Aviation Law

Student’s Name

Institution

**Introduction**

The crushed of the Boeing 727-231 aircraft was looked different by the court and National Transport and Safety Board (NTSB). The Boeing 727-231 aircraft crushed 25 nautical miles, northwest of Dulles International, Washington DC, killing all 95 people onboard. The NTSB on their part of the investigation blamed human error as the cause of aircraft crushed. The NTSB pointed out that the pilot decision to descend to 1800 feet until the pilot could not see clear. Therefore, was also miscommunication between the pilot and the control tower and this therefore, made it impossible for pilot to have safe landing.

In the cases, the NTSB tries to blame the pilot on the crush and illustrated that the pilot decision to descend to 1800 feet is the main cause of the problem. The court put blames on the FAA and therefore, it pointed out that the United States was liable to the cause of the accident. Though both court and NTSB report pointed on the human errors as the cause of aircraft craft, the NTSB blame the pilot to take away blame from the FAA and the United States. The court determined that the air traffic procedures were not properly followed by the air traffic controller leading to failure to provide assurance as required by the FAA law and regulations. The air traffic controller failed to inform the pilot that the weather condition does not permit descending. In contrast, the NTSB concluded that the pilot failed to follow procedures as provided by the air traffic controller and therefore, the crush of the aircraft should be blame on the pilot.

It is evident that the court and NTSB provided different opinion regarding the cause of the accident. But the NTSB and the court made a similar decision that human error and bad weather accelerated to the crush of the aircraft.