



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

November 10, 2020

The Honorable Roger Wicker
Chairman, Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Enclosed with this letter is the Federal Aviation Administration's (FAA) report to Congress on the progress in meeting the requirements of Section 243 of Public Law 115-254, the FAA Reauthorization Act of 2018.

Section 243 directs the FAA to submit a report to Congress to:

- (1) describe the FAA's strategic plan for international engagement;*
- (2) describe the structure and responsibilities of all FAA offices that have international responsibilities, including the Aircraft Certification Office, and all the activities conducted by those offices related to certification and production;*
- (3) describe current and forecasted staffing and travel needs for the FAA's international engagement activities, including the needs of the Aircraft Certification Office in the current and forecasted budgetary environment;*
- (4) provide recommendations, if appropriate, to improve the existing structure and personnel and travel policies supporting the FAA's international engagement activities, including the activities of the Aviation Certification Office, to better support the growth of United States aerospace exports; and*
- (5) identify cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.*

We look forward to continued collaboration with your staff and would be happy to schedule time to brief you further if desired.

We have sent identical letters to Chairman DeFazio, Senator Cantwell, and
Congressman Graves.

Sincerely,

A handwritten signature in black ink that reads "Steve Dickson". The signature is written in a cursive style with a large, sweeping "S" at the beginning and a long, horizontal flourish at the end.

Steve Dickson
Administrator

Enclosure



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

November 10, 2020

The Honorable Peter A. DeFazio
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Enclosed with this letter is the Federal Aviation Administration's (FAA) report to Congress on the progress in meeting the requirements of Section 243 of Public Law 115-254, the FAA Reauthorization Act of 2018.

Section 243 directs the FAA to submit a report to Congress to:

- (1) describe the FAA's strategic plan for international engagement;*
- (2) describe the structure and responsibilities of all FAA offices that have international responsibilities, including the Aircraft Certification Office, and all the activities conducted by those offices related to certification and production;*
- (3) describe current and forecasted staffing and travel needs for the FAA's international engagement activities, including the needs of the Aircraft Certification Office in the current and forecasted budgetary environment;*
- (4) provide recommendations, if appropriate, to improve the existing structure and personnel and travel policies supporting the FAA's international engagement activities, including the activities of the Aircraft Certification Office, to better support the growth of United States aerospace exports; and*
- (5) identify cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.*

We look forward to continued collaboration with your staff and would be happy to schedule time to brief you further if desired.

We have sent identical letters to Chairman Wicker, Senator Cantwell, and Congressman Graves.

Sincerely,

A handwritten signature in black ink that reads "Steve Dickson". The signature is written in a cursive, flowing style with a large initial "S" and "D".

Steve Dickson
Administrator

Enclosure



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

November 10, 2020

The Honorable Maria Cantwell
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Ranking Member Cantwell:

Enclosed with this letter is the Federal Aviation Administration's (FAA) report to Congress on the progress in meeting the requirements of Section 243 of Public Law 115-254, the FAA Reauthorization Act of 2018.

Section 243 directs the FAA to submit a report to Congress to:

- (1) describe the FAA's strategic plan for international engagement;*
- (2) describe the structure and responsibilities of all FAA offices that have international responsibilities, including the Aircraft Certification Office, and all the activities conducted by those offices related to certification and production;*
- (3) describe current and forecasted staffing and travel needs for the FAA's international engagement activities, including the needs of the Aircraft Certification Office in the current and forecasted budgetary environment;*
- (4) provide recommendations, if appropriate, to improve the existing structure and personnel and travel policies supporting the FAA's international engagement activities, including the activities of the Aviation Certification Office, to better support the growth of United States aerospace exports; and*
- (5) identify cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.*

We look forward to continued collaboration with your staff and would be happy to schedule time to brief you further if desired.

We have sent identical letters to Chairman Wicker, Chairman DeFazio, and
Congressman Graves.

Sincerely,

A handwritten signature in black ink that reads "Steve Dickson". The signature is written in a cursive, flowing style.

Steve Dickson
Administrator

Enclosure



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

November 10, 2020

The Honorable Sam Graves
Committee on Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Ranking Member Graves:

Enclosed with this letter is the Federal Aviation Administration's (FAA) report to Congress on the progress in meeting the requirements of Section 243 of Public Law 115-254, the FAA Reauthorization Act of 2018.

Section 243 directs the FAA to submit a report to Congress to:

- (1) describe the FAA's strategic plan for international engagement;*
- (2) describe the structure and responsibilities of all FAA offices that have international responsibilities, including the Aircraft Certification Office, and all the activities conducted by those offices related to certification and production;*
- (3) describe current and forecasted staffing and travel needs for the FAA's international engagement activities, including the needs of the Aircraft Certification Office in the current and forecasted budgetary environment;*
- (4) provide recommendations, if appropriate, to improve the existing structure and personnel and travel policies supporting the FAA's international engagement activities, including the activities of the Aircraft Certification Office, to better support the growth of United States aerospace exports; and*
- (5) identify cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.*

We look forward to continued collaboration with your staff and would be happy to schedule time to brief you further if desired.

We have sent identical letters to Chairman Wicker, Chairman DeFazio, and Senator Cantwell.

Sincerely,

A handwritten signature in black ink that reads "Steve Dickson". The signature is written in a cursive, flowing style.

Steve Dickson
Administrator

Enclosure

REPORT ON FEDERAL AVIATION ADMINISTRATION'S LEADERSHIP ABROAD

In reply to

Federal Aviation Administration's Reauthorization Act of 2018

Title II, "FAA Safety Certification Reform"

Subtitle E, "International Aviation"

Section 243, "FAA Leadership Abroad"

September 2020

Table of Contents

1.0 EXECUTIVE SUMMARY..... 1

2.0 REPORT REQUIREMENT 1

3.0 FAA STRATEGIC PLAN FOR INTERNATIONAL ENGAGEMENT 2

**4.0 STRUCTURE AND RESPONSIBILITIES OF FAA OFFICES WITH
INTERNATIONAL RESPONSIBILITIES 2**

**SUMMARY OF ACTIVITIES CONDUCTED BY FAA AIRCRAFT
CERTIFICATION OFFICES RELATED TO CERTIFICATION AND
PRODUCTION..... 6**

**5.0 CURRENT AND FORECASTED STAFFING AND TRAVEL FOR FAA
INTERNATIONAL RESPONSIBILITIES 10**

**6.0 RECOMMENDATIONS TO IMPROVE EXISTING STRUCTURE AND
PERSONNEL AND TRAVEL POLICIES SUPPORTING THE FAA’S
INTERNATIONAL ENGAGEMENT ACTIVITIES..... 12**

**7.0 COST-EFFECTIVE POLICY INITIATIVES, REGULATORY
INITIATIVES, OR LEGISLATIVE INITIATIVES NEEDED TO IMPROVE
AND ENHANCE THE TIMELY ACCEPTANCE OF UNITED STATES
AEROSPACE PRODUCTS ABROAD. 12**

8.0 CONCLUSION..... 13

APPENDIX I – FAA FY 2019 STRATEGIC PLAN 13

APPENDIX 2 – DOT TRAVEL POLICY 13

1.0 Executive Summary

The mission of the Federal Aviation Administration (FAA) is to provide the safest, most efficient aerospace system in the world. The FAA's global leadership is critical to achieving United States aviation goals and supporting broader national priorities. Through international engagement, the FAA increases the safety, efficiency, and environmental sustainability of the global aviation system while supporting U.S. industry participation in the global marketplace.

U.S. citizens who are traveling abroad benefit from increased safety and efficiency due to FAA expertise in developing and harmonizing aviation regulations and standards around the world. The FAA's programs promote seamless connectivity across borders for air travel and global commerce. Worldwide acceptance of U.S. policies and regulatory approaches helps ensure safe and efficient air travel for U.S. passengers flying abroad as well as at home.

The FAA has a strategic interest in engaging internationally to promote harmonization, interoperability and collaboration to achieve a higher level of aviation safety and efficiency worldwide. With the U.S. economy and traveling public relying heavily on global air transportation, the FAA is more committed than ever to strengthening its global leadership and engagement.

2.0 Report Requirement

FAA Reauthorization Act of 2018 directs the FAA to undertake various activities to promote U.S. aerospace safety standards, reduce redundant regulatory activity, and facilitate the acceptance of FAA design and production approvals abroad. Section 243 requires the FAA to submit to Congress a report that:

- (1) describes the FAA's strategic plan for international engagement;*
- (2) describes the structure and responsibilities of all FAA offices that have international responsibilities, including the Aircraft Certification Office, and all the activities conducted by those offices related to certification and production;*
- (3) describes current and forecasted staffing and travel needs for the FAA's international engagement activities, including the needs of the Aircraft Certification Office in the current and forecasted budgetary environment;*
- (4) provides recommendations, if appropriate, to improve the existing structure and personnel and travel policies supporting the FAA's international engagement activities, including the activities of the Aviation Certification Office, to better support the growth of United States aerospace exports; and*

(5) identifies cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.

3.0 FAA Strategic Plan for International Engagement

The United States is the longstanding global leader in aviation, with U.S. industry serving as a leader in technological innovation and manufacturing across the aviation value chain. Additionally, the FAA has served as the gold standard in terms of aviation safety regulation, oversight, and provision of air navigation services for decades. However, as the international aviation system becomes increasingly complex, and as new markets, regions and entities come to have a greater influence, FAA must revitalize the ability to effectively influence global aviation policy as efficiently as possible. The Appendix to this report, summarized below, describe the FAA's efforts in this regard, and address the required report elements of Section 243 (b).

- **Appendix 1:** The FAA International Strategy is an internal agency guidance document that describes the trends and drivers that compel continued FAA international engagement and leadership, outlines international strategies supporting the strategic goal areas and plans of the Department of Transportation (DOT), including the FAA strategic goal areas and plans, and identifies top FAA priorities by geographic region.

4.0 Structure and Responsibilities of FAA Offices with International Responsibilities

The FAA has multiple lines of business and staff offices that support the agency's international mission. These include the following organizations: the Office of Policy, International Affairs, and Environment (APL), the Air Traffic Organization (ATO), the Aviation Safety Organization (AVS), the Office of Airports (ARP), the Office of Commercial Space Transportation (AST), the Office of Security and Hazardous Materials Safety (ASH), the Office of NextGen (ANG), and the Office of the Chief Counsel (AGC). A description of the responsibilities of each of the lines of business and staff offices that support the implementation of the FAA International Strategy follows.

Office of Policy, International Affairs, and Environment (APL)

The APL organization is the principal advisor to FAA leadership on all international matters, and coordinates international activities from all FAA Lines of Business and Staff Offices. Within APL, the Office of International Affairs (API) and the Office of Environment & Energy (AEE) have international engagement responsibilities. The API organizational responsibilities include serving as principal advisor to FAA leadership on all international matters, managing FAA global leadership strategic planning and engagement efforts, and aligning FAA activities with established FAA, DOT, and Administration international strategic goals and positions. API additionally responsible for developing and advancing the FAA's international strategy and global/regional priorities, and leading the prioritization and coordination of FAA international activities to advance U.S. Government aviation policies with the International Civil Aviation

Organization (ICAO) and the aviation community. API encourages global safety oversight and ICAO compliance, and promotes standardization/harmonization where possible in addition to promoting FAA policies, new technologies, and procedures. API represents the FAA to the global aviation community and other U.S. Government agencies, and connects the global aviation community to the FAA and other U.S. Government organizations. This is done by coordinating with foreign civil aviation authorities, international organizations, and other international aviation stakeholders and industry. In addition to the headquarters-based staff in Washington, D.C., API has 3 Directors and 13 senior representatives located in offices in Africa, Europe, the Middle East, Asia and the Western Hemisphere. This overseas team serves a liaison role to foreign governments and represents the U.S. and FAA on international aviation matters worldwide. API also serves as the focal point for the U.S. relationship and engagement with ICAO. API also prepares, negotiates and executes reimbursable agreements with foreign or international entities on behalf of the FAA, and manages the FAA Foreign Travel Approval process for all routine and non-routine international travel across the agency.

AEE is responsible for FAA leadership on global environmental issues, which includes developing, recommending, and coordinating international standards, policy, guidance, research, and analytical capabilities. The AEE Executive Director serves as the U.S. Member of ICAO's Committee on Aviation Environmental Protection (CAEP), which is a committee of the ICAO Council that maintains Annex 16 of the Chicago Convention and carries out other environmental technical work. Through CAEP, AEE strives for compatibility of all environmental technical work at ICAO and U.S. environmental practices related to aircraft noise, emissions, airports, operations, and fuel. AEE also conducts bilateral international environmental technical work and research with a wide range of national Civil Aviation Authorities (CAAs), Air Navigation Service Providers (ANSPs), and other organizations.

Air Traffic Organization (ATO)

The ATO is responsible for management of not only the largest and most complex domestic air traffic management environment in the world, but also the most delegated international airspace volumes in the world. The ATO International Office represents the ATO and delivers consistent, well-coordinated, leadership in support of FAA global leadership initiatives to achieve collaborative international harmonization and operational priorities. The ATO International Office bears the responsibility of aligning, coordinating, and facilitating this broad international mission so that the ATO is successful in pursuing key international strategies such as advancing seamless global operations between U.S. controlled airspace and neighboring Flight Information Regions (FIR), as well as globally where U.S. carriers and citizen frequently travel; harmonizing standards for communication, navigation, and surveillance (CNS); CNS/air traffic management Technology and Procedures; advocating FAA air traffic technologies, security and safety standards, and business practices through targeted outreach; and providing technical and operational services and support.

This responsibility involves daily interaction with 18 foreign Air Navigation Service Providers and 29 adjacent flight information regions. The ATO maintains equipment and

facilities on foreign soil in the Caribbean and the Pacific islands. This requires negotiated access for technical staff and agreements for information and data sharing with foreign governments. The ATO also plays a critical role in the harmonization and alignment of procedures and technologies both regionally and globally. To accomplish this, the ATO maintains a robust interaction with ICAO and strategic alignment with key regional partners, particularly in Europe, Asia, and the Americas. Additionally, the ATO provides global leadership through the advocacy of best practices in air traffic management through international engagement in global and regional forums, particularly via the Civil Air Navigation Services Organization (CANSO).

Aviation Safety Organization (AVS)

The AVS Mission is to provide the safest, most efficient aerospace system in the world through a data-driven, risk-based, systems approach for standards, certification, and oversight. Achieving this mission requires AVS Services and Offices to engage internationally with foreign CAAs, multilateral bodies such as ICAO and aviation service providers across the entire aviation safety continuum encompassing standards, certification, and continued operational safety (COS). The following AVS organizations are dedicated to international activities:

International Strategies (AVS-5) coordinates cross-AVS collaboration in developing and communicating AVS strategic goals and activities for international engagement.

Flight Standards Service – Safety Standards International Program Division (AFS-50) manages AFS international regulatory affairs and technical engagement/assistance policies (in accordance with 49 U.S.C. § 40105, 40108, 40113(e), and 47301 – 47305). AFS-50 also coordinates implementation procedures for simulators, pilot licensing, and maintenance under bilateral FAA Executive Agreements (in accordance with 49 U.S.C. § 105); updates and publishes annual 14 CFR part 187 fees adjustments in the Federal Register and Advisory Circular publications; manages operations specifications (OpSpecs) issuance for foreign-based operators (in accordance with 49 U.S.C. § 41301 – 41302) and coordinates international airline codeshare arrangements (14 CFR part 212); assesses whether foreign air carriers are overseen by authorities compliant with international standards through the International Aviation Safety Assessment Program (in accordance with 49 U.S.C. § 41301); and conducts certification and surveillance of foreign-based repair stations and training facilities with FAA certificates (14 CFR parts 141, 142, and 145).

Aircraft Certification Service International Division (AIR-400) advocates and manages all international validation policy for AIR; develops and coordinates Implementation Procedures for Airworthiness (IPA) under various bilateral Executive Agreements within the FAA; and manages international outreach, meetings, and conferences with foreign CAA partners on matters related to aircraft certification.

Air Traffic Safety Oversight Service International Integration Staff (AOV-30) engages with foreign regulators and aviation stakeholders to advance the safety and efficiency of air navigation services in the global aviation system; collaborates in the development, harmonization, and implementation of international air navigation services Standards and

Recommended Practices with international counterparts, ICAO technical panels, and other global standards-setting bodies; and integrates ICAO Standards and Recommended Practices into AOV operations.

Unmanned Aircraft Systems Integration Office International Division (AUS-200) serves as the FAA's connectivity point to build a corporate approach for all international Unmanned Aircraft Systems (UAS) activities; engages with foreign authorities and other multi-national organizations in UAS discussions; coordinates FAA responses and solutions; and provides information for international inquiries and requests for assistance.

The following AVS organizations have incorporated international activities into their work programs, but either a) have not established dedicated staff divisions/branches, or b) perform functions in addition to the above listed staff organizations with primary responsibility for international activities:

Office of Aerospace Medicine (AAM-100, -200 and -800 and Civil Aerospace Medical Institute, including AAM-300, -400, -500 and -600) promotes adoption of U.S. medical certification programs and drug and alcohol testing programs; harmonizes U.S. medical standards and guidance to the extent possible; manages the international Aviation Medical Examiner program; supports international aircraft accident investigation teams; represents U.S. interests at international medical forums; and responds to international inquiries regarding U.S. medical standards.

Office of Accident Investigation and Prevention (AVP-100, -200, -300, and -400) coordinates all FAA activity for foreign accident investigations; manages international outreach activities associated with safety teams promoting a model of government-industry partnerships; organizes InfoShare, a semi-annual confidential conference of over 800 air carrier, government, and aviation manufacturing safety professionals; leads engagement with the Safety Management International Collaboration Group; manages all aspects of the U.S. State Safety Program, harmonization of safety management system requirements across the international aviation community, the State Safety Management System, and external safety management activities and manages the processing, handling, and coordination of safety recommendations in accordance with congressional deadlines and ICAO Annex 13.

Office of Rulemaking (ARM-100 and -200) drafts rulemaking cooperation guidelines with foreign CAA partners; identifies ongoing and future strategic rulemaking projects that both the FAA and foreign CAA partners can collaborate on to advance harmonization and protect U.S. interests; and meets with foreign CAA partners to provide and receive information on future rulemakings and the history/strategy behind them.

Aircraft Certification Service Policy & Innovation Division (AIR-600) manages the comprehensive portfolio of aircraft certification policy for the entire Service; manages notifications to the international community on all issues related to continued operational safety; and supports AIR-40 efforts related to technical and policy discussions with the international community.

Aircraft Certification Service Compliance and Airworthiness Division (AIR-700) issues all design approvals for both domestic and foreign manufacturers/suppliers as well as domestic production and airworthiness certificates; executes COS processes; provides flight test support; and supports FAA certificates and products seeking foreign validation/acceptance.

Aircraft Certification Service Systems Oversight Division (AIR-800) provides oversight of foreign and domestic production certificates; provides quality system oversight; and ensures that domestic quality systems extend as appropriate to international manufacturing locations.

Summary of Activities Conducted by FAA Aircraft Certification Offices related to Certification and Production:

The FAA's Aircraft Certification Service has developed a number of initiatives over the last ten plus years targeting the acceptance of U.S. aerospace products abroad. The first major initiative was to establish the Certification Management Team (CMT). The CMT is a collaborative effort managed by the Directors of the Certification Services/Departments of the FAA, European Aviation Safety Agency (EASA), Transport Canada Civil Aviation, and the Agencia Nacional de Aviacao Civil in Brazil (National Civil Aviation Agency). The CMT's priority is to collectively support the increasing globalization of the aviation industry and promote greater collaboration among the authorities in order to harmonize regulatory systems and effectively respond to common industry issues. Moreover, increasing levels of domestic certification activity and validation projects from other emerging States of Design (SoD) are placing growing resource demands on the four authorities. Therefore, maximizing the use of existing bilateral partnerships to fully recognize the findings made by the four partners is essential to reduce the efforts currently expended on validation programs.

Another major item AIR has developed is the evolution of FAA Directive 8110.52 to revision B ("Type Validation and Post-type Validation Procedures") as well as modernizing the various IPAs. These revisions mark the culmination of change from the early days of the U.S./European Union. Bilateral Agreement into the effective and efficient Technical Implementation Procedures (TIP). FAA IPAs with our other foreign CAA partners have similarly been updated. Within the revised process, AIR establishes the base-line information for working inbound and outbound validation projects by the FAA. Therefore, regardless of a foreign CAA's capabilities, FAA project managers always have consistent guidance and processes for timely project completion and/or acceptance of U.S. aerospace projects abroad.

Another major effort is the two-pronged path led by AIR focused on the European and Asia-Pacific regions. Within the European region, FAA's key initiative is the FAA and EASA International Aviation Safety Conference. This ongoing event, of more than fifteen years, is a venue for regulators, aerospace industry representatives, and other stakeholders to share aviation safety information, address current areas of mutual concern, and to identify future collaborative opportunities with the global community. This event consistently attracts over 500 international participants annually, which

includes representatives from ICAO, Directors General of CAAs and other foreign civil aviation authority representatives, and senior executives from aviation trade associations, major aviation manufacturers, suppliers, and large air carriers. The conference, which alternates locations each year between the United States and Europe, serves as one of the largest and most important aviation safety gatherings for the international community in terms of:

- Identifying and advancing new safety initiatives;
- Obtaining public feedback on strategic plans;
- Promoting and prioritizing the harmonization of rules, procedures, and policies; and
- Advancing global communications across multiple disciplines within aviation safety.

Within the Asia-Pacific region, the FAA established the Asia-Pacific Bilateral Partners Dialogue 21 years ago to provide a forum for the exchange of ideas, best practices, and development of critical safety efforts between the United States and the Asia-Pacific bilateral aviation safety partners. The FAA, as a founding authority for this event, co-hosts the annual meeting with rotating CAAs in the region. This forum provides a distinct opportunity for executive and senior management from both AIR and the FAA Flight Standards Service (FS) to interact with their counterparts from bilateral partners in the Asia-Pacific region. This meeting provides a unique opportunity for the FAA to cultivate critical relationships with new entrant States of Design such as China and Japan while advancing U.S. strategic priorities with key regional aviation leaders such as Singapore, Australia, and New Zealand.

The meeting facilitates AIR and FS networks with potential partner CAAs in the APAC region to assess future bilateral aviation safety agreements or unilateral working procedures and to increase aviation safety within the region. The FAA's participation provides an opportunity to influence other emerging authorities that seek to promote their regulatory model within the region, and to align systems for a more seamless exchange of aeronautical products and parts. The last two decades of this annual forum has resulted in significant improvements in validation of U.S. aeronautical products by Asia-Pacific authorities, resulting in more efficient and effective allocation of regulatory resources and a reduced time to market for U.S. aviation industry.

While the information provided above details effective and efficient processes in all areas of international cooperation and specifically project validation, not all foreign CAA partners operate under the same protocols. Some foreign CAAs such as EASA not only conduct in-depth levels of involvement during the validation of FAA approvals, but their structure is based on the fees they charge for the purposes of generating income for their organization. As such, the FAA's Associate Administrator for Aviation Safety established a joint organization with his EASA counterpart called the Bilateral Oversight Board (BOB). The BOB is tasked with formulating and establishing "decisions" to clarify and implement elements of the bilateral executive agreements and IPAs. One recent decision sets forth a reduction of fees based on corresponding reduction of EASA resources and levels of involvement due to increased utilization of risk-based validation.

Through continued leadership by the FAA and EASA, this specific effort, as it continues to mature, will set forth a model for the FAA to follow with other foreign CAAs.

Office of Airports (ARP)

ARP is focused on international engagement and technical assistance to States that are able to provide the greatest benefit for the U.S. passengers and U.S. industry. ARP continues to provide technical assistance to all ICAO Contracting States to continue to enhance airport safety worldwide. Furthermore, ARP represents the United States in the ICAO Aerodrome Design and Operations Panel. This Panel oversees the development of global standards and recommended practices, procedures, and guidance materials for airport design and airport operations. ARP's international participation promotes FAA proven airport safety standards, and airport operation practices and ensures other developing countries adopt U.S. standards and practices. ARP's investment on the international level encourages States to ensure their own safety standards and practices match the FAA's, to benefit the U.S. flying public and aviation industry.

ARP supports the improvement of aerodrome safety through four main priorities:

- (1) The U.S., through ARP, supports global airport certification to ensure airport operators' agreement to improve airport safety conditions and meet ICAO standards. Furthermore, in supporting this goal, the U.S. can share its Airport Safety inspection best practices on airports in the United States;
- (2) Standardized data reporting and standardized aeronautical charting as outlined in Annex 15 (Aeronautical Data), which are critical for improving communication on available airport facilities, thereby improving aerodrome safety;
- (3) ARP recognizes the challenges facing aerodromes regarding Runway Safety. ARP is able to assist in this effort through FAA airport design standards and specifications to reduce problematic geometry, and potential issues with confusing or misleading signage and marking; and
- 4) ARP understands the challenges and difficulties facing States in managing their wildlife safely at aerodromes. ARP will continue outreach involving the high number of bird strikes globally and pursue wildlife hazard mitigation initiatives specifically associated with U.S. airline Extended-range Twin-engine Operational Performance Standards.

ARP analyzed various safety data to determine which States have the largest number of uncertificated aerodromes that the Agency needs to target in the ARP International Plan. In developing this plan, ARP also considered, the significant geographic destination growth by U.S. international passenger travel. This risk-based decision selection criteria is based on the high passenger count coupled with the lack of certificated international aerodromes, and low ICAO safety practices including low effective implementation audit scores (known as Aerodromes, Air Routes, and Ground Aids Scores).

Office of Commercial Space Transportation (AST)

AST licenses, regulates, and promotes U.S. commercial space transportation under 51 U.S.C. Chapter 509. Under FAA regulations, the FAA licenses launches or reentries conducted both inside and outside the United States by a U.S. citizen or entity organized

under the laws of the United States. A recent example of an FAA licensed launch occurring outside United States territory is the Rocket Lab launches from New Zealand.

Office of Security and Hazardous Materials Safety (ASH)

ASH supports FAA's international efforts in multiple ways. ASH identifies and assesses threats (e.g., kinetic, non-kinetic, and cyber) to U.S. civil aviation worldwide, and works with other FAA lines of business and staff offices, as well as interagency, industry, and international partners to mitigate those risks. Where appropriate, ASH develops and issues Notices to Airmen and Flight Prohibitions globally to address safety and security risks, with international partners often following the FAA's lead. ASH monitors, communicates, and coordinates agency emergency response to natural disasters, communicable diseases, terrorist incidents, and other significant events globally that impact U.S. civil aviation and FAA employees on international travel. ASH is working with international partners in the development of UAS security and counter-UAS protocols and employment. The Hazardous Materials Safety Program works with ICAO and other international stakeholders to promote and enforce the safe air transport of dangerous goods. In addition, ASH conducts counterintelligence efforts for FAA, and supports aviation-related law enforcement and civil investigations involving U.S.-certificated airmen and U.S.-registered aircraft, to include partnering with and supporting foreign law enforcement agencies' investigations.

Office of NextGen (ANG)

The international mission of ANG is to promote interoperable global air traffic modernization through the harmonization of global standards and guidelines that are compatible with NextGen technologies and procedures. NextGen is central to the FAA's International Strategy and mission, and ANG communicates the purpose and focus of NextGen internationally through research and development collaboration, cooperation with academia, and multilateral and regional aviation standards leadership.

Office of the Chief Counsel (AGC)

The Office of the Chief Counsel, International Affairs and Legal Policy Division (AGC-700) develops the agency's position for international civil aviation and commercial space legal issues. AGC-700's primary focus is serving as legal counsel and liaison for FAA on all international civil aviation and commercial space legal and policy matters with foreign countries, international organizations, (with ICAO being of particular importance), other Federal agencies, and private industry on matters including, but not limited to: understanding U.S. statutes, regulations, treaties and conventions pertaining to civil aviation and commercial space, international standards and recommendations; international agreements and implementing procedures; aircraft registration; flight standards, airworthiness, air traffic, airports, and aviation certification matters; and commercial space launch and re-entry matters. AGC-700 also provides legal and policy support for FAA's emergency operations and warnings to the aviation community respecting foreign airspace, as well as guidance and legal counsel for matters pertaining to the aviation war risk insurance program.

5.0 Current and Forecasted Staffing and Travel for FAA International Responsibilities

The FAA has a strategic interest in engaging internationally to promote harmonization, interoperability and collaboration to achieve a higher level of aviation safety and efficiency worldwide. With the U.S. economy and traveling public relying heavily on global air transportation, the FAA is more committed than ever to strengthening the Agency's global leadership and engagement. The FAA's global leadership is critical to achieving broader U.S. aviation policy goals and supporting national priorities.

The FAA conducts critical mandated functions for safety and efficiency within and outside of the U.S., such as assessing whether a foreign civil aviation authority complies with international aviation standards. The FAA also inspects repair stations, issues approvals for aeronautical products and parts, oversees air navigation services and infrastructure, and sets safety standards. Additionally, the FAA is responsible for providing air traffic services within several international flight information regions in the Atlantic, Pacific, Caribbean, and Polar regions, which together form the largest managed airspace volume in the world. The charge of safely and efficiently managing this delegated international airspace requires continual coordination with dozens of foreign air navigation service providers, air carriers, and trade associations such as the International Air Transport Association in order to address procedural, airspace, rulemaking, standards, and technological changes.

The FAA also engages internationally to increase global awareness and compliance with international standards relating to aviation safety and efficiency. The FAA collaborates with other U.S. Government agencies and U.S. industry, international organizations such as Airport Council International and CANSO, among others, as well as bilateral and regional international partners, to set international safety and efficiency standards and to develop bilateral agreements for the exchange of aviation products, services, and information. The FAA works closely with ICAO, as the U.S. is a Member State to this specialized agency of the United Nations based in Montreal, Canada. ICAO works with Member States and industry groups to reach consensus on international civil aviation Standards and Recommended Practices and policies. Additionally, we provide training worldwide, and advance U.S. aviation objectives via participation in international meetings, conferences, and air shows to highlight FAA programs and initiatives and share best practices.

In addition, the table below describes the general types of FAA's international engagement that support global leadership to increase safety, efficiency, and environmental sustainability of the global aviation system.

Categories of Foreign Travel to Support International Mission	Examples
Technical, operational, or security-related inspection travel	<ul style="list-style-type: none"> • Hazardous material container inspections • Navigational aids or radar operation, maintenance, repair, and testing • Air traffic operational issue resolution (airspace, procedural, separation, facility, communications, equipment, etc.)

	<ul style="list-style-type: none"> • Flight inspections of procedures/navigation guidance parameters prior to operational use
Safety-related inspection travel	<ul style="list-style-type: none"> • Accident investigations • International Aviation Safety Assessments (IASA) and Universal Safety Oversight Audits (USOAP) • Aircraft repair, maintenance, and continued operational safety • Foreign repair station certification and inspections • Aviation Safety Inspector mission activities including job-required training, certificate and agreement safety oversight audits, and product/quality system audits • Certification/validation work involving U.S. products (e.g., flight test under unusual environmental conditions) • Airport safety inspections • Aerodrome certifications
International engagement to promote U.S. safety, efficiency, and air transportation system harmonization, and drive global standards based on U.S. technology, systems, and procedures	<ul style="list-style-type: none"> • ICAO engagement, including in Technical Panels and related working groups or sub groups that develop global standards • Training events and workshops • Aviation Cooperation Programs and related activities • NextGen harmonization activities • Bilateral and multilateral cooperation meetings (e.g., air traffic, rulemaking, airports, commercial space, etc.)
Real-time harmonization of air traffic operations and procedures	<ul style="list-style-type: none"> • Coordination of air traffic procedures, separation standards, protocols, communications, etc. with neighboring air navigation service providers • CANSO and supporting safety and other groups
Negotiation or implementation of safety agreements and supporting activities	<ul style="list-style-type: none"> • Bilateral Aviation Safety Agreements (BASA), Implementing Procedures for Airworthiness (IPA), and Maintenance Implementation Procedures (MIP) • Simulator Implementation Procedures (SIP) • Implementation Procedures for Licensing (IPL)
Opportunities to showcase U.S. best practices in aviation safety, efficiency, and innovation to enhance U.S. leadership	<ul style="list-style-type: none"> • Airshows, global/regional conferences, symposiums, forums and/or summits

Technical assistance & cooperative agreements on U.S. system/procedure implementation abroad	<ul style="list-style-type: none"> • Travel conducted under a government-to-government reimbursable technical assistance or cooperation agreement
---	--

The FAA generates and tracks annual foreign travel plans, as required by DOT Foreign Travel Policy (dated September 19, 2018), that account for the international activities and engagements described above. The DOT Foreign Travel Policy is in Appendix 2.

6.0 Recommendations to Improve Existing Structure and Personnel and Travel Policies Supporting the FAA’s International Engagement Activities

The success of U.S. global aviation leadership depends on the FAA’s ability to engage, shape, and lead the world through participation in strategic global events. This success also depends on the FAA’s ability to have a robust presence internationally through regional engagement, such as involvement in ICAO, and other international aviation and aerospace safety activities.

The FAA is interested in identifying new and additional strategic opportunities for increased international engagement to harness FAA’s capabilities, and safeguard and strengthen U.S. leadership in safety and aerospace activities worldwide. The FAA has a long-established framework in place for engagement abroad. However, FAA’s overseas resources and presence for international engagement needs to keep pace with that of other regions and countries (e.g., Europe and China) are strategically filling the void from reduced U.S. engagement. Additionally, there has been public discourse about U.S. leadership and influence in aviation, particularly in the wake of the Lion Air and Ethiopian Airlines accidents on October 29, 2018 and March 10, 2019.

FAA continues annually to identify and prioritize international engagement worldwide in order to benefit U.S. travelers and the U.S. aviation industry.

7.0 Cost-effective policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely acceptance of United States aerospace products abroad.

The FAA utilizes an integrated, agency-wide International Strategy for Global Leadership. Crucial to the success of that strategy is a robust presence internationally through regional engagement, overseas offices, and involvement in ICAO. However, to continue to be the global aviation leader, FAA’s presence and resources for international engagement needs to keep pace with that of other countries.

Emerging regional leaders, particularly the Europeans and Chinese have invested significant resources to increase their influence within ICAO, Africa, and in Latin America.

The aggressive stance of these governments and aviation organizations is threatening U.S. aviation influence in standard setting and policy approaches. It also has impacts on U.S.

companies' opportunities. This makes continued and enhanced support of FAA international engagement critical to assure our status as a global leader, and to provide and promote the safest and most efficient aviation system in the world.

8.0 Conclusion

Under the leadership of Administrator Dickson, the FAA is re-asserting its commitment to global leadership and engagement. The agency's mission remains steadfast: to provide the safest, most efficient aerospace system in the world and encourage global aerospace excellence.

Administrator Dickson is embracing a long-term vision to create an accident-free, efficient, sustainable, and dynamic global aerospace system through FAA leadership and collaboration with the worldwide community. The U.S. aerospace industry as a whole depends on U.S. global leadership and engagement worldwide. This has never been more important as we work with our global regulatory and certification partners to return the Boeing 737MAX aircraft to service and re-establish the trust of the traveling public in the global aviation system as we come out of the COVID-19 global health emergency. In this regard, the Agency has advocated for greater pilot training standards worldwide, and is working with ICAO to establish and lead a new Personnel Training & Licensing Panel to work on this important initiative. Also, the Agency continues to lead efforts in ICAO, in collaboration with Member States, international and regional organizations, and industry to address the challenges posed by COVID-19 and to provide global guidance for a safe, secure, and sustainable restart and recovery of the global aviation system. The FAA's presence, leadership, and collaboration in global aviation forums will not only reassert the U.S. as the global leader in aerospace safety and efficiency worldwide, but also increase safety for U.S. citizens traveling abroad and provide a more favorable environment for U.S. aviation industry. Increased engagement, collaboration, and assistance globally is expected to also increase the acceptance of U.S. standards and products.

APPENDIX I – FAA FY 2019 INTERNATIONAL STRATEGY

APPENDIX II – DOT TRAVEL POLICY