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Assignment 4- Flying Cheap

1. Who created the regional carrier system?
 - a. **Major airlines**
 - b. FAA Administration
 - c. Congress, as part of 1978 deregulation
2. Why were regionals created? (select all that are true)
 - a. **To feed the hubs at which point passengers transfer to major carrier aircraft**
 - b. **To cut costs for the majors**
 - c. To reduce pollution and greenhouse gases by flying smaller aircraft
3. What percentage of daily US domestic flights are regional carriers?
 - a. About 20%
 - b. **Over 50%**
 - c. Nearly 80%
4. Code-sharing means
 - a. Secret phrases used by pilots to enable communication which is not understood by terrorists
 - b. **Carriers presenting a flight which they are selling as it is provided by them when it might be provided by someone else, where that someone else is basically a subcontractor for the carrier selling the ticket**
5. Carriers code share in part to provide a “seamless experience” for the traveling public:
True or False
6. Regional carriers can have lower experience and training standards than major carriers:
True or False
7. Regional flights, especially in turboprops, mean (select all that are true)
 - a. Perhaps as many as 8-10 segments in a day
 - b. **Flying in the weather than above it**
8. Starting regional pilots can expect to make
 - a. **\$20,000 or less per year**
 - b. At least \$40,000 per year
 - c. More than \$60,000 per year
9. Regional pilots can be on duty for 80 hours per week but only get paid for 20: **True** or False

10. Average salary for a regional captain is:
 - a. \$28,000
 - b. \$42,000
 - c. **\$73,000**
11. Average salary for a first officer in a regional airline is about half that of a captain: **True** or False (**it's a bit less than half, between \$32k and \$33k**)
12. A regional first officer at Colgan Air could upgrade to captain in
 - a. **Less than a year**
 - b. 3 years or more
 - c. 5 years on average
13. How do major carriers and regionals differ in terms of the mentoring of newer pilots by more experienced pilots? **Major carriers have that mentoring program implemented, regional carriers do not.**
14. In some contracts, regional carriers could be paid for completing a segment within a given time frame. This could create (select all that are true)
 - a. **Incentive to compromise safety in order to get paid**
 - b. **Incentive to falsify duty records in order for a crew to complete the day's segments**
 - c. **Pressure on pilots to fly when they are fatigued**
15. If you board a SkyWest flight which is a Delta code share, and the aircraft has a "Delta Connection" painted on it, who is legally liable for the safety of that flight?
 - a. Major carriers are liable for the safety (or lack of it) on the part of their code-share carriers, so in this case Delta is legally liable.
 - b. **Code-share carriers typically agree to hold harmless the parent carrier, so in this case it would be SkyWest, not Delta, who is responsible.**

Notes:

Continental 3407 crashed in Buffalo on February 12th, 2009. It was the deadliest aircraft accident in 8 years; “watershed accident”. Watershed: A critical point that marks a division or a change of course; a turning point. Major airlines created the regional industry as a way of lowering costs.

At 10:16 control suddenly lost contact with the crew. 51 died. The flight was operated by a smaller carrier called Colgan Air. The cause of the crash was not because of icing but because of pilot error. The initial reaction to the stall warning was incorrect. NTSB believed it was a recoverable stall. The final decent landing gear came down and they started to lose speed very quickly. “Wheel shaker” came on to warn the pilot that the plane was going to slowly to fly. Instead of pushing on the wheel like he should have, he pulled back. The speed got even slower. The “pusher” came on (this is when the plane tries to push the nose itself to gain speed). The captain pulled back once again. Then, the first officer put the flaps up. The plane stalled, spun, and crashed.

Captain: Marvin Renslow, 47 years old. Hired in 2005 with only 618 flying hours (less than half the time required by most major airlines). He had failed 5 performance tests, some of which Colgan had failed to discover.

1st officer: Rebecca Shaw, 24 years old. Hired in 2008. Made less than \$16,000 in her first year at Colgan.

Colgan Air: Based in Virginia. Started in 1965 by Charles (Chuck) Colgan, a former Air Force pilot. Got a big break in the 70’s due to deregulation.

Deregulation brought increased competition and lower air fares. It also brought a new operating model called “Hub and Spoke”. Major airlines created central hubs in big cities and turned to small regionals or commuters to feed their network. This new model of contract flying was called a code-share. Regionals were paid a set price on each flight completed, regardless of how many passengers they carried.

Since 2002, the last 6 fatal commercial airline accidents in the U.S. involved regionals. In 4 of those the NTSB cited pilot error.

Turboprops- flying IN the weather.

FAA limit pilots to 8 hours of flight time a day, pilots may be on duty for up to 16 hours a day. May be on duty for 80 hours a week and only get paid for 20. Pilots are paid

hourly. Starting pay for 1st officers is typically \$21 an hour. The average annual salary for a regional captain is \$73,000; the average for a 1st officer is \$32,000- \$33,000.

It usually takes 5 to 10 years to go from 1st officer to captain in major airlines; you can make it to captain within a year in regionals.

Regionals are liable for anything that happens on their flights; the major airline they have a contract with is completely detached from this.

The FAA protects airlines. Their purposes are: 1) Safety 2) Promote aviation. After the ValueJet crash, legislation removed #2 from the mandate BUT added a footnote saying they weren't going to change how they did their business.

Partnership contracts: Voluntary self-evaluations and reports.

Customer Service Initiative sent the wrong message to the industry; "Look, I can cut a deal."

Prior to 3407 it had been 2 and a half years since the last fatal commercial airline accident in the US.

Q-400: Type of plane that crashed in Buffalo. Colgan started flying passengers on Q-400 in February of 2008.

"Call to Action": Encourages all airlines to share their best safety practices.

50% of flying is done by regionals.