A16P0186 (Kelowna) Loss of control and collision with terrain







- | | |
|----------------|------------------|
| ① Left wingtip | ⑥ Right engine |
| ② Left aileron | ⑦ Right aileron |
| ③ Left engine | ⑧ Right elevator |
| ④ Left flap | ⑨ Right flap |
| ⑤ Tail section | |



TSB Recommendation A18-01

That the Department of Transport require the mandatory installation of lightweight flight recording systems by commercial operators and private operators not currently required to carry these systems.



“The guardian of public safety”

- Where operators are either unable or unwilling to manage safety effectively, it is vital that Transport Canada intervene, and that it does so in a way that changes unsafe operating practices.
- Excluding private business operators from planned surveillance leaves the business aviation sector exposed to higher risks that could lead to more accidents.



TSB investigation A16A0032 (Îles-de-la-Madeleine)

Investigation Report A16A0032
Mitsubishi MU-2-60, N246W
Îles-de-la-Madeleine, Quebec
29 March 2016



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada

Canada



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada

Other business-aviation accidents

- A18C0018 (in progress)





Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada

SECURITAS

Report transportation
safety concerns
in confidence

Canada

securitas@bst-tsb.gc.ca
1-800-567-6865 (toll-free)
1-819-994-8065 (fax)



Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada

Contact us:



Media relations: (819) 994-8053



@TSBCanada



TSBCanada



TSBCanada

communications@tsb.gc.ca

WWW.TSB.GC.CA



Canada

