

**OPENING STATEMENT OF BRUCE S. LANDSBERG
NOMINEE TO
NATIONAL TRANSPORTATION SAFETY BOARD
BEFORE
THE COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION OF THE UNITED STATES SENATE
October 31, 2017**

Thank you, Chairman Thune, Ranking Member Nelson, and distinguished Members of the Committee. I am honored to appear before you today as you consider my nomination as a Member of the National Transportation Safety Board (NTSB). I am grateful to President Trump for the confidence he has placed in me to make this nomination.

My entire working career has been devoted to safety, either directly or indirectly. As a young Air Force Officer, assigned to nuclear weapons, safety was paramount. As a flight instructor, my job was not only to keep the training aircraft safe but to impart safety knowledge to my students.

Although I flew both light and turbine corporate aircraft, that was never my primary responsibility. For the last 33 years my employers have had the word "Safety" in the organization name. For 22 years I was executive director and president of the AOPA Foundation and Air Safety Institute. The mission was to promote safety for all pilots with emphasis on business and personal flight operations where ongoing effort is placed to improve the safety record.

I have served on many government committees, including NASA's Aviation Safety Committee and National Weather Service Modernization Transition Committee as aviation representative. For the FAA, I served on the Research, Engineering and Development Advisory committee and was Industry co-chair for Runway Incursions, which remains an ongoing challenge. My longest and most recent committee assignment was Industry Co-Chair for the General Aviation Joint Steering Committee – similar to the Commercial Airline Safety Team.

As Industry Co-Chair, I spent 14 years working collaboratively with FAA, NTSB and many industry groups to identify the primary sources fatal accidents and address them. We made many recommendations and I'm pleased to say that there has been a significant reduction in the General Aviation fatal accident rate. There is still more to be done.

If confirmed, there are several areas that I believe would be beneficial for the NTSB to address:

1. Automation implementation across all modes, surface, airborne and marine. The engineering and human factors challenges are significant and urgent.
2. The integration of drones, or UAS, into the airspace to prevent collisions with manned aircraft.
3. The continuing and ongoing emphasis on human factors across all modes.

There is a fine balance between appropriate and essential regulation for the protection of life and practical recommendations that allow as much freedom and innovation consistent with safety. By learning from past tragedies across all modes there is great opportunity. As accidents become fewer and data collection improves, looking for precursors to high-risk situations becomes the next frontier. Data leads the way. Safety comes first, always!

If confirmed, it would be my honor to serve. I look forward to working collaboratively with my fellow Board Members, the NTSB staff and this committee to enhance transportation safety across all modes for the benefit of all.

Thank you for the opportunity to be here. I look forward to answering your questions.