



FAA's Airline Safety and Pilot Training Action Plan

June 24, 2009

Immediate and Short Term Action Items (June-July 2009)

Fatigue Rulemaking: By July 15, FAA will charter an aviation rulemaking committee (ARC) consisting of representatives from FAA, industry and labor organizations. The ARC will have until September 1, 2009, to draft recommendations to the FAA which would inform a new, science-based notice of proposed rulemaking (NPRM) on flight and rest limits.

Focused Inspection Initiative: Recognizing the urgency of proposals in the Call to Action, FAA has reordered priorities contained in a prior June 16 Notice to FAA inspectors and is directing that a focused program review of air carrier flight crewmember training, qualification, and management be completed sooner. This notice will be published by June 24.

The focused program review has two parts.

- Meet with the carrier's director of operations, director of safety, and company officials responsible for flight crewmember training and qualification programs. The purpose of these meetings is to determine the carrier's ability to identify, track, and manage low-time flight crewmembers and those who have failed evaluation events or demonstrated a repetitive need for additional training. Inspectors will also determine at this meeting if the carrier adopted the suggestion in Safety Alert for Operators (SAFO) 06015, Remedial Training for Part 121 Pilots. The meetings are to occur as soon as possible, but no later than July 15, 2009.
- Inspectors will conduct additional inspections to validate that the carrier's training and qualification programs meet regulatory standards in accordance with FAA guidance materials, including, among other items:
 - Review the entire performance history of any pilot in question;
 - Provide remedial training as necessary; and
 - Provide additional oversight by the certificate holder to ensure that performance deficiencies are effectively addressed and corrected.

Training Program Review Guidance: Using results from initial elements of the focused inspection initiative, by July 31 FAA will develop a SAFO to provide guidance material on conducting a comprehensive training program review. This guidance will describe the training program review in the context of a safety management system and its role in a corporate safety culture.

Obtain Air Carriers' Commitment to Most Effective Practices: To solidify verbal commitments made at FAA's June 15 Call to Action, by the end of June the Administrator will send a letter to all 100+ part 121 operators and their unions and request written commitments to adhere to the highest professional standards, with specific commitments on these key topics:

- **Pilot Records:** While FAA works with Congress to pursue appropriate amendments to the Pilot Records Improvement Act of 1996 (PRIA), air carriers should implement a policy of asking pilot applicants for voluntary disclosure of FAA records, including notices of disapproval for evaluation events. FAA will also amend Advisory Circular 120-68D, Pilot Records Improvement Act, to reflect FAA's expectations in this regard.
- **FOQA and ASAP:** While FAA works with Congress to assure proper protection of voluntarily-provided data, air carriers should establish flight operations quality assurance (FOQA) and Aviation Safety Action Program (ASAP) programs and develop data analysis processes to ensure effective use of this information.
- **Contract Provisions:** DOT and FAA will develop the authority and processes to review agreements between air carriers and their regional partners. Major air carriers should seek specific and concrete ways to ensure that their smaller airline partner carriers adopt and implement the larger company's most effective practices for safety, including periodic meetings to review, for example, FOQA and ASAP data and to constantly emphasize their shared safety philosophy.

Labor Organizations: We are asking labor organizations for their commitment in the following areas:

- Establish and support professional standards and ethics committees to develop peer audit and review procedures, and to elevate ethics and professional standards.
- Establish and publish a code of ethics that includes expectations for professional behavior, standards of conduct for professional appearance, and overall fitness to fly.
- Support periodic safety risk management meetings between FAA and mainline and regional carriers to promote the most effective practices, including periodic analysis of FOQA and ASAP data with an emphasis on identifying enhancements to the training program.

Mentoring: To address issues in the professional standards and flight discipline area, by July 31 FAA will develop and seek industry comments with respect to creating a range of mentoring programs. These can include first officer to first officer, captain to captain; and captain “curing” programs.

Regional Safety Forums: In July, FAA will conduct in the Washington, DC area the first of a series of at least 10 regional safety forums to discuss the Call to Action initiatives, listen to stakeholder comments, and seek ideas for and commitments to additional actions in the areas in which the FAA is already taking specific action. Locations for these events will be mainly where different types of operators (including part 135 operators) are based.

Intermediate Term Actions (August-December 2009)

Crew Training Requirements: FAA currently has an NPRM open for comment that is intended to enhance traditional training programs by requiring the use of flight simulation training devices for flight crewmembers, and including additional training requirements in areas critical to safety. Upon the close of the public comment period on August 10, FAA will promptly review all submissions to the docket and develop a final rule that is consistent with the philosophy of enhancing the quality and effectiveness of training rather than focusing on traditional quantitative measures such as total flight time.

FAA expects that the final rule will address the following elements:

- Train and evaluate flight crewmembers in a complete flight crew environment.
- Require Line Oriented Flight Training (LOFT) to be administered to flight crewmembers in a full flight simulator (FFS) during recurrent training.
- Require the use of a qualified flight simulation training device (FSTD) for training, testing, and checking flight crewmembers.
- Require special hazard training for flight crewmembers, such as loss of control and Controlled Flight into Terrain (CFIT).
- Require additional training and practice in the use of Crew Resource Management (CRM) principles.
- Establish requalification training for aircraft dispatchers and crewmembers.
- Require a continuous analysis process (CAP) for certificate holders.

Guidance to Inspectors on Safety Oversight: Consistent with the report of the Independent Review Team on Managing Risks in Civil Aviation, FAA’s Aviation Safety organization will include scenario-based training in this area as part of the August AVS All-Managers Conference. This training is intended to address issues raised in the report, including:

- Management of contrasting regulatory views within the workforce,
- Methods for moderating extremes in regulatory style, and
- Methods for optimizing the regulatory effectiveness and coherence across a diverse team of inspectors.

Final Report: By December 31, FAA will finalize a report to FAA Administrator and DOT Secretary to summarize findings and recommend additional action items based on the Call to Action meeting, regional safety forums, results of focused inspection, and other actions. The report will include performance metrics for auditing and assessing progress.