



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

Aviation Safety

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

September 8, 2023

Mr. Robert Ireland  
Vice President Safety, Maintenance and Engineering  
Airlines for America  
1275 Pennsylvania Avenue, NW Suite 1300  
Washington, DC 20004

First Officer Mee  
Accident Analysis & Prevention, Chair  
Airline Pilots Association International  
7950 Jones Branch Drive Suite 400S  
McLean, VA 22102

Dear Mr. Ireland and First Officer Mee:

Thank you again for agreeing to serve as the industry co-chairs of the Investigative Technologies Aviation Rulemaking Committee (ARC). We continue to work towards our goal of zero serious close calls on runways, a commitment we all made at the Federal Aviation Administration (FAA) Safety Summit in March 2023. As we take a critical look at the U.S. aerospace system's structure and processes, we must also explore requiring new technologies that will get us closer to this goal.

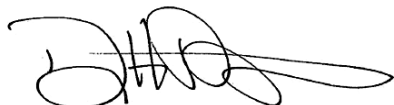
Ahead of our first meeting on September 29, I want to let you know that the FAA will amend the charter to task the Investigative Technologies ARC to provide recommendations on how to require cockpit-alerting technologies designed to reduce runway safety events. These technologies alert the flight crew to take corrective actions when the aircraft is aligned to a surface that is not a runway, when the aircraft is aligned with the incorrect runway, or when a runway is too short. We based this decision on recent recommendations from the Commercial Aviation Safety Team Approach and Landing Misalignment Joint Safety Analysis and Implementation Team.

As we conduct this critical safety work, it is important to further consider how human factors also contribute to these events since alert technologies are only part of the solution to mitigating incursion and loss of separation. Data will continue to inform our approach, and we will continue to develop surface safety information products with pilots in mind.

One serious close call is one too many, and we must act now and consider everything to get us closer to our goal.

I look forward to seeing the committee's work.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Boulter', with a long horizontal flourish extending to the right.

David H. Boulter  
Associate Administrator for Aviation Safety  
Federal Aviation Administration

cc: Charisse Green, FAA Co-Chair