

University Aviation Association

Educating Tomorrow's Aviation Professionals: Racing toward the Future

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RAA

Regional Airline Association



1980

Commuter Airlines – Then

250+ “commuters” carried 14.7 million passengers

47% average load factor

129 average mileage/flight

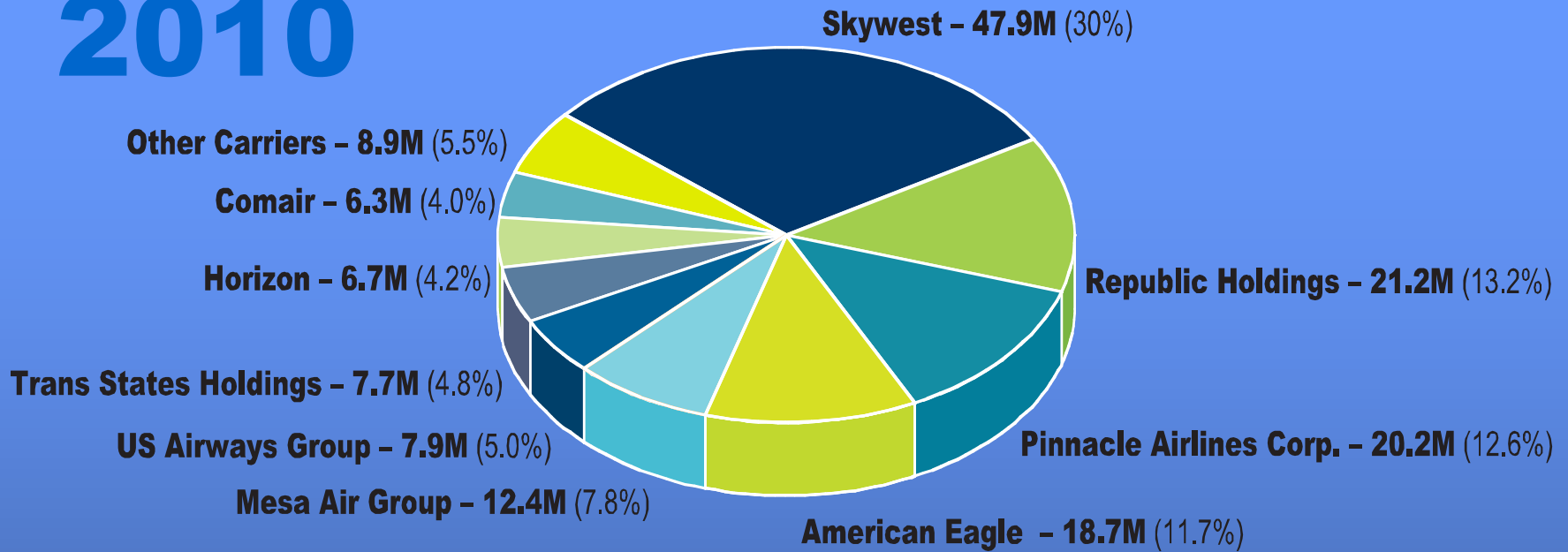


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2010



Regional Airlines – Now

Largest 20 airlines fly 99% of 163 million passengers

76% average load factor

464 average mileage/flight

53,000 employees including 18,000 pilots



Regional Airlines

What Has Changed in 10 Years and What Has Not

- Fleet Size and Performance
 - 2000 - 75% TP & 25% RJs
 - 2010 - 20% TP & 80% RJs
- Code Sharing Safety Alliances
 - Safety information sharing
 - Safety audit standards
- Safety Leadership
 - Commitment to Voluntary Safety Programs
 - Launched cutting edge study of pilot fatigue
- Expansion of Selection and Training Processes
 - Expanded pre-employment checks
 - Expanded training and operating experience footprints
- Role
 - Safe, Professional, Reliable air service to small and medium communities
(74% are served exclusively by regional airlines)

Airline Safety and Federal Aviation Administration Extension Act of 2010

(Public Law 111-216)

“HR 5900”

- Signed into law on August 1, 2010.
- Added numerous aviation safety & pilot training measures (*Including the 1500 hour rule*)
- Requires
 - 4 task forces/multidisciplinary panels
 - 7 reports to Congress, NTSB or FAA
 - 9 new rules

Provisions of Public Law 111-216

- Safety Management Systems
- Pilot Qualification
- Pilot Certification
- Pilot Training
- Pilot Selection
- Pilot Professional Development
- Pilot Fatigue
- Crew Communication
- Voluntary Programs
- Air Carrier Collaboration

Task Forces/Multidisciplinary Panels

Aviation Rulemaking Committees (ARC)

- Pilot Selection (PL 111-216, Section 203)
 - Pilot record database (*ARC voluntarily created by FAA*)
- Air Carrier Safety and Pilot Training (Section 204)
 - Management responsibilities (pilot education and airline information sharing)
- Air Carrier Mentoring for Pilots (Section 206)
 - Training programs for pilots (e.g. accommodating different flight experience)
- Part 121 Pilot Training (Section 208)
 - Methods to improve pilot response (e.g. stick pusher)
- Part 121 & 135 Pilot Training (Section 209)
 - Optimal training time and frequency and academic credit
- ATP Qualification Standards (Section 217)
 - FOQ (ATP standards, academic training and operational experience) (*ARC voluntarily created by FAA*)

Key FAA Rulemaking Efforts (Publication Status & Targets)

- Proposed Rules (S/NPRMs)
 - SMS (SNPRM comment period closed Feb. 2011)
 - Crewmember Training (N&O) (SNPRM comment period closed Sep. 2011)
 - FO Qualifications (supplement to 1500 hour rule) (NPRM expected soon)
 - Professional Pilot Development (NPRM date unknown)
- Final Rules
 - Flight/Duty/Rest (Nov. 2011)
 - N&O (Mar. 2012)
 - SMS (Jul. 2012)
 - FO Qualifications (Aug. 2012)
 - Professional Pilot Development (Jul. 2013)
- Certification Test Standards ARC Being Formed

Key Issues for RAA

- Industry Challenges
 - Increasing costs (fuel, proposed ticket taxes)
 - Unpredictable government support (EAS, NextGen)
 - Yet to be identified new generation aircraft
 - Attracting qualified pilots and technicians
- Completing Our Safety Initiatives
 - Pilot fatigue study
 - Loss of control training
 - AQP training
 - Voluntary safety programs
 - SMS

Key Issues for RAA

- Pilot Labor Supply
 - Understanding the issues
 - Training funding and capacity, pilots' readiness to fly in airline cockpits and operating environment
 - Issues associated with the 1500 hour rule
 - Qualifying the current pilot work force
 - Establishing academic credit for structured training
 - Updating ATP certificate standards



“The regional airline industry is more than a business to us. It’s a passion with well over a half of my fellow RAA Board Members being licensed pilots or mechanics...some of us even currently rate on our own fleets’ aircraft types.”

–Jim Rankin, RAA Chairman