



Winter Update

Volume 3, Issue 1

Message from the Executive Director on Collaborative Progress

The Aircraft Certification Service's (AIR) [Blueprint](#) captures our long-term strategic vision for transforming the Aircraft Certification Safety System. This system includes all of the interconnected functions, processes, and entities—both public and private—that collectively ensure the safe design, production, and continued operational safety (COS) of aerospace products. In other words:

- AIR's activities related to design, manufacturing, airworthiness approvals and oversight, standards and policy development, and COS;
- Industry's role in ensuring compliance to regulations; and,
- The public's active participation in the regulatory process.

To successfully transform this system, all stakeholders must embrace and be committed to achieving this vision. Clarity in our common purpose ensures collective progress.

This month's edition focuses on AIR and Industry's collaborative efforts to shape that vision into tangible objectives and initiatives under AIR's Comprehensive Strategic Plan (CSP), and make progress toward shared goals.

- Dorenda D. Baker

In the News

Safety Oversight and Certification Aviation Rulemaking Committee (SOC-ARC)



On January 5th, 2018, former FAA Administrator Michael Huerta signed the [Safety Oversight and Certification Aviation Rulemaking Committee \(SOC-ARC\) Charter](#). Sponsored by AIR Executive Director Dorenda Baker, the SOC-ARC will evaluate the FAA's aircraft certification and safety oversight system and make recommendations to help improve the efficiency and effectiveness in how we collectively manage product safety.

AIR Deputy Executive Director of Strategic Initiatives Chris Carter (pictured left) and Textron's Executive Vice President of Technology and Innovation Michael Thacker (pictured right) are co-chairs of the SOC-ARC. The first meeting will convene this Spring.

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

ODA Scorecard Report Demonstrates AIR & Industry Improvement

The Organization Designation Authorization (ODA) Scorecard is both a tool and a process to help AIR and industry institutionalize collaboration and improve relationships at the local and national levels. The newly published 2016 [ODA Scorecard Performance Report](#) highlights data and trends that clearly demonstrate the progress made using this transformational tool to secure industry commitment and strengthen FAA-Industry relationships.



The report, compiled and released by the AIR-Industry ODA Scorecard Continuous Improvement Team, specifically focuses on 12 jointly identified measures of effectiveness designed to indicate if the initiative is achieving desired goals. Forty companies (Type Certificate and Supplemental Type Certificate holders) were examined, resulting in 46 Scorecards. Some highlights of the analysis:

- The overall measure of success for company and FAA performance was positive, with 72% of Scorecard rating pairs "meeting expectations." This is a 9% increase over the 2015 ODA Scorecard Prototype;
- Of the 12 measures of success, 11 trended in the positive or neutral direction;
- Working together, the FAA and industry completed 97% of the local joint action plans from the 2015 Prototype. Agreement and subsequent completion of improvement actions indicates successful partnering.

Signed by representatives of industry and AIR, the report demonstrates mutual agreement about the positive outcomes of the initiative. Progress on this initiative also answers the call for improved performance measures by the Government Accountability Office (GAO) as well as Congressional concerns regarding reauthorization. Based on the data, AIR has identified future improvements to make ODA even more effective for both Industry and the FAA.

2017 Aviation Safety



Year in Review

This year, Aviation Safety (AVS) released its [first annual report](#). By highlighting the numerous accomplishments of fiscal year 2017, AVS recognizes and pays tribute to the comprehensive impact that results when FAA and Industry work together. Thank you for



Voluntary SMS Program Paves Way for Systems Approach to Safety

Safety Management Systems (SMS) are a fundamental tool for enhancing the safety culture of an organization and develop a system of continuous improvement. Although required for airlines, the FAA does not yet require SMS for companies that design or produce aircraft. Currently, the Part 21 Rulemaking effort is underway and, once completed, will formalize a commitment between AIR and Industry to take a systems approach to safety.

In the meantime, AIR's voluntary SMS program—coupled with an industry standard, Safety Management System Practices for Design and Manufacturing or NAS Standard 9927- is already paving the way for this to happen. AIR is working proactively with eight companies that want to start programs ahead of an expected Safety Management System (SMS) mandate from the FAA. A Voluntary SMS Guide, which defines the standardized assessment criteria used to determine if an SMS meets legal requirements, is available to the companies participating in the program.

On December 12, 2018, AIR issued the first Letter of Acceptance acknowledging the review and assessment of an SMS using the Voluntary SMS Guide to one of the first companies to express interest in the program, GE Aviation.

In addition to making progress through traditional rulemaking and voluntary SMS programs, AIR is also continuing collaborative efforts with Industry to develop and implement measures to evaluate system health. Institutionalizing these measures is key to demonstrating progress and continuously improving the performance of both AIR and Industry.



AIR Manager of System Performance and Development Mike Reinert (center) shakes hands with GE Vice President & General Manager of Engineering Gary Mercer (right), while GE Flight Safety Director Dave Chapel (left) holds up the FAA Letter of Approval.

Aviation Safety Earns Accreditation in the Latest International Standard



Aviation Safety (AVS) recently earned accreditation in the latest international standard for quality management services, [ISO 9001:2015](#). Over time, AVS expects the risk-based philosophy of the 2015 standard to translate into a more efficient allocation of limited FAA resources. As part of this effort, AIR is developing an Organizational Health Monitoring program that uses this risk-based approach to monitor, measure, and analyze data to assess system-level issues. Ultimately, that means better, data-driven decisions, optimized AIR performance, and reduced risk to the NAS.

AIR Org Updates: New Division Directors for Policy & Innovation and Enterprise Ops

Please welcome Policy & Innovation (P&I) Division Director [Mike Romanowski](#) and Enterprise Operations Division (EO) Director [Suzanne Chandler](#).

P&I is responsible for supporting aerospace innovation by developing a clear pathway to certification for all aerospace products. This division develops and maintains AIR regulations, guidance and directives, organizes research and development activities, and maintains and manages the Chief Scientific and Technical Advisor program. In addition, P&I conducts fleet safety studies and evaluates overall fleet safety needs.

EO oversees AIR's financial resources, human resources, information resources, and physical property, establishing processes and tools to assure availability and effective distribution and use of those resources in support of AIR's safety mission.

