



Committee on Transportation and Infrastructure
U.S. House of Representatives

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Washington, DC 20515

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Christopher P. Bertram, Staff Director

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April 28, 2015

SUMMARY OF SUBJECT MATTER

TO: Members, Subcommittee on Aviation
FROM: Staff, Subcommittee on Aviation
RE: Roundtable Policy Discussion on “Ensuring the Safety of Our Nation’s Aviation System.”

PURPOSE

On Thursday, April 30, 2015, at 2:00 p.m., in 2167 Rayburn House Office Building, Members of the Subcommittee on Aviation will participate in a roundtable to discuss aviation safety issues and policies as the Committee on Transportation and Infrastructure works toward the reauthorization of the Federal Aviation Administration (FAA).

The Subcommittee will hear from:

- The Honorable Christopher A. Hart- Chairman of the National Transportation Safety Board;
- Matthew Hampton- Assistant Inspector General for Aviation Audits, Office of Inspector General, Department of Transportation;
- Faye Malarkey Black- Interim President, Regional Airline Association;
- Mark Baker- President and CEO, Aircraft Owners and Pilots Association; and
- Captain Chesley B. Sullenberger, III- on behalf of the Families of Continental Flight 3407.

BACKGROUND

The United States’ airspace and its internationally-assigned airspace is the most expansive in the world, covering roughly 30.2 million square miles comprising more than 17 percent of the world’s airspace.¹ Within this large airspace, a variety of aviation operations occur. Currently, there are roughly 199,000 general aviation aircraft based in the United States

¹ Federal Aviation Administration. “Air Traffic Organization.”
https://www.faa.gov/about/office_org/headquarters_offices/ato/

and there are about 593,000 active pilots.² In 2014, commercial aviation transported over 660 million passengers domestically. The United States aviation system is one of the safest in the world due to the collaborative efforts of Congress, the FAA, industry, and other stakeholders. The last fatal domestic commercial aviation accident occurred in 2009, when Continental Flight 3407 tragically crashed near Buffalo, New York. In the past decade, the rate of general aviation accidents has decreased.³

In order to maintain and improve aviation safety, Congress has taken various actions to address new and emerging safety concerns. In 2010, Congress passed the *Airline Safety and Federal Aviation Administration Extension Act of 2010* (P.L. 111-216), which contained a number of provisions addressing safety concerns raised after the aforementioned Continental Flight 3407 accident. The Act, among other things, directed the FAA to finalize regulations to reduce pilot fatigue and to improve airline pilot training and minimum qualifications. The FAA has implemented many of these provisions, but has yet to complete work on the Act's requirement for a centralized database of pilot records, among other things.

In the *FAA Modernization and Reform Act of 2012* there were provisions to improve aviation safety, including aviation worker training, foreign repair station oversight, FAA facility staffing, and expeditious certification of new safety-enhancing technologies. While the FAA has implemented many of the provisions, more work remains to be done.

KEY ISSUES

- Implementation of safety provisions in previous legislation
- Aircraft tracking and recovery
- General aviation safety
- Training for aviation professionals
- Streamlined approach for safety enhancing equipment on small general aviation aircraft

²Bureau of Transportation Statistics. "Passengers" http://www.transtats.bts.gov/Data_Elements.aspx?Data=1 and General Aviation Manufacturers Association "General Aviation Statistical Databook and 2015 Industry Outlook" http://www.gama.aero/files/GAMA_2014_Databook_LRes%20-%20LowRes.pdf

³"General Aviation Safety Record: Current and Historic" <http://www.aopa.org/About-AOPA/General-Aviation-Statistics/General-Aviation-Safety-Record-Current-and-Historic>

ATTENDEE BIOGRAPHIES

The Honorable Christopher A. Hart, Chairman

National Transportation Safety Board (NTSB)

- Christopher A. Hart was sworn in as Chairman of the National Transportation Safety Board on March 17, 2015.
- Chairman Hart was Deputy Director for Air Traffic Safety Oversight at the FAA as well as the FAA Assistant Administrator for System Safety.
- Chairman Hart holds a law degree from Harvard University and Master's and Bachelor's degrees in Aerospace Engineering from Princeton University.
- Chairman Hart is a licensed pilot with commercial, multi-engine, and instrument ratings.

Matthew Hampton, Assistant Inspector General for Aviation Audits

Office of Inspector General, Department of Transportation (DOT IG)

- Mr. Hampton has been with the DOT IG since 1998 and has over 25 years of experience in auditing and evaluating aviation programs.
- Mr. Hampton's federal service includes experience with the U.S. Government Accountability Office and the House of Representatives' Committee on Transportation and Infrastructure, Subcommittee on Aviation.
- Mr. Hampton received his bachelor's and master's degrees from American University.

Faye Malarkey Black, Interim President

Regional Airline Association (RAA)

- Ms. Black was appointed Interim President of Regional Airline Association on February 9, 2015.
- Prior to her current position, Ms. Black was Senior Vice President of Government Affairs for RAA.
- Prior to joining RAA, Ms. Black served as an executive at Smithbucklin, the world's largest trade association management company.
- Ms. Black graduated summa cum laude from the Honors College at the University of Pittsburgh.

Mark Baker, President and CEO

Aircraft Owners and Pilots Association (AOPA)

- Mr. Baker became the fifth president of AOPA on September 6, 2013.
- Mr. Baker is a longtime general aviation pilot and holds numerous ratings and certificates, including a commercial pilot certificate, single- and multi-engine seaplane ratings, rotorcraft rating, and type ratings in the Cessna Citation 500 and 525s.
- Mr. Baker is a graduate of the University of Minnesota.

Captain Chelsey B. Sullenberger, III.

On behalf of the Families of Continental Flight 3407

- Captain Sullenberger is an aviation safety expert and accident investigator, serves as a CBS News Aviation and Safety Expert, and is the founder and chief executive officer of Safety Reliability Methods, Inc.
- Captain Sullenberger enrolled at the United States Air Force Academy in 1969.
- After serving in the Air Force, Captain Sullenberger became an airline pilot with Pacific Southwest Airlines, later acquired by US Airways, until his retirement in March 2010.
- Captain Sullenberger has a bachelor's degree in psychology and two master's degrees: one in industrial psychology from Purdue University and one in public administration from the University of Northern Colorado.