



# **FAMILIES OF CONTINENTAL FLIGHT 3407**

## **GAMEPLAN FOR AVIATION SAFETY IMPROVEMENTS**

### **AREAS TO BE ADDRESSED**

100% Access to Pilot Records in Hiring

Best Practices – Pilot Training and Remedial Programs

Best Practices – Safety Mgmt. Systems (FOQA, LOSA, ASAP)

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 1<sup>st</sup> 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 of autopilot in icing conditions, and requirement for low-airspeed warning systems.

**LEGISLATION TO ADDRESS ANY REMAINING GAPS AS NEEDED**