

NTSB Code-Sharing Symposium

Domestic Code-Sharing – Safety Interactions

Panel 3

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Compass Airlines

Mark Millam

Director of Safety & Compliance

Delta Air Lines

Ken Hylander

SVP – Corporate Safety, Security & Compliance

Republic Airways Holdings

Brad Elstad

VP – Safety & Regulatory Compliance

US Airways

Paul Morell

VP – Safety & Regulatory Compliance

Agenda

1. Airline Overviews
2. Managing Alliances – Approach to Codeshare Safety
3. Safety Information Sharing Opportunities
4. Delta Connection Safety Alliance
5. US Airways Express Safety Alliance
6. Republic Airways Holdings – Safety Oversight
7. Continuous Improvement
8. Summary

Delta Air Lines, Inc.

Company Overview – Key Facts

1. As of November 1, 2010, peak-day departures total 5,900 system-wide
 - 2,400 mainline departures
 - 3,500 Delta Connection departures
2. Current fleet totals are 721 mainline aircraft and 637 Delta Connection aircraft
3. Delta, and our Delta Connection partners, fly to 354 destinations in 65 countries
4. Hubs in Atlanta, Minneapolis, Detroit, New York, Los Angeles, Cincinnati, Salt Lake City, Memphis, Amsterdam, Tokyo and Paris
5. More than 75,000 employees worldwide

Delta Connection Overview

1 Wholly-Owned Subsidiary and 7 Independent Partners

The Delta Connection fleet consists of 637 regional aircraft including:

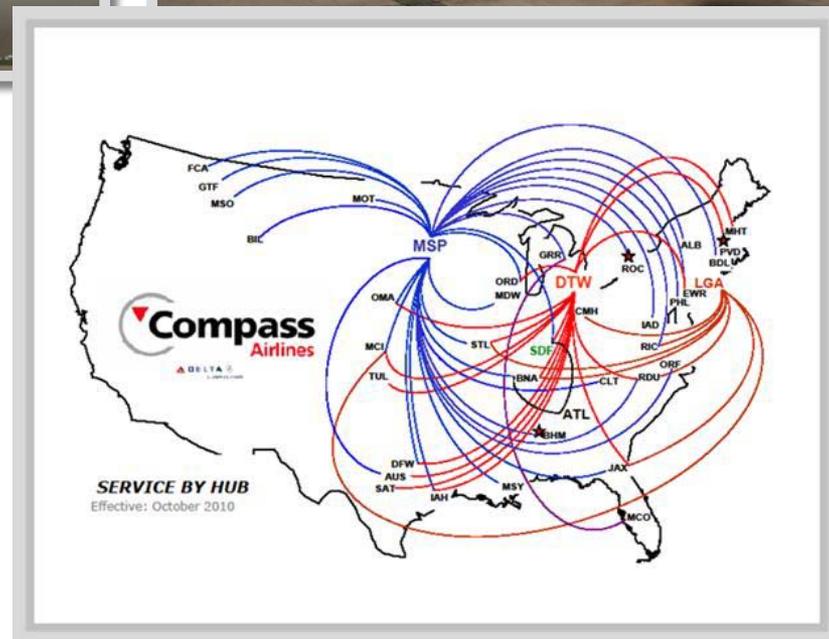
1. CRJ-200/700/900
2. EMB-145/175
3. Saab 340



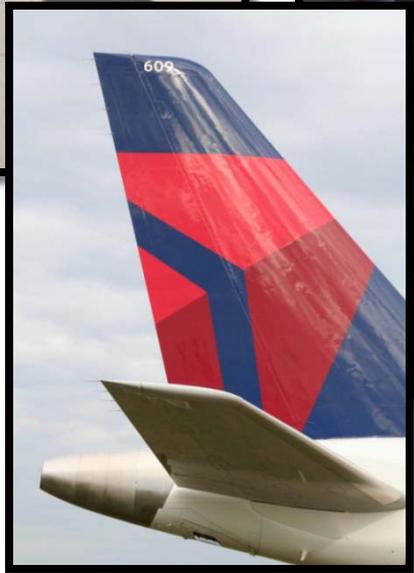
Compass Airlines Overview



1. Compass Airlines' fleet consists of 36 EMB-175 aircraft
2. Dedicated service for Delta Connection



Compass Airlines Overview



US Airways

Company Overview

1. System-wide, US Airways and US Airways Express offer 3,200 daily departures
 - 1,250 US Airways Mainline
 - 1,900 US Airways Express
2. Current fleet totals As of October 2010, The US Airways mainline fleet consists of 339 aircraft
3. US Airways and US Airways Express serve 201 destinations in 28 countries:
 - 157 domestic destinations
 - 44 international destinations
4. Hubs in Charlotte, Philadelphia, and Phoenix, with a focus-city in Washington, D.C.
5. Over 31,000 employees

US Airways Express Overview

2 Wholly-Owned Subsidiaries and 6 Independent Partners

1. The US Airways Express fleet includes 294 aircraft:
 - CRJ-200/700/900
 - EMB-145/170/175
 - Dash-8 100/200/300
 - Saab 340
2. 1,900 daily departures to 146 destinations



Republic Airways Holdings, Inc.

Company Overview – Key Facts



1. Currently own five airlines with independent certificates
2. Two distinct businesses, company established in 1974
 - Branded operation: Frontier Airlines
 - Code Share operation
 - Regional partner/marketing agreement with 5 major airlines
 - All flights use livery of code share partner
 - Where we fly is determined by partner
3. As of November 2010, departures total >1600 system-wide
4. Operations serve 130 domestic destinations in 42 states plus Canada, Mexico, Costa Rica
5. Branded hubs in Denver, Milwaukee; Focus city in Kansas city
6. Over 11,000 employees company wide

Republic Airways Holdings Overview

5 Certificated Air Carriers



The Republic Airways branded fleet consists of 91 aircraft including:

1. EMB-135/145
2. EMB-170/190
3. A318/319/320

The Republic Airways code share fleet consists of 163 aircraft including:

1. EMB-140/145
2. EMB-170/175



Managing Alliances

Approach to Codeshare Safety

1. Philosophically, we view passengers flying on regional carriers as our own
2. We recognize our partners are individually certificated carriers with their own management and safety requirements
3. Our goal is to ensure our alliance partners have robust safety programs
4. Policy on oversight of alliance partners is documented in our Quality Program
5. No difference in handling based upon ownership

Managing Alliances

Approach to Codeshare Safety

1. Regulations do not require any audit oversight of US codeshare partner
2. Domestic codeshares managed per mainline carrier's FAA accepted codeshare program requirements
 - A. Programs require continuous monitoring of codeshare partner
 1. Routine surveys
 2. Ongoing monitoring
 - Performance data
 - Commercial data
 - News services
 - B. Mainline carrier may conduct inspections/audits periodically based on risk observed

Safety Information Sharing is Routine in Aviation

Multiple Opportunities to share:

1. Safety councils:
 - Air Transport Association (ATA)
 - Regional Airlines Association (RAA)
 - Joint ATA/RAA
2. Numerous industry safety conferences sponsored by FAA, FSF, etc.
3. Industry data sharing forums
4. Carrier to carrier Interaction
5. Air carrier safety alliances

Air Carrier Safety Alliances

1. Been in place in various forms for years
 - International Alliances
 - Domestic Alliances
 - Holding Company Alliances
2. Evolved based on the unique circumstances of each Alliance
3. Have always focused on sharing of safety information
4. Continuous improvement expectation for everyone

Delta Connection Safety Alliance

Background/Objective:

1. The Safety Alliance is designed to manage consistent and robust safety and quality programs across all carriers in the alliance
2. Programs are over and above regulatory requirements
 - Standards are intended to go beyond the baseline regulatory requirements by establishing and maintaining an infrastructure to effectively support one level of safety
3. A controlled document titled “Delta Connection Carriers Non Regulatory Safety Programs Standards”
 - Formally summarizes the concepts, principles and practices and formulates them into agreed upon standards
 - Continuously evolving standard
4. Program has roots going back to 2002

Delta Connection Safety Alliance

1. Participation
 - FAR 119 Directors of Safety
 - Chaired by Delta
2. Alliance safety group meets monthly via conference call
 - Standing agenda
 - Face to face meetings quarterly, hosted by carriers on alternating basis
 - Formalized agendas, minutes and action items

Delta Connection Safety Alliance

Current Program Standards:

1. Monthly meeting participation
2. Single standard for safety metrics
 - Employee injuries
 - Aircraft damage
 - Operational Difficulty Index – Events which occur as a result of an aircraft mechanical condition that could affect safety or cause the perception of an unsafe condition
 - Flight Safety Incidents – Events which could affect safety where the pilots and/or Flight Operations could have been reasonably able to prevent the event from occurring
3. Collaboration and information sharing
4. Sharing of accident and incident investigation results
5. Participation in 5 Voluntary Safety Programs

Delta Connection Safety Alliance

Participation in 5 Voluntary Safety Programs:

1. IATA Operational Safety Audit (IOSA) – All
2. ASAP and/or other safety reporting mechanisms for pilots – All
3. FOQA and/or Flight Data monitoring program – 6, remaining 2 in progress
4. Special Winter Operations Airports (SWOA) Program – All
5. Advanced Qualification Program (AQP) for Flight Training – 2, remaining 6 in progress

Delta Connection Flight Training Forum

1. Sharing Best Practices
 - Training Department Organization
 - AQP Implementation
 - Data Collection & Reporting
 - Stall Training
2. Prioritizing high-interest training issues:
 - AQP
 - Development of Instructional Programs
 - Qualification Standards
 - SMS
 - Documenting Program Improvement with Data
3. Addressing Industry Guidance
 - SAFOs
 - InFOs
 - CAST Initiatives

US Airways Express Safety Alliance

Background/Objective:

1. The Safety Alliance is designed to manage consistent and robust safety and quality programs across all carriers in the alliance
2. Explore ways of raising the “safety bar” through a “partnership approach”, i.e., collaborative problem solving
3. Standardize policies and procedures to allow consistent application by all US Airways Express carriers
4. Share data to address real concerns

Programs are over and above regulatory requirements

- Standards are intended to go beyond the baseline regulatory requirements by establishing and maintaining an infrastructure to effectively support one level of safety

US Airways Express Safety Alliance

Safety Alliance Structure:

1. Safety Partnership Task Force
2. Directors of Safety Alliance

US Airways Express Safety Alliance

1. Safety Partnership Task Force (started in 1999)
 - Meets semiannually
2. Participation
 - US Airways
 - US Airways Express carriers
 - FAA representation from respective certificate offices
 - FAA Regional Offices
3. US Airways Express Ground Deicing Manual
4. US Airways Express Ground Operations Manual

US Airways Express Safety Alliance

Directors of Safety Alliance:

1. Participation

- FAR 119 Directors of Safety
- Chaired by US Airways & Piedmont Airlines

2. Alliance Safety group meets quarterly

- Standing agenda
- Formalized agendas, minutes and action items

3. Goals and Objectives:

- Enhance safety at Express carriers and US Airways
- Share best practices
- Assist in implementation and enhancement of safety programs
- Identify hazards and share risk mitigation strategies
- Address industry guidance (SAFOs, InFOs, and CAST Initiatives)
- Share data

US Airways Express Safety Alliance

Current Program Standards:

1. Quarterly meeting participation
2. Data sharing
 - Flight Safety Index – Events which could affect safety as the result of a mechanical condition or Flight Operations
 - Relevant ASAP/FOQA data
 - Significant events
3. Top 3 high risk events & mitigation efforts
4. Sharing of accident and Incident investigation results
5. Participation in Five Voluntary Safety Programs

US Airways Express Safety Alliance

Participation in five voluntary safety programs:

1. IATA Operational Safety Audit (IOSA) – All
2. ASAP and/or other safety reporting mechanisms for pilots – All
3. FOQA and/or Flight Data monitoring program – 7, remaining carrier in progress
4. Safety Management System (SMS) – 5 in FAA pilot, 3 to join
5. Advanced Qualification Program (AQP) for Flight Training – 2, remaining 6 in progress

Republic Airways Holdings

Safety Oversight



1. All certificates are stand alone air carriers with dedicated Part 119 personnel
2. Collaborative safety approach internally between certificates
 - Strive for standardization of safety program throughout all certificate
3. Collaborate with partners in development of industry voluntary safety programs
 - Development of Threat and Error Management (TEM) with Delta
 - Development of Safety Management System (SMS) with US Airways
4. Standardization of safety metrics between RAH certificates and partners
5. Information and audit data sharing both ways
 - Aircraft damage conference call
 - Quarterly meetings with partners
 - Sharing of industry best practices
 - Promotion of 'learning culture'

Continuous Improvement

1. Continued participation in industry data sharing opportunities
2. Incorporation of all voluntary safety programs at all carriers
3. Continued cooperation between ATA and RAA Safety Councils
4. Implementation of a Safety Management System (SMS) at all carriers
5. Continued sharing of data and best practices

Domestic Code-Sharing – Safety Interactions

Summary

Ensuring alliance partners have robust safety programs by:

1. Continuous improvement
2. Safety information sharing
3. Routine safety alliance meetings
4. Voluntary Safety Program Incorporation