

- (2) Inflight failure of hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces;
  - (3) Sustained loss of the power or thrust produced by two or more engines; and
  - (4) An evacuation of aircraft in which an emergency egress system is utilized.
2. An aircraft is overdue and is believed to have been involved in an accident.

**b. Manner of Notification.**

1. The most expeditious method of notification to the NTSB by the operator will be determined by the circumstances existing at that time. The NTSB has advised that any of the following would be considered examples of the type of notification that would be acceptable:

- (a) Direct telephone notification.
- (b) Telegraphic notification.
- (c) Notification to the FAA who would in turn notify the NTSB by direct communication; i.e., dispatch or telephone.

**c. Items to be Included in Notification.** The notification required above must contain the following information, if available:

1. Type, nationality, and registration marks of the aircraft.
2. Name of owner and operator of the aircraft.
3. Name of the pilot-in-command.
4. Date and time of the accident, or incident.
5. Last point of departure, and point of intended landing of the aircraft.
6. Position of the aircraft with reference to some easily defined geographical point.
7. Number of persons aboard, number killed, and number seriously injured.
8. Nature of the accident, or incident, the weather, and the extent of damage to the aircraft so far as is known; and
9. A description of any explosives, radioactive materials, or other dangerous articles carried.

**d. Follow-up Reports.**

1. The operator must file a report on NTSB Form 6120.1 or 6120.2, available from NTSB Field Offices or from the NTSB, Washington, DC, 20594:

- (a) Within 10 days after an accident;
- (b) When, after 7 days, an overdue aircraft is still missing;
- (c) A report on an incident for which notification is required as described in subparagraph a(1) must be filed only as requested by an authorized representative of the NTSB.

2. Each crewmember, if physically able at the time the report is submitted, must attach a statement setting forth the facts, conditions, and circumstances relating to the accident or incident as they appeared. If the crewmember is incapacitated, a statement must be submitted as soon as physically possible.

**e. Where to File the Reports.**

1. The operator of an aircraft must file with the NTSB Field Office nearest the accident or incident any report required by this section.

2. The NTSB Field Offices are listed under U.S. Government in the telephone directories in the following cities: Anchorage, AK; Atlanta, GA; Chicago, IL; Denver, CO; Fort Worth, TX; Los Angeles, CA; Miami, FL; Parsippany, NJ; Seattle, WA.