



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

**Peter A. DeFazio**  
**Chairman**

**Washington, DC 20515**  
**March 29, 2019**

**Sam Graves, MO**  
**Ranking Member**

Katherine W. Dedrick, Staff Director

Paul J. Sass, Republican Staff Director

The Honorable Calvin L. Scovel III  
Inspector General  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
West Building, W70-300  
Washington, DC 20590

Dear Inspector General Scovel:

While commercial aviation remains one of the safest forms of transportation, the aviation sector is always striving to reduce all risks. In the aftermath of the two recent Boeing 737 MAX airline accidents, the first in Indonesia in October 2018 and the second this month in Ethiopia, there has been widespread speculation and discussion about possible causes. We will not know the precise cause or causes of the accidents until the official investigations by safety authorities conclude. We look forward to the results of your investigation into the Federal Aviation Administration's (FAA) aircraft certification processes related to the Boeing 737 MAX. However, as you know, aviation accidents rarely have only one contributing factor.

Therefore, we write to request you conduct an investigation focused on cockpit automation and pilot training. Specifically, we request that your office:

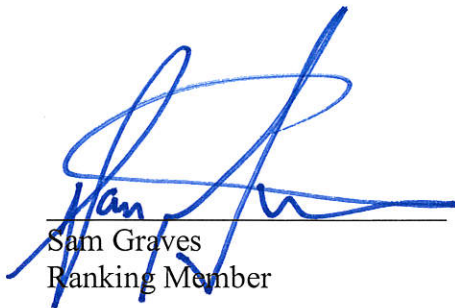
1. Evaluate how the FAA implemented Section 2102, "Cockpit Automation Management" of the FAA Extension, Safety, and Security Act of 2016 (see language attached) and how the processes, metrics, and guidance developed and issued as mandated by the law, have been utilized by the FAA, U.S. certificated air carriers, and foreign air carriers operating in U.S. controlled airspace;
2. Review and evaluate training provided to pilots operating U.S. certificated commercial passenger aircraft in the United States compared to the training provided to pilots operating U.S. certificated commercial passenger aircraft outside the United States, including training on the Boeing 737 MAX (training provided both before and after the Lion Air accident in October 2018);
3. Review the requirements of the FAA, European Aviation Safety Agency, other civil aviation authorities' regulations and the International Civil Aviation Organization standards regarding training for transport category pilots on cockpit automation,

including training on the Boeing 737MAX (both before and after the Lion Air accident in October 2018); and

4. Outline any recommendations developed or information discovered in the course of your work to improve international pilot training standards and training for pilots operating U.S. certificated commercial passenger aircraft outside the United States, particularly in light of greater automation in the cockpit.

We appreciate your attention to this matter. If you have any questions regarding this request please contact Holly Woodruff Lyons on the Aviation Subcommittee Minority staff at (202) 226-3220, or Rachel Devine on the Aviation Subcommittee Majority staff at (202) 225-9161.

Sincerely,



Sam Graves  
Ranking Member



Peter A. DeFazio  
Chairman



Garret Graves  
Ranking Member  
Subcommittee on Aviation



Rick Larsen  
Chairman  
Subcommittee on Aviation

Attachment

**Attachment: Sec. 2102, the FAA Extension, Safety, and Security Act of 2016**  
**(P.L. 114-190)**

**SEC. 2102. COCKPIT AUTOMATION MANAGEMENT.** Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall—

- (1) develop a process to verify that air carrier training programs incorporate measures to train pilots on—
  - (A) monitoring automation systems; and
  - (B) controlling the flightpath of aircraft without auto-pilot or autoflight systems engaged;
- (2) develop metrics or measurable tasks that air carriers can use to evaluate pilot monitoring proficiency;
- (3) issue guidance to aviation safety inspectors responsible for oversight of the operations of air carriers on tracking and assessing pilots' proficiency in manual flight; and
- (4) issue guidance to air carriers and inspectors regarding standards for compliance with the requirements for enhanced pilot training contained in the final rule published in the Federal Register on November 12, 2013 (78 Fed. Reg. 67800).