Perspectives on Flight Time/Duty Time
for All-Cargo Operations

Honorable Mark R. Rosekind, Ph.D.
Board Member

Air Cargo Safety and Security: Closing the Gaps
ALPA Cargo Conference
April 16, 2012
Federal Agencies: Transportation

NTSB

FRA

PHMSA

FHA

DOT

FTA

FAA

FMCSA

NHTSA

MA
The NTSB is charged with:

1) determining the probable cause of transportation accidents

2) making recommendations to prevent their recurrence
“Swiss Cheese” Model (Reason)

Successive layers of defenses, barriers, and safeguards
Guantanamo Bay Cuba (August 1993)

First NTSB major aviation accident to cite fatigue as probable cause

- acute sleep loss, sleep debt, circadian disruption
“The National Transportation Safety Board determines that the probable causes of this accident were the impaired judgment, decision making, and flying abilities of the captain and flight crew due to the effects of fatigue…”
Lubbock, TX (January 27, 2009)

2 injuries
Probable Cause/Contributing Factors

“Contributing to the accident were . . .

4) fatigue due to the time of day in which the accident occurred and a cumulative sleep debt, which likely impaired the captain’s performance.”
MOST WANTED LIST

A program to increase the public’s awareness of, and support for, action to adopt safety steps that can help prevent accidents and save lives.

The following are ten of the current issues:

- Addressing Human Fatigue
- General Aviation Safety
- Safety Management Systems
- Runway Safety
- Bus Occupant Safety
- Pilot & Air Traffic Controller Professionalism
- Recorders
- Teen Driver Safety
- Addressing Alcohol-Impaired Driving
- Motorcycle Safety
NTSB Recommendations

• MOST WANTED since 1990
• ~200 fatigue recommendations
Complex Issue: Requires Multiple Solutions

- Scheduling Policies and Practices
- Education
- Organizational Strategies
- Raising Awareness
- Healthy Sleep
- Vehicle and Environmental Strategies
- Research and Evaluation
Honorable John K. Lauber:

No Accident ≠ Safe Operation
New FAA HOS Rule: NTSB Chairman Hersman’s Comments

- pleased that the FAA issued a long-awaited science-based rule for flight and duty time
- DOT Secretary/former Administrator worked for years to shepherd this contentious rule through the process
- applaud the leadership of DOT and FAA for bringing it across the finish line
- not a perfect rule, it is a huge improvement over the status quo for large passenger-carrying operations

NTSB Press Release December 21, 2011
New FAA HOS Rule: NTSB Chairman Hersman’s Comments

- extremely disappointed that the new rule is limited to Part 121 carriers
- a tired pilot is a tired pilot, whether there are 10 paying customers on board or 100, whether the payload is passengers or pallets
- FAA said "Fatigue threatens aviation safety because it increases the risk of pilot error that could lead to an accident."
- particularly a concern for crews that fly "on the back side of the clock."

NTSB Press Release December 21, 2011
Physiology is the Constant

Same brain, physiology, sleep needs, and circadian factors:

Across all aircraft and operations
Changing Safety Culture

Safety goal . . .
National Transportation Safety Board

NTSB