



Maintaining Safety and Pilot Supply

1. Support and preserve current safety regulations.

Public Law 111-216 and the FAA rule changes to first officer minimum qualifications (FOQ) that took effect in 2010 and 2013, respectively, have improved the overall safety of our airspace system.

Prior to 9/11, many airlines maintained minimum hiring requirements that were much greater than the current 1,500 hours required for an Air Transport Pilot (ATP) certificate and far higher than the requirements that exist for the Restricted ATP (R-ATP). After 9/11, airlines began to lower their standards in order to attract more pilots, which led to an increase in accidents and a reduction in overall safety.

While some may point to a single accident in 2009 that led to a change in first officer qualifications, the FAA has identified 31 accidents over a 10-year period that were addressed by the rules published in 2013. Four notable accidents include:

- ▶ Pinnacle (Northwest Airlin) Flight 3701, October 14, 2004, Jefferson City, MO
- ▶ Corporate Airlines (dba American Connection) Flight 5966, October 19, 2004, Kirksville, MO
- ▶ Comair (Delta Connection) Flight 5191, August 27, 2006, Lexington, KY
- ▶ Colgan Air (Continental Connection) Flight 3407, February 12, 2009, Buffalo, NY

Since passage of the Airline Safety and FAA Extension Act of 2010, there have been no passenger fatalities due to an accident of a U.S. Part 121 passenger airline. In fact, in the two decades prior to enactment of this aviation safety measure, there were more than 1,100 airline passenger fatalities (Part 121), according to the National Transportation Safety Board.

2. Pilot supply remains strong in the United States.

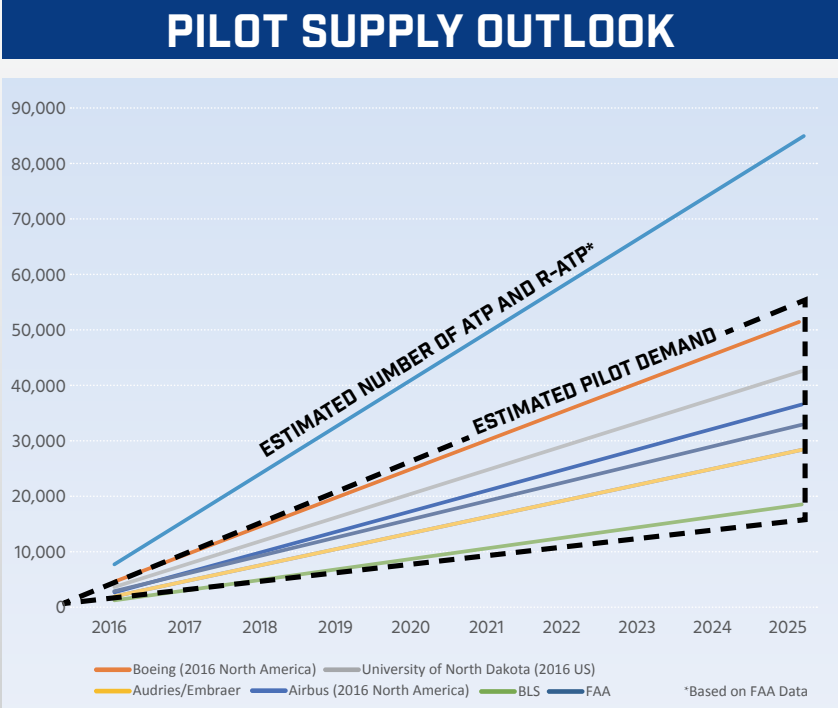
The current number of ATP/R-ATP issuances remains strong. More than 26,000 have been issued since July 2013, including more than 4,000 R-ATP certificates. This exceeds the most optimistic pilot forecast needs.

3. Air service to small communities is impacted by economics, not by pilot supply.

Access to and from many small communities has increased since 2012. Newer, larger aircraft have also increased the number of seats available even though, in some cases, the number of departures has decreased. Passenger demand—not availability of pilots—is what drives an airline’s decisions on which markets to serve. Airlines will go where they can make money and leave markets where they are losing money.

4. Airlines that have increased pay, benefits, quality of life, and flow-through programs have had no problem hiring pilots.

However, there are still many regional airlines offering first-year salaries below \$30,000. Basic economics should drive up these salaries if these airlines want to remain competitive in the U.S. market. Rolling back the qualification requirements for first officers will **not** improve the hiring numbers at these airlines. Pilots will go to the airlines that offer the best career progression and quality of life.

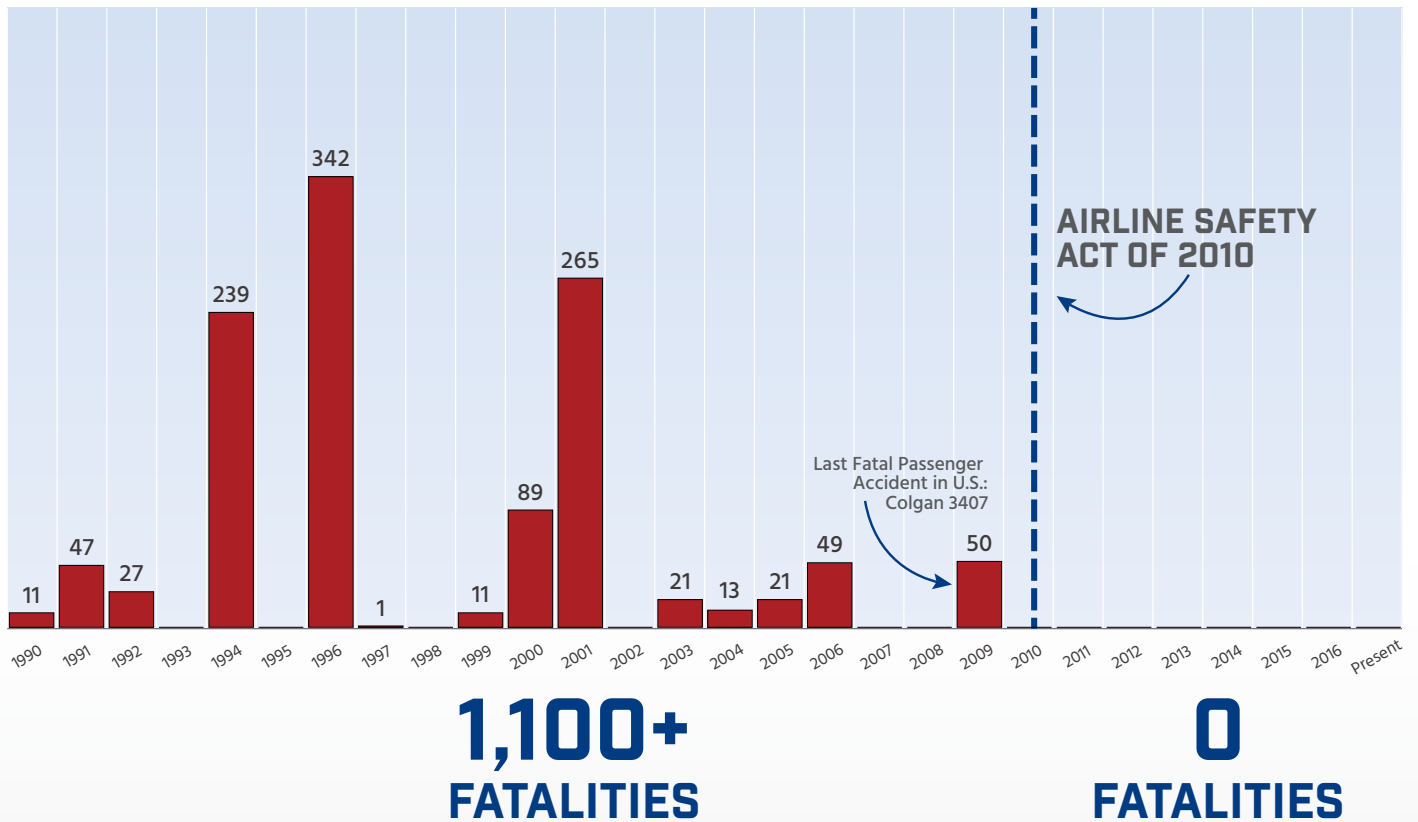


IT'S NO ACCIDENT: THE NUMBERS DON'T LIE

#SAFESKIES



PART 121 PASSENGER AIRLINE ACCIDENT FATALITIES



Source: NTSB