

IPA Flight Times

I N D E P E N D E N T P I L O T S A S S O C I A T I O N

IPA/CAPA Meet with FAA Chief



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Representatives from the Coalition of Airline Pilots Association met Feb. 8 with Marion Blakey, administrator of the Federal Aviation Administration, on issues critical to the safety and security of the commercial airline industry. Attending the meeting with CAPA President Jon Safley were Wendell Pope (NPA), CAPA's safety chair, Bob Brown, Michael Moody and Luke Pyles, all of the IPA, and David Ross of Teamsters Local 1224.

Among the topics the pilots brought to Blakey's attention were improved pilots' licenses, a task that the FAA is charged with under the Intelligence Reform and Terrorism Act, signed by President Bush on Dec. 17, 2004. CAPA has urged the FAA to include biometric identifiers on the new IDs and to extend the program to all individuals authorized to ride in the cockpit, including FAA inspectors.

Also discussed was the overriding concern of our pilot group on the negative impact fatigue has on safety. CAPA was able to remind Blakey that the FAA published an NPRM in 1996 proposing changes to duty and rest rules and there has been no action for the past nine years. The only way we are going to be able to correct this huge hole in our safety system is for the FAA, Management and Labor to work together to implement current scientific knowledge into a new set

of rules and regulations that address the serious negative impact fatigue has on aviation today.

As for crewmember rest rules, one of the specific items of discussion that has a daily impact on crewmember's lives is that reserve crewmembers operating internationally do not have the "look-back" rest protection that domestic crewmembers must have. Currently, under the guidelines of the Whitlow Letter, all domestic crewmembers must be able to show at least eight hours of uninterrupted rest within the past 24 hours at the completion of duty. A glaring loophole is that this basic safety component does not apply to international or FAR 121 Supplemental operators.

Finally, CAPA wanted to ensure that data collected through the Flight Operational Quality Assurance (FOQA) and Aviation Safety Action Programs (ASAP) is shared and acted upon. In addition, the pilots detailed CAPA's opposition to cameras in the cockpit.

"Administrator Blakey was very receptive to our concerns, so it was a good meeting for us," said Safley. "Both she and Peggie Gilligan (the deputy associate administrator for aviation safety) said they appreciated being able to talk directly with pilots about these issues."

The Coalition of Airline Pilots Associations is a trade association that represents the pilots who fly for American Airlines, UPS, ABX Air, Southwest and Air-Tran. CAPA's mission is to address security and safety issues that affect their membership.

FAA Administrator Blakey Hears CAPA/IPA Concerns



IPA and CAPA representatives met with FAA Administrator Marion Blakey Tuesday, Feb. 8 to discuss issues related to safety. Topics of concern included Flight Time Duty limitations, Pilot IDs with biometrics, and information sharing from FOQA and ASAP programs. (Left to Right:) Dave Ross (IBT 1224), Wendell Pope (NPA), IPA Safety Director Bob Brown, Administrator Blakey, CAPA Pres. Jon Safley, IPA Government Affairs Chair Luke Pyles, and IPA Safety Deputy Director Mike Moody Jr. (IPA).