



Committee on Transportation and Infrastructure
U.S. House of Representatives

Peter A. DeFazio
Chairman

Washington, DC 20515
November 18, 2019

Sam Graves, MO
Ranking Member

Katherine W. Dedrick, Staff Director

Paul J. Sass, Republican Staff Director

The Honorable Steve Dickson
Administrator
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Administrator Dickson:

We write regarding the status of several important safety provisions included in the *FAA Reauthorization Act of 2018* (P.L. 115-254; “*FAARA*.”) These provisions were included in the *FAARA* to ensure that the Federal Aviation Administration (FAA) has the appropriate number of well-trained safety inspectors to conduct risk-based oversight of the aviation industry, including delegated activities. The importance of these provisions has only increased in the wake of the two Boeing 737 MAX accidents. Since the *FAARA* was enacted more than one year ago, we request an update on the status of the FAA’s implementation of the following provisions:

- Section 216. ODA staffing and oversight.
This section directs the Administrator to report to Congress no later than 270 days after enactment on its progress on, among other things, determining what additional model inputs and labor distribution codes are needed to identify ODA oversight staffing needs; and developing agreements and processes for sharing resources to ensure adequate oversight of ODA personnel performing certification and inspection work at supplier and company facilities.
- Section 231. Safety workforce training strategy.
This section directs the FAA, not later than 60 days after the date of enactment to review and revise its safety workforce training strategy to align with an effective risk-based approach to safety oversight, utilize best available resources, allow employees participating in organization management teams or ODA program audits to complete appropriate training in auditing, identify a systems safety approach to oversight, foster an experienced and knowledgeable inspector and engineer workforce, and seek knowledge-sharing opportunities between the FAA and aviation industry.

- Section 303. Safety critical staffing.

This section requires the FAA, not later than 270 days after the date of enactment, to update the safety critical staffing model of the Administration to determine the number of aviation safety inspectors that will be needed to fulfill the safety oversight mission.

As Congress begins to consider what legislation may be necessary to address recommendations from the expert safety reviews undertaken in response to the Boeing 737 MAX accidents, the information learned from implementation of these three provisions and other *FAARA* reports will be of great assistance. Therefore, we request a written response detailing the status of the FAA's implementation of these three provisions. Should the implementation of these provisions be incomplete, we would encourage you make them a priority and accelerate their completion. If you have any questions regarding this request, please contact [REDACTED] [REDACTED] the Aviation Subcommittee staff at (202) 226-3220.


Sincerely,




Sam Graves
Ranking Member



Garret Graves
Ranking Member
Subcommittee on Aviation



Don Young
Member of Congress




Bob Gibbs
Member of Congress



Daniel Webster
Member of Congress



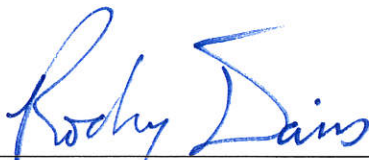
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Member of Congress



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Rob Woodall
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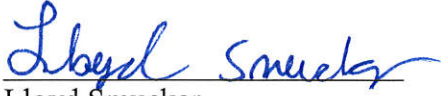
Mike Bost
Member of Congress



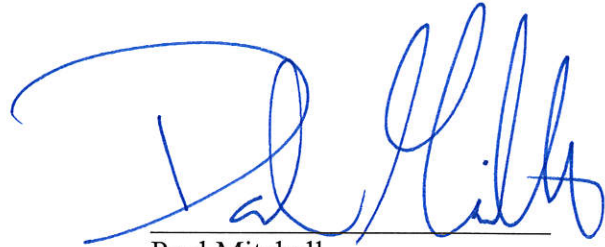
Doug LaMalfa
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Bruce Westerman
Member of Congress



Lloyd Smucker
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Paul Mitchell
Member of Congress



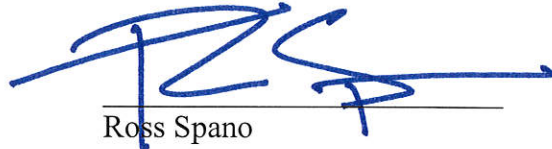
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Pete Stauber
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