AREAS TO BE ADDRESSED

100% Access to Pilot Records in Hiring
Best Practices – Pilot Training and Remedial Programs
Fatigue Mgmt. – Revised Flight & Duty Time/Commuting
Major Carriers - Involvement with Regional Partners
FAA Responsiveness to NTSB Safety Recommendations
Icing-Related Issues – Low-Airspeed Warning Systems/Autopilot
FAA Oversight of Regionals and Pilot Training Schools

THREE-STEP SOLUTION

FAA Reauthorization Act (Fall ‘09)

- Creation of Central Pilot Record Database (all FAA and airline records)
- Mandatory Safety Management Systems (FOQA, LOSA, ASAP – pilot protections)
- Upgrade Minimum Qualifications for Commercial Flight Crewmembers (ATP license)
- Responsiveness to NTSB Recommendations (yearly report; address all outstanding ones)
- Oversight of Regional Airlines (role of FAA and parent carriers)
- Training Enhancements (Overall and Specific Technical Issues)
- Fatigue Management (in support of FAA Administrator’s initiative; commuting focus)
- Truth in Advertisement (require websites to disclose regional carrier on 1st listing)

FAA ‘Call to Action’ Action Plan (Winter ‘09)

- Fatigue Rulemaking – new, science-based requirements on crew flight and rest limits
- Final Rule on NPRM for Crew Training – enhanced quality and effectiveness of training
- FAA Regional Safety Meetings emphasizing voluntary implementation of best practices in hiring, safety management, fatigue, training, and collaboration between parent carriers and regional partners

NTSB Final 3407 Report and Safety Recommendations/FAA Implementation (Spring ‘10)

Any remaining unaddressed areas; potentially including icing-related recommendations on training, use ofautopilot in icing conditions, and requirement for low-airspeed warning systems.

LEGISLATION TO ADDRESS ANY REMAINING GAPS AS NEEDED