

NTSB §830 Summary

A summary of 49 CFR Subtitle B, Chapter VIII §830, commonly known as “NTSB 830”. This section of the Code of Federal Regulations (CFR) deals with accident and incident reporting requirements. This is a brief summary of the sections most relevant to Private Pilots.

Log of Revisions

Version	Date	Revisions
1	03/01/2018	Original
2	05/24/19	Formatting
3	12/10/22	Formatting; added summary of the NTSB and broadly what information about 49 CFR Subtitle B Chapter VIII §830 pilots must be familiar with.

What is the NTSB?

The National Transportation Safety Board (NTSB) is an independent agency of the U.S. Government that investigates civil transportation accidents. After investigations, the NTSB often makes recommendations to the Federal Aviation Administration (FAA). The NTSB is specifically independent of the FAA so that the FAA is not investigating itself and recommendations are as independent of FAA politics as possible.

What do we need to know as pilots?

Primarily, we need to be aware of accident/incident reporting requirements located in 49 CFR Subtitle B Chapter VIII §830. More specifically, under what situations we need to report, how quickly we need to report, and that we must make an effort to preserve wreckage so that it is valuable to the investigation.

§830.5

An immediate notification to the NTSB is required when...

An aircraft accident or any of the following incidents occur:

- Flight control system malfunction or failure
- Inability of crew member to perform duties due to illness or injury
- Uncontained turbine engine failure
- In-flight fire
- Mid-air collision
- Damage to non-aircraft property in excess of \$25,000 for repair or replacement
- Propeller blade separation excluding that caused by ground strike
- For equipped aircraft, a loss of 50% or more of EFIS, EICAS or ECAM or PFD
- For equipped aircraft on IFR, an ACAS advisory where compliance is required to avoid a mid-air
- For large multi-engine (>12,500lbs), major electrical or hydraulic systems, multiple engine failure, or emergency evacuation.
- When an air carrier experiences a runway incursion requiring immediate correction to avoid an accident, or when an airplane lands or departs an incorrect runway or non-runway surface.

§830.10

Wreckage, mail and cargo must be preserved following an accident or incident except as required to remove people injured or trapped, protect the wreckage from more damage or protect the public from injury.

§831.15

The operator must file with the NTSB within 10 days of an accident, or after 7 days if a aircraft is still missing. If a crew member is incapacitated they shall submit the statement as soon as physically able.