

**ASSOCIATION OF CRITICAL CARE TRANSPORT**

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April 22, 2010

The Honorable James Oberstar  
Chairman, House Transportation &  
Infrastructure Committee  
United States House of Representatives  
Washington, DC 20515

The Honorable John Mica  
Ranking Member, House Transportation &  
Infrastructure Committee  
United States House of Representatives  
Washington, DC 20515

The Honorable Jerry Costello  
Chairman, House Transportation &  
Infrastructure Aviation Subcommittee  
United States House of Representatives  
Washington, DC 20515

The Honorable Thomas Petri  
Ranking Member, House Transportation &  
Infrastructure Aviation Subcommittee  
United States House of Representatives  
Washington, DC 20515

Dear Chairman Oberstar, Ranking Member Mica, Chairman Costello, and Ranking Member Petri:

On behalf of the Association of Critical Care Transport, a grassroots organization of medical and aviation providers committed to ensuring that critically ill and injured patients have access to the safest and highest quality air medical system possible, I am writing to express our support for the increased funding levels provided in H.R. 4714, the "National Transportation Safety Board Reauthorization Act of 2010." We are particularly thankful for your efforts to improve NTSB funding so that it can meet the staffing needs necessary to provide more thorough investigations into transportation accidents, especially those involving the safety of aviation medicine.

As leaders in the air medical community, we strongly support the efforts of the NTSB to improve air medical safety. Achieving the highest safety for our patients and crew is of utmost importance, and the industry is constantly working to identify and mitigate potential risks to safety. There are a number of ongoing collaborative efforts in the helicopter aviation industry and air medical community, including the work by the International Helicopter Safety Team and a sub air medical group, that are analyzing the air medical accidents of the past in hopes of identifying and correcting any issues that might prevent further accidents in the future. Each of these efforts relies heavily on information and analysis provided by the NTSB, and each of these efforts has identified missing elements of detailed accident data as a key obstacle to their efforts.

The NTSB understands these concerns and has been working diligently to address them within the constraints of available resources and authority. The increased funding levels and authorization adjustments provided in H.R. 4714 will give the NTSB the ability to increase the number of available investigators and the authority to provide more detailed analysis of both

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accidents and incidents. There will always be human, technological, environmental, and other factors involved in air medical flights that must be understood in order to be managed effectively. Again, any information gained from these investigations will only benefit efforts to prevent such incidents in the future.

We thank you for your support of the NTSB and your ongoing efforts to improve the safety of air medicine, ensuring the safest possible services for the patients we serve.

Sincerely,



Lisa Tofil  
Executive Director

cc:

Thomas Judge, Chair, ACCT  
Jason Schwebach, Vice-Chair, ACCT

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