

# Federal Aviation Administration Training Initiatives: Action Plan for Safety



Federal Aviation  
Administration

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Training Conference

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# Topics

- **FAA Call to Action on Airline Safety and Pilot Training**
- **Other FAA Activities**
- **Update on MPL**
- **Use of Simulators**

# **We are facing a challenge.**

- **3/22/09 FedEx MD11 at Narita**
- **2/12/09: Colgan Air Q400 at Buffalo**
- **1/27/09: Empire Airways ATR42 at Lubbock**
- **12/20/08: Continental B737 at Denver**
- **7/7/08: Kalitta B747 at Bogota**
- **2/18/07: Shuttle America E170 at Cleveland**
- **12/16/07: Air Wisconsin CRJ200 at Providence**
- **8/27/06: Comair CRJ200 at Lexington**

# We are facing a challenge.

- Demand for pilots has increased.
- The number of available military and experienced civil pilots has decreased.
- The experience level in the pool of potential new air carrier pilots is lower.
- *What is necessary to develop new crewmembers ready for air carrier operations?*

# FAA's Airline Safety and Pilot Training Action Plan

- **Revise crewmember fatigue regulations.**
- **12 roundtable safety forums**
- **Conduct focused inspections**
- **Encourage voluntary disclosure of FAA records, prior to hire.**
- **Promote FOQA and ASAP.**
- **Promote professional standards and code of ethics.**
- **Mentoring**
- **Publish a Final Rule on crewmember training.**

# Roundtable Safety Forums

## Some recurring topics:

- Need for better screening of pilots (better hiring committees, better training for human resources personnel involved in the process)
- Need to avoid “cookie-cutter” solutions (quantity of flight hours alone is not enough – need to define qualities, leadership characteristics, nature of experience as well)
- More effective use of scenario-based training (use data from individual carrier’s actual operations vice “canned” scenarios).
- Consider using social media to improve communication and facilitate mentoring relationships.
- Rethink “upgrade” training (should be ongoing)

# Focused Training Inspection

- **The public perceives that “regional” airlines are not held to the same standards.**
- **Objectives of inspection:**
  - Determine if Part 121 air carriers are tracking low-time or poor-performing pilots.
  - Determine if training and qualification programs are effective.

# Focused Training Inspection

- **Of all non-AQP Part 121 air carriers (n=85):**
  - Approximately 90% require following SOP to develop positive patterns of behavior.
  - Approximately 60% of air carriers manage and track low-time crewmembers.
  - Approximately 75% of air carriers manage and track poor-performing crewmembers.
  - Approximately 65% of air carriers assess the effectiveness of remedial actions.
  - Approximately 65% of air carriers conduct trend analysis on their training programs.
- **We intend to publish guidance to operators on how to incorporate these elements.**



# Voluntary Disclosure of Records

- **The Pilot Records Improvement Act requires an air carrier to review 5 years of pilot records, prior to placing the pilot in service.**
- **Current requirements:**
  - Current certificates and history of enforcements
  - Prior employment records, including performance
  - National Driver Registry.
- **Administrator Babbitt has requested air carriers also ask for voluntary disclosure of additional FAA records, including all notices of disapproval.**

# Promoting Voluntary Programs

- **In June, 2009, Administrator Babbitt wrote all part 121 air carriers to request:**
  - Participation in ASAP and FOQA;
  - Development of processes for data analysis.
- **FAA is requesting air carriers also provide ASAP data to the Aviation Safety Information Analysis and Sharing System (ASIAS).**

# Promoting Professionalism

- **We cannot regulate professionalism.**
- **Administrator Babbitt has requested the assistance of employee organizations to establish:**
  - Professional standards and ethics committees;
  - Published codes of ethics.

# Mentoring

- **We all agree, mentoring is a good thing.**
- ***What does mentoring look like?***
- **We wish to promote mentoring between:**
  - Captains
  - Captains and first officers
  - First officers

# Other FAA Activities

- **NPRM: New Part 121 crewmember training and qualification requirements.**
  - Based on comments to the NPRM, the FAA will issue an SNPRM in Spring 2010.
- **ANPRM: Training and qualification requirements to enter air carrier operations**
- **Changes to training on approach to stalls**
- **Changes to training for aircraft equipped with “stick pushers”**

# Advanced Qualification Program

- **Pros**

- Replaces programmed hours with proficiency-based training and evaluation, integrating crew resource management, derived from a detailed job task analysis.
- Incorporates data-driven quality control processes for validating and maintaining the effectiveness of curriculum content.
- Permits the flexibility to target critical tasks during training.

# Advanced Qualification Program

- **Cons**

- Perception that AQP permits an air carrier to reduce programmed hours and therefore provide less training.
- Perception that AQP permits an air carrier to increase the interval between evaluation events.
- Perception that air carrier training programs must be standardized. AQP leads to tailored programs.

# Congressional Support

- **House Resolution 3371 “*Airline Safety and Pilot Training Improvement Act*”**
  - Passed the House on October 15, 2009



# Multi-Crew Pilot License (MPL)

- Although we currently have no plans to implement MPL, FAA remains open to future discussions.
- Our ANPRM will most likely solicit industry input on MPL.

# Simulator Training

- **FAA view:**
  - *We cannot afford to make Perfect Training the enemy of Perfectly Good Training when aviation safety is at stake!*
- **We must still recognize certain limitations of simulators:**
  - Data are not available at certain extremes;
  - G-loading cannot be accurately duplicated in upset training.

# Questions?

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