



Fall Update

A Message from the Director: Organizational Performance

Investing in Management Systems is one of the three pillars of AIR Transformation. It focuses on measuring organizational performance. To be successful, the Service must conduct continuous self assessments and implement improvements. Therefore, this past October, AIR established the first Division in our functional reorganization, the Organizational Performance Division (AIR-300). Led by Colleen D'Alessandro, AIR-300 serves AIR and its stakeholders by dedicating resources to:

- Ensure achievement of long term priorities and goals through effective implementation of [AIR's Strategic Blueprint for AIR Transformation](#).
- Manage change resulting from strategy, policy, and process updates.
- Monitor AIR's organizational health and measure results against performance objectives.
- Provide data-driven analytical tools to support increased efficiency and effectiveness.
- Support all stakeholders by facilitating responses to safety, inter-governmental, and industry issues.



The standup of this new organization demonstrates AIR's commitment to improving the efficacy of the organization. I encourage you to visit our [public website](#) to learn more, and see what you can do to further our shared safety mission.

Dorenda D. Baker

Volume 1, Issue 4

In the News

Controlled Flight into Terrain: What More Can We Do?



Controlled Flight Into Terrain (CFIT) accidents continue to occur in general aviation despite enhanced technologies available in the cockpit. AIR has released a series of videos discussing the causes and potential mitigation strategies for addressing these accidents and improving safety in the national airspace system. Follow this [link](#) to view the video series.

For the latest news, visit the [AIR Transformation public website!](#)

Certification Management Team Collaboration Strategy



In an effort to harmonize the regulatory systems and efficiently respond to common issues, the Certification Management Team (CMT) comprised of aviation authorities from the United States, Brazil, Canada, and Europe, released a [Collaboration Strategy](#).

The strategy outlines a framework to implement risk-based validation principles based on the strong foundation of mutual confidence among the partners. The Strategic Focus areas of the collaboration Strategy are: Partnership Leveraging, Continued Confidence Building, Global Leadership and Certification Policy Alignment:

AIR expects the Collaboration Strategy to significantly advance progress towards the CMT's vision of a three tiered approach, in which active confidence building initiatives and risk based validation principles enable a

partner to accept the others certification activities with limited or no technical involvement. The tiers are:

- 1. Reciprocal Acceptance of Certificates and Approvals:** An approval in the system of one party constitutes a valid approval in the other party's system without any technical involvement or issuance by the VA (importing authority).
- 2. Streamlined Validation of Certificates and Approvals:** The issuance of an approval in the system of one party leads to the issuance of an approval by the VA without any technical involvement.
- 3. Validation Work-Plan:** The LOI by the VA is established based on a set of risk based principles rather than a comprehensive review of compliance findings made by the CA. This process applies a work-plan that incorporates active management oversight to ensure common principles and procedures are applied to maximize reliance on the CA's findings.

The CMT meets face-to-face annually and encourages active participation during "Industry Day."

Integrating UAS into the Safety Continuum



AIR is helping to shape global policy with regard to UAS as well as to focus FAA rulemaking efforts. UAS range in size, performance, and intended mission. As a result of this broad spectrum of potential designs and intended uses, the FAA is using a risk-based approach to certification. On June 21, 2016, the FAA [released](#) the Part 107 rule for low risk UAS (small UAS, less than 55 pounds, no airworthiness requirements). To reduce risk exposure, Part 107 operations are required to stay below 400 feet, to maintain a natural separation from other aircraft, and to not operate over people.