



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 24 2009

Dear Air Carrier:

At the June 15 Call to Action on Airline Safety and Pilot Training, the Federal Aviation Administration (FAA) worked with major and regional carriers and pilots to seek common strategies for reducing risk.

As a result of this meeting, the FAA has made the creation of a new flight and rest rule based on fatigue science a high priority, with an aggressive timeline. In addition, FAA will review pilot training requirements in light of the changes in airline pilot entry level demographics, with emphasis on scenario based training and operations beyond normal flight profiles. Principal operations inspectors for each carrier will conduct a special review of air carriers' training and checking programs by the end of the fiscal year. This effort will also include a review of air carrier procedures for identifying and tracking pilots who fail often or who repeatedly require additional training.

Another purpose of the meeting was to identify initiatives that operators can immediately and voluntarily incorporate into their operations. I am writing to outline the areas recommended by industry participants in the Call to Action meeting and to request that you affirm, in writing to me by July 31, your company's commitment to adhere to the highest professional standards. I would like to hear from you with specific commitments on these key topics:

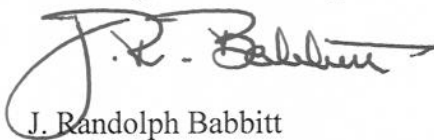
- **Pilot Records:** While FAA pursues appropriate modifications to the Pilot Records Improvement Act of 1996 (PRIA), and amends Advisory Circular 120-68D, I ask that air carriers immediately implement a policy of asking pilot applicants for voluntary disclosure of FAA records, including notices of disapproval for evaluation events. You can find a copy of Advisory Circular 120-68D at http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.list.
- **FOQA and ASAP:** I ask that air carriers who have not done so establish flight operations quality assurance (FOQA) and Aviation Safety Action Program (ASAP) programs, and develop data analysis processes to ensure effective use of this information.
- **Contract Provisions:** I ask that those carriers who have contract provisions with regional, "feeder" partner companies seek specific and concrete ways to ensure that

the partner carriers adopt and implement the most effective practices for safety. For those regional carriers that implement FOQA and ASAP programs, we ask that major airlines have periodic meetings with their feeder airlines to review the data and to constantly emphasize their shared safety philosophy.

As noted at the outset in our Call to Action meeting, cooperative efforts have enabled us to achieve one of the safest periods in aviation history. Indeed, history has shown that we implement safety improvements far more quickly and effectively when we work together to find solutions to the challenges we face in today's aviation environment.

I look forward to receiving your written commitment to implementing these voluntary measures at the earliest opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "J. R. Babbitt", with a horizontal line extending from the end of the signature.

J. Randolph Babbitt
Administrator

Enclosures