U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

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

DEC 2 2 2010

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As identified in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Safety Attribute and Element Performance Inspections Report.

The FAA was directed to provide semi-annual reports to the House and Senate Appropriations Committees listing all overdue safety attribute and element performance inspections along with a target date for completion. Safety attribute and element performance inspections are components of performance and design inspections and do not have their own dates for completion. Therefore, we have provided additional information on comprehensive inspections. These comprehensive inspections include the safety attribute and element performance inspections.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

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Washington, D.C. 20591

DEC 2 2 2010

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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We have sent identical letters to Chairmen Inouye and Obey and Congressman Lewis.

Sincerely,

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DEC 2 2 2010

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As identified in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Safety Attribute and Element Performance Inspections Report.

The FAA was directed to provide semi-annual reports to the House and Senate Appropriations Committees listing all overdue safety attribute and element performance inspections along with a target date for completion. Safety attribute and element performance inspections are components of performance and design inspections and do not have their own dates for completion. Therefore, we have provided additional information on comprehensive inspections. These comprehensive inspections include the safety attribute and element performance inspections.

We have sent identical letters to Chairman Inouye, Senator Cochran, and Congressman Lewis.

Sincerely,

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DEC 2 2 2010

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As identified in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Safety Attribute and Element Performance Inspections Report.

The FAA was directed to provide semi-annual reports to the House and Senate Appropriations Committees listing all overdue safety attribute and element performance inspections along with a target date for completion. Safety attribute and element performance inspections are components of performance and design inspections and do not have their own dates for completion. Therefore, we have provided additional information on comprehensive inspections. These comprehensive inspections include the safety attribute and element performance inspections.

We have sent identical letters to Chairmen Inouye and Obey and Senator Cochran.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

Overdue Safety Attribute Inspections and Element Performance Inspections

Requirement: Therefore, the Committee directs the FAA to provide semiannual reports to the House and Senate Committees on Appropriations that list all overdue safety attribute inspections (SAIs) and element performance inspections (EPIs) and provide a target date of their completion.

Response: FAA principal inspectors accomplish design assessments to determine whether or not an air carrier's operating systems comply with safety regulations and standards. They accomplish performance assessments to determine whether or not an air carrier follows its FAA-approved procedures and whether or not those procedures produce the intended results. SAIs and EPIs are a series of specific questions inspectors use to collect data for Air Transportation Oversight System (ATOS) design and performance assessments. ATOS is a resource management tool. It enables FAA managers to assign inspectors to activities with the highest priority (based on risk) before assigning them to activities with lower priority.

ATOS policy establishes how often inspectors conduct design and performance assessments (baseline frequency). Inspectors must conduct design assessments every five years. FAA considers a design assessment completed in the past five years as up-to-date. Design assessments performed more than five years ago exceed the baseline interval, and we have listed them in the attached report. Similar criteria apply to performance assessments. Inspectors must conduct performance assessments every six months, one year, or three years, depending on the criticality[1] of a failure in the program element assessed. Each calendar quarter principal inspectors rank all of the assessments due that quarter according to their relative safety risk.[2] Managers assign inspectors to assessments with the highest risk and work down the priority list. Since FAA does not have unlimited resources some assessments with the lowest safety risk are not accomplished. FAA uses ATOS to apply resources to areas of highest risk and consequently, low-risk design and performance assessments that exceed baseline frequencies are evidence of that. Managers and inspectors concentrate on doing high-quality inspections, rather than trying to do everything at the expense of quality. We intend to accomplish all design assessments as close as possible to the baseline, five-year interval. However, we do not intend to require frontline managers to complete all performance assessments within baseline intervals unless they have the resources to do so without sacrificing quality.

Design and performance assessments that exceed baseline frequencies are ranked based upon risk in subsequent calendar quarters with the additional assessments scheduled for that quarter. In some cases, assessments exceeding baseline frequencies will not move up the priority list until the next, similar assessment comes due. For example, the "Carry-On Baggage Program" is a medium-criticality assessment due every year. If, hypothetically, inspectors determine an airline's carry-on baggage program has low risk (e.g., the airline follows its approved process appropriately as observed during en route inspections), assessment of this program may not

[1] The criticality of an air carrier operating system (e.g., de-icing, fueling, flight crewmember training) is categorized as high, medium, or low based on the likelihood that a failure in the system will result in an unsafe condition.
[2] The relative risk of an assessment is determined by scoring twenty-eight risk indicators that represent potential hazards affecting the operating system to be assessed. Risk indicator scores are summed for each assessment and multiplied by a factor of 3 (high-criticality systems), 2 (medium-criticality systems), or 1 (low-criticality systems) thus establishing a risk-based priority for each assessment. Principal inspectors make further adjustments to priorities due to factors not covered by the risk indicators. For these reasons, assessment of a high-criticality system could be determined to be low risk.

compete successfully for resources until it exceeds its baseline frequency for a full year. At that time it will "catch up" with the next projected assessment of the Carry-On Baggage program. When this situation occurs, the original assessment becomes redundant—i.e., there is no need to do the same assessment twice in the same interval—and inspectors will not accomplish it. FAA archives assessments in this category and designates them as inspections for which resources were not available. Also, the next assessment is assigned a higher risk score and, potentially, a higher priority.

We have listed in the attached report performance assessments more than six months old (high criticality), more than one year old (medium criticality), or more than three years old (low criticality). The report also includes the dates these assessments are next scheduled to be accomplished.

Safety attribute and element performance inspections are components of performance and design inspections. They are not isolated, and do not have their own dates for completion. Therefore, we have provided additional information on comprehensive inspections. These comprehensive inspections include the safety attribute and element performance inspections.

The attached report contains data current as of December 8, 2010. The report shows that there were no overdue design assessments. The report also shows that there are 256 overdue performance assessments, representing 4.6 percent of the total. These performance assessments represent oversight activities with the lowest safety risk.

Overdue Design and Performance Assessments by Region and Designator
Data as of 12/8/10

Region	Designator	Name	Entered ATOS	Applicable Elements	Overdue Design Assessments	Overdue Performance Assessments
AL	ERAA	ERA AVIATION INC	12/14/06	56	0	10
AL	FXGA	TATONDUK OUTFITTERS LTD	6/1/06	60	0	16
AL	LR7A	LYNDEN AIR CARGO LLC	12/14/06	56	0	9
AL	NACA	NORTHERN AIR CARGO INC	12/14/06	52	0	7
AL	PNSA	PENINSULA AIRWAYS INC	12/14/06	56	0	21
CE	FDEA	FEDERAL EXPRESS CORP	3/10/05	64	0	3
CE	IPXA	UNITED PARCEL SERVICE CO	4/4/05	66	0	1
CE	N6WA	GOJET AIRLINES LLC	11/4/05	62	0	0
CE	RAIA	TRANS STATES AIRLINES LLC	6/23/05	62	0	1
CE	REXA	PINNACLE AIRLINES INC	9/20/06	63	0	2
EA	2DYA	DYNAMIC AIRWAYS LLC	9/29/10	59	0	0
EA	C77A	COMPASS AIRLINES LLC	10/7/07	63	0	2
EA	HNAA	PIEDMONT AIRLINES INC	9/1/07	64	0	18
EA	HYIA	HYANNIS AIR SERVICE INC	9/1/07	55	0	7
EA	JJBA	CHAMPLAIN ENTERPRISES INC	4/6/06	57	0	5
EA	MTNA	MOUNTAIN AIR CARGO INC	10/24/06	53	0	3
EA	NOCA	NORTH AMERICAN AIRLINES	3/9/07	64	0	12
EA	NSVA	COLGAN AIR INC	5/30/07	57	0	2
EA	P5CA	POLAR AIR CARGO WORLDWIDE INC	9/1/07	59	0	1
EA	Q2SA	SOUTHERN AIR INC	9/1/07	59	0	9
EA	U30A	BRENDAN AIRWAYS LLC	9/1/07	62	0	3
EA	UIEA	ATLAS AIR INC	9/1/07	64	0	5
EA	USAA	US AIRWAYS INC	10/1/98	68	0	2
EA	WRNA	SKY LEASE I INC	10/24/06	55	0	0
EA	YENA	JETBLUE AIRWAYS CORPORATION	4/1/07	65	0	8
GL	A6WA	AIR WISCONSIN AIRLINES CORPORATION	10/1/07	60	0	0
GL	ABXA	ABX AIR INC	9/1/07	62	0	4

GL	BUEA	AERODYNAMICS INC	5/31/07	57	0	2
GL	CHQA	CHAUTAUQUA AIRLINES INC	9/1/07	62	0	1
GL	DHLA	ASTAR USA INC	9/20/06	61	0	0
GL	GTIA	SPIRIT AIRLINES INC	10/1/07	64	0	1
GL	JRAA	RHOADES AVIATION INC	9/1/07	50	0	5
GL	K11A	KALITTA CHARTERS II LLC	12/1/07	57	0	0
GL	KCSA	KALITTA AIR LLC	12/1/07	58	0	3
GL	MALA	MESABA AVIATION INC	8/1/07	65	0	0
GL	R61A	REPUBLIC AIRLINES INC	9/1/07	62	0	0
GL	RYNA	RYAN INTERNATIONAL AIRLINES INC	5/4/06	65	0	3
GL	SCNA	MN AIRLINES LLC	8/1/07	65	0	3
GL	U2RA	NATIONAL AIR CARGO GROUP INC	11/7/07	52	0	0
GL	UHLA	SHUTTLE AMERICA CORPORATION	9/1/07	61	0	4
GL	VGCA	GULF AND CARIBBEAN CARGO INC	11/7/07	56	0	2
GL	VNAA	PSA AIRLINES INC	9/1/07	61	0	1
GL	Y2PA	USA JET AIRLINES INC	11/7/07	61	0	1
NM	3LYA	LYNX AVIATION INC	12/1/07	56	0	1
NM	ASAA	ALASKA AIRLINES INC	10/1/98	68	0	1
NM	COEA	EMPIRE AIRLINES INC	9/1/07	54	0	1
NM	EIAA	EVERGREEN INTERNATIONAL AIRLINES INC	10/1/07	59	0	0
NM	F3LA	FRONTIER AIRLINES INC	6/1/06	65	0	0
NM	GLBA	GREAT LAKES AVIATION LTD	9/1/07	58	0	1
NM	QXEA	HORIZON AIR INDUSTRIES INC	6/8/06	64	0	1
NM	SWIA	SKYWEST AIRLINES INC	9/21/04	65	0	0
SO	22AA	ARROW AIR INC	3/11/07	57	0	0
SO	2WAA	CARIBBEAN SUN AIRLINES INC	9/17/10	59	0	2
SO	ASOA	ATLANTIC SOUTHEAST AIRLINES INC	5/26/06	64	0	0
SO	C8GA	CAPITAL CARGO INTERNATIONAL AIRLINES INC	3/6/07	54	0	1
SO	CLCA	CENTURION AIR CARGO INC	9/1/07	57	0	1
SO	COMA	COMAIR INC	5/26/06	65	0	0
SO	DALA	DELTA AIR LINES INC	10/1/98	66	0	2
SO	E93A	MERIDIAN ASSOCIATES	11/9/06	61	0	2
SO	FWTA	FLORIDA WEST INTERNATIONAL AIRWAYS INC	9/1/07	54	0	0
SO	GUUA	GULFSTREAM INTERNATIONAL AIRLINES INC	3/7/07	57	0	1

SO	MYWA	MIAMI AIR INTERNATIONAL INC	3/12/07	65	0	1
SO	P0TA	PRESCOTT SUPPORT CO	11/9/06	53	0	1
SO	PCSA	AMERIJET INTERNATIONAL INC	9/1/07	62	0	1
SO	S9BA	SEABORNE VIRGIN ISLAND INC	9/1/07	52	0	1
SO	TRBA	EXECUTIVE AIRLINES INC	3/6/07	60	0	2
SO	WRLA	WORLD AIRWAYS INC	12/14/06	64	0	5
SO	YYFA	FALCON AIR EXPRESS INC	9/1/07	60	0	2
SO	ZZDA	AIRTRAN AIRWAYS INC	4/13/06	64	0	2
SW	AALA	AMERICAN AIRLINES INC	10/1/98	68	0	1
SW	C2XA	EXPRESSJET AIRLINES INC	8/23/04	65	0	0
SW	CALA	CONTINENTAL AIRLINES INC	10/1/98	67	0	2
SW	CNMA	OMNI AIR INTERNATIONAL INC	8/1/07	66	0	4
SW	IXXA	AIR TRANSPORT INTERNATIONAL LIMITED LIABILITY CO	9/1/07	64	0	1
SW	MASA	MESA AIRLINES INC	9/1/06	63	0	1
SW	MJYA	AMERISTAR AIR CARGO INC	9/1/07	59	0	0
SW	MZZA	CONTINENTAL MICRONESIA INC	6/1/06	68	0	3
SW	SIMA	AMERICAN EAGLE AIRLINES INC	9/28/03	61	0	1
SW	SWAA	SOUTHWEST AIRLINES CO	10/1/98	63	0	1
WP	AVSA	AVIATION SERVICES LTD	6/1/06	55	0	0
WP	BJNA	TEM ENTERPRISES INC	9/1/07	61	0	1
WP	HALA	HAWAIIAN AIRLINES INC	4/20/06	68	0	0
WP	I5EA	SWIFT AIR LLC	3/22/06	57	0	5
WP	I5PA	AERO MICRONESIA INC	9/1/07	52	0	13
WP	KNNA	SKY KING INC	9/1/07	59	0	4
WP	KPVA	HAWAII ISLAND AIR INC	6/1/06	55	0	0
WP	SPAA	SIERRA PACIFIC AIRLINES INC	10/4/07	57	0	3
WP	TSAA	AEKO KULA INC	6/1/06	52	0	0
WP	UALA	UNITED AIR LINES INC	10/1/98	68	0	1
WP	VQIA	VIRGIN AMERICA INC	2/12/07	63	0	0
WP	WX0A	ALLEGIANT AIR LLC	9/1/07	62	0	6
WP	XV6A	VISION AIRLINES INC	3/2/08	60	0	3