



July 17, 2009

Honorable J. Randolph Babbitt
FAA Administrator
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Mr. Babbitt,

Many thanks for meeting with us this week to discuss areas of mutual interest between the FAA and IATA and how we can best support you and your team going forward.

I thought it might be useful to recap the meeting from our perspective and the follow up items discussed:

- **Safety /IOSA and ISAGO:** We appreciated the opportunity to brief you on the success of IATA's Safety initiatives including the IATA Operational Safety Audit (IOSA) and the newly implemented IATA Safety Audit for Ground Operations (ISAGO). As we discussed, part of the success of IOSA can be attributed to the strong FAA endorsement of the program. We would like to explore the possibility of securing a similar endorsement by the FAA of the ISAGO program. Attached is a draft letter that suggests the type of very high-level endorsement of this program that we are seeking.
- **ITQI:** As we discussed, the IATA Training and Qualification Initiative (ITQI) project is designed to address the aviation industry's need for next generation licensed professionals. While the downturn in the economy has negated short term pilot and maintenance shortages, we will clearly face this challenge as the industry recovers in the future. The program is focused on competency-based training including the MPL program. IATA would like to secure FAA support for this program as we believe it is consistent and supportive of your June 15 Call to Action on Airline Safety and Pilot Training. IATA asks you to confirm that Mr. John Duncan can continue to support the ITQI project going forward.
- **Flight and Duty Time Limitations (FTL) and Fatigue Risk Management (FRM):** We are a strong supporter of your ARC and its efforts to develop and implement new flight time and rest rules. IATA and some of our leading member airlines around the world have significant experience in this area that we would like to share with the ARC at the appropriate time. We greatly appreciate Peggy Gilligan's offer to schedule some time at the ARC to allow us to organize a presentation by these carriers on some of the lessons learned in this area. At the same time, we remain concerned that efforts in this area by the FAA, EASA, other NAAs will result in conflicting regulatory actions that will serve to undermine, rather than to support global safety. We look forward to the opportunity to work with you and your team to ensure appropriate international harmonization in this core safety initiative. We strongly support a global resolution of this important issue under the ICAO scheme. Attached please find IATA's position on that subject.

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- **Global Safety Info Centre:** As we discussed, IATA launched in December 2008 the Global Safety Info Centre, which includes data from safety reports, FDA, IOSA and ISAGO audits as well as the Accident/Incident Database called STEADES. While we agree there are challenges associated with sharing safety data, the potential safety rewards from this program make it mandatory that we continue to tackle all barriers to full implementation. We hope that the FAA can continue to support the Centre and make Jay Pardee as available as possible to continue to provide his invaluable counsel going forward.
- **Ops Specs:** IATA expresses concern about the ongoing appearance of national requirement from foreign operators from the new ICAO standards. IATA wishes to encourage the key aviation regulator agencies (including FAA, EASA & ICAO) to coordinate their issues in order to maintain a standard on foreign operator requirements and avoid unnecessary administrative burden and multiple auditing.
 - **NextGen:** We are active supporters of a globally harmonized and expedited NextGen implementation program. Given the current economic climate, we strongly support the pragmatic and cost effective implementation of technology to provide maximum benefit to airspace users.
 - **ADS-B:** We are concerned about congressional dialogue suggesting an accelerated timeline (2018) for the implementation of ADS-B IN. This timeline does not give due consideration to the significant international planning required for a successful implementation.
- **NY Airspace redesign:** We will continue to support the FAA's efforts to increase capacity in the New York region. We urge you to emphasize the importance of completing the outstanding items on the list of 77 initiatives proposed by the NY ARC that we believe will substantially reduce congestion in this key corridor. We welcome the Secretary's decision to abandon the proposal to auction slots at NY area airport.

We are very pleased to serve again as the co-sponsor of the FAA International Safety Forum this year and look forward to participating in that important event. In that regard, we urge you to commit the time and resources to ensure that the FAA maintains its international leadership position. International safety depends in large part on FAA's continued focus on global, rather than only domestic challenges in this area.

Thank you again for your time and consideration. We look forward to working with you in support of global aviation safety.

Best regards,

Günther Matschnigg
Senior Vice President
Safety, Operations & Infrastructure

Cc: Peggy Gilligan
Hank Krakowski
Di Reimold
Nancy Lobue
Paul Cassel