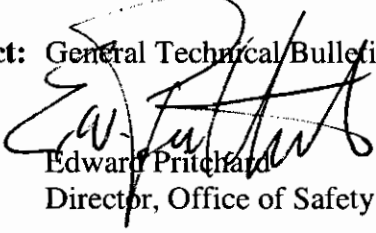




Memorandum

Date: MAR 26 2008

Subject: General Technical Bulletin G-08-02; Revised Accident Investigation Guidelines

From: 
Edward Pritchard
Director, Office of Safety Assurance and Compliance

To: Regional Administrators for Distribution
Staff Directors for Distribution
CC: RRS-1, RRS-2, RRS-3, RRS-10, RRS-20, Ted Bundy, Ralph Elston

The FRA Accident Investigation Guidelines have been revised effective February 2008. We are sending the guidelines (currently Part IV, Chapter 9 of the General Manual), as a PDF file, along with the new computer generated Form FRA F6180.39i. Each region will forward this technical bulletin to all concerned, along with both attachments to this technical bulletin. The guidelines will be published in a revised General Manual later this year. At that time, hard copies will be sent to each region for distribution. The changes in the guidelines are as follows.

1. Paragraph 2 of the "Foreword" section has been changed to emphasize the importance of FRA accident investigations.
2. Form FRA F6180.41 is abolished along with all associated instructive guidelines.
3. Form FRA F6180.39i has been created along with all associated instructive guidelines. This form will be used in lieu of the former form F6180.41.
4. Requirement for five-day reports for headquarters assigned accidents is annulled. Updates to the F6180.39i for each accident will be used to fulfill this purpose.
5. Form FRA F6180.39a is modified to eliminate reference to the five-day report. This form will be used exclusively for regionally assigned accidents.
6. FRA's relationship with NTSB is modified slightly.
7. Guidelines for writing the forensic passenger accident investigative portion of the F6180.39 reports are modified slightly.
8. Guidelines for writing the fatigue analysis portions of the F6180.39 and fatality investigation reports are modified slightly.

Regions are reminded they are required to perform fatigue analysis for all headquarters assigned accidents (including fatalities), and to obtain concurrence from the RRS Human Performance Program Manager (currently Ralph Elston) if evidence indicates fatigue may have been a factor.

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Attachments:

1. Accident Investigation Master File 02-2008.pdf (127 pages)
2. Form FRA F6180.39i.xsn