



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

800 Independence Ave, SW  
Washington, DC 20591

June 24, 2009

Dear Airline Union:

At the June 15 Call to Action on Airline Safety and Pilot Training, the Federal Aviation Administration (FAA) worked with major and regional carriers, pilots from those carriers, and pilot unions representing those 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 every part 121 carrier's training and checking program 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 on areas that operators can voluntarily incorporate. I have written to all part 121 air carriers and asked them to submit, in writing to me, their commitment to adhere to the highest professional standards. I asked them for specific commitments as follows 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 asked air carriers to implement a policy of asking pilot applicants for voluntary disclosure of FAA records, including notices of disapproval for evaluation events.
- **FOQA and ASAP:** I asked air carriers who have not done so to 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 also encouraged air carriers who have contract provisions with regional, "feeder" partner companies to 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 asked that major airlines have periodic meetings with their feeder airlines to review the data and to constantly emphasize their shared safety philosophy.

I am asking you to work with your local unions at all the airlines to achieve similar commitments. I ask that you affirm in writing by July 31 that they have committed to adhering to the highest professional standards. I would like to hear from you with specific commitments in these areas:

- Establish and support professional standards and ethics committees to develop peer audit and review procedures, and to elevate ethics and professional standards.
- Establish and publish a code of ethics that includes expectations for professional behavior, standards of conduct for professional appearance, and overall fitness to fly.
- Support periodic safety risk management meetings between FAA and mainline and regional carriers to promote the most effective practices, including periodic analysis of FOQA and ASAP data with an emphasis on identifying enhancements to the training program.

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 ask you to join with operators and the FAA in cooperating on this unprecedented effort.

Sincerely,

J. Randolph Babbitt  
Administrator

Enclosures