



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

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

September 27, 2013

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As required by the FAA Modernization and Reform Act of 2012, H.R. 658 (the Act), Section 315, the Federal Aviation Administration (FAA) is pleased to provide the enclosed report.

The Act directs the FAA to provide an annual a report on the Flight Standards Evaluation Program, including the Administrator's findings and recommendations with respect to the program.

We have sent identical letters to Chairman Shuster, Senator Thune, and Congressman Rahall.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Huerta", with a circled number "1" at the end.

Michael P. Huerta
Administrator



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The Honorable John Thune
Committee on Commerce,
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United States Senate
Washington, DC 20510

Dear Senator Thune:

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The Honorable Bill Shuster
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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September 27, 2013

The Honorable Nick J. Rahall, II
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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Administrator



**FEDERAL AVIATION
ADMINISTRATION**

**Annual Report to Congress:
Flight Standards Air Carrier Evaluation
Program – FY12**

**FAA Modernization and Reform Act of 2012 (P.L. 112-95) –
Section 315**

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Introduction

On February 14, 2012, President Obama signed into law the FAA Modernization and Reform Act of 2012. Section 315 requires the FAA to submit a report on the Flight Standards Evaluation Program (FSEP), including the Administrator's findings and recommendations with respect to the program. We respectfully draw your attention to the fact that the FSEP program, referenced in section 315, was established under FS1100.1B, for the auditing of FAA Flight Standards office processes to ensure quality assurance, and not for the auditing or review of air carrier inspections or operations. A different program, the Air Carrier Evaluation Process (ACEP) established under FAA Order 8900.1, meets the intent and requirements of this law.

The ACEP program was developed in response to the recommendations in 2008 from the Independent Review Team (IRT)¹ and the DOT Office of Inspector General (OIG).² The ACEP program conducts periodic reviews of the effectiveness of 14 CFR Part 121 Air Transportation Oversight System (ATOS) design and performance.

Air carrier evaluations (ACEPs) are conducted under the authority of Title 14 of the Code of Federal Regulations (14 CFR) part 119, §119.59 and in accordance with FAA policy.³ Details of the ACEP are documented in accordance with AFS-900-006 of the FAA Office of Aviation Safety (AVS) Quality Management System (QMS) process. Regulatory compliance is validated by Flight Standards National Field Office ACEP Teams using ATOS business process modules.⁴ The results are recorded and maintained in the FAA's ATOS database. Analysis and assessment results are based on the data collected. Any action(s) relative to the air carrier is initiated by the FAA Certificate Management Team (CMT) that oversees the air carrier.

The objectives of each ACEP evaluation are to:

- Verify the air carrier complies with applicable regulations
- Evaluate whether the air carrier is operating at the highest possible degree of safety in the public interest in accordance with Title 49 Section 44702
- Identify hazards and suggest mitigation strategies.

¹ FAA's Independent Review Team (IRT) Blue Ribbon Panel report "Managing Risks In Civil Aviation: A Review of the FAA's Approach to Safety" (September 2008): Recommendation 10 – "The FAA should deploy the Internal Assistance Capability (IAC) recently established, to review the composition and conduct of any office or team identified under recommendation 6.4.2."

² Memorandum from Calvin L. Scovel III, DOT Inspector General, to Acting Federal Aviation Administrator, June 30, 2008, "Review of FAA's Safety Oversight of Airlines and Use of Regulatory Partnership Programs," Federal Aviation Administration Report Number AV-2008-057. Recommendation 7 – "Create a national review team to conduct periodic quality assurance reviews of FAA's oversight of air carrier to ensure that (a) appropriate processes and procedures are being applied consistently and (b) pertinent policies, laws, and regulations are being followed."

³ FAA Order 8900.1, Volume 10, Chapter 4, Section 1.

⁴ Set by FAA Policy and defined in FAA Order 8900.1, Volume 10, Chapter 1, Section 1.

Air carriers are selected for evaluation approximately 12 months after initial certification and through a random selection process that ensures each air carrier is evaluated at least once every five years. An average of five air carriers per quarter are selected for evaluation and may include one large air carrier (55 or more aircraft), one medium air carrier (26–54 aircraft), and three small air carriers (25 or fewer aircraft).

The FAA also reviews various databases when scheduling evaluations for National ACEPs. This review may cause the FAA to alter the ACEP scheduling priority. These databases include facts such as accidents and incidents, enforcement activities, pilot deviations, past assessments, financial condition and other information.

***Note:** Per the FAA's ACEP process, no individual may be assigned to a National ACEP if that person had responsibility for inspecting, or overseeing the inspection of, the operations of that carrier in the five-year period preceding the date of the evaluation.⁵*

The National ACEP provides the FAA with the following:

- Consistent application of regulations/policy across all certificate-holding district offices
- An independent evaluation of air carrier compliance
- Standardization of the oversight process
- Alerts for a system malfunction
- Identification of inconsistencies in regulatory philosophies
- Data on Design Assessment and Performance Assessment results that can be trended.

Section 315 includes a requirement for FAA to prepare an annual report as follows:

(b) ANNUAL REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the Flight Standards Evaluation Program, including the Administrator's findings and recommendations with respect to the program.

This report has been prepared to fulfill that requirement.

National ACEP Accomplishments

The ACEP program is run by the FAA's Flight Standards National Field Office (AFS-900) Certification and Evaluation Program Office. The ACEP assessments are conducted by eight teams of Aviation Safety Inspectors (ASIs).

⁵ FAA AVS Quality Management System, QPM #AFS-900-006, Revision 5, "National Air Carrier Evaluation Process (ACEP)," Effective Date: 12/20/2012, Page 8 of 13.

In Fiscal Year 2012 (FY12), the FAA conducted five ACEP assessments in each quarter, consistent with the plan laid out in QMS Process AFS-900-006. Table 1 shows the number of Design Assessment (DA) and Performance Assessment (PA) elements that were evaluated in each ACEP in FY12.

**Table 1
National ACEPs by Operator in FY12:
Elements and Activities Completed**

Fiscal Year/ Quarter	Operator	Operator Size	DA Elements	PA Elements
FY12 Q1	Ameristar Air Cargo	S	6	18
	Compass Air	M	4	22
	Dynamic Airways	S	7	16
	National Air Cargo	S	5	13
	Sierra Pacific Airlines	S	9	10
FY12 Q2	Kaiser Air	S	1	16
	Miami Air International	S	5	25
	MN Airlines (Sun Country)	S	4	20
	Piedmont Airlines	M	10	23
	US Airways	L	6	20
FY12 Q3	Empire Airlines	S	5	10
	GoJet Airlines	M	5	23
	Gulf and Caribbean Cargo	S	4	18
	Sky King	S	7	17
	United Parcel Service	L	10	21
FY12 Q4	Falcon Air Express	S	4	21
	Horizon Air	M	7	21
	Kalitta Charters II	S	7	15
	Silver Airways	M	3	15
	Skywest Airlines	L	5	17
Total	20 Operators		114	361

Operator Size Categories: L = 55 or more aircraft, M = 26-54 aircraft, S = 25 or fewer aircraft

Table 2 shows all Design Assessment (DA) and Performance Assessment (PA) elements that have been completed to date under the ACEP program. The table also indicates the "core elements" (with shading) that are recommended for inclusion in each ACEP. The FAA selects the specific DA and PA elements to be included in each ACEP based on the air carrier's operation.

Table 2
DA and PA Elements Included in All FY12 ACEP Assessments Combined

Element	Design Assessments Completed	Performance Assessments Completed	Total
1.2.1 Airworthiness Release/Maintenance Log Recording Requirements		1	1
1.3.1 Maintenance Program	6	17	23
1.3.2 Maintenance/Inspection Schedule		20	20
1.3.4 Required Inspection Items (RII)		6	6
1.3.5 MEL/CDL/Deferred Maintenance		16	16
1.3.6 Airworthiness Directives and Maintenance Record Requirements	2	19	21
1.3.7 Maintenance Providers	1	17	18
1.3.9 Major Repairs and Alterations	1	17	18
1.3.10 Aircraft Parts / Material Control		1	1
1.3.11 Continuous Analysis and Surveillance System (CASS)	15	14	29
1.3.15 Reliability Program		1	1
1.3.18 De-Icing Program	1	4	5
1.3.24 Coordinating Agencies for Suppliers Evaluation (CASE)		1	1
1.3.25 Cargo Handling Equipment, Systems and Appliances		10	10
2.1.1 Manual Management (AW)		1	1
2.1.1 Manual Management (Ops)		2	2
3.1.1 Passenger Handling	2	15	17
3.1.2 Crewmember Duties/Cabin Procedures	2	16	18
3.1.3 Airmen Duties/Flightdeck Procedures		19	19
3.1.4 Operational Control	2	19	21
3.1.5 Carry-On Baggage Program	3	11	14
3.1.6 Exit Seating Program	1	11	12
3.1.7 De-Icing Program		4	4
3.1.8 Carriage of Cargo		3	3
3.1.9 Aircraft Performance Operating Limitations		2	2
3.1.11 Computer-based Record Keeping		1	1
3.2.1 Dispatch/Flight Release		20	20
3.2.2 Flight/Load Manifest/Weight & Balance Control		19	19
3.2.3 MEL/CDL/NEF Procedures		13	13

Element	Design Assessments Completed	Performance Assessments Completed	Total
4.1.1 RII Personnel	1		1
4.2.1 Maintenance/Required Inspection Item (RII) Training Program	1		1
4.2.3 Training of Flight Crewmembers	16	2	18
4.2.4 Training of Flight Attendants	12	4	16
4.2.5 Training and Qualification of Dispatchers/Flight Followers	19	1	20
4.2.7 Training of Check Airman and Instructors	19	1	20
4.2.8 Simulators/Training Devices	1	1	2
4.3.2 Appropriate Airman/Crewmember Checks and Qualifications		2	2
4.3.3 Advanced Qualification Program (AQP)	2	3	5
5.1.1 Line Stations		15	15
5.1.5 Line Station Operations/Ground Personnel Duties		15	15
5.1.8 Extended Operations (ETOPS) AW		4	4
5.1.8 Extended Operations (ETOPS) Ops	1	4	5
6.1.4 Dispatcher Duty/Rest Time		1	1
7.1.6 Maintenance Control	1	5	6
7.2.1 Safety Program (Ground and Flight)	5	3	8
Total	114	361	475

Note: PA Core elements include choices: 1.3.5 or 3.2.3; 1.3.18 or 3.1.7; 5.1.1 or 5.1.5. ACEP core elements are shaded

National ACEP Results - ADI Scores

An outcome of the ATOS business process is the Assessment Determination and Implementation (ADI) Scores – Design Analysis and Assessment (for Design Assessments) and Performance Analysis and Assessment (for Performance Assessments). The analysis and assessment process modules are used to make a bottom-line assessment to determine whether or not the air carrier’s system design meets the standards for acceptance or approval (for DAs) and to determine if the air carrier’s system performs as intended by regulations in such a way that it controls environmental hazards (for PAs).

The ATOS analysis and assessment process requires analysis of the Safety Attribute Inspection (SAI) data by element (for DAs) or Element Performance Inspection (EPI) data by element (for PAs). Specifically, the process requires reviews to responses to SAI or EPI questions for that element, including “No” responses and explanations, “Yes” responses and comments, responses by question category and drop-down menu subjects, questions responded to as “Not Applicable,” and text entered in the “Inspector Action Taken” box. The FAA assesses the data analysis package, comparing analyzed and assessed SAI/EPI data for the current DA or PA with historical data and other data for the Element. After assessing the ATOS data analysis package, we determine whether the air carrier system design for that element meets the requirements for either continued approval or acceptance, or initial approval or acceptance.

For a DA, once the bottom-line assessment is complete, we accept or reject the design and assign a numerical ADI score from 1 to 6, as described in Table 3. The planning of corrective actions to be taken is conducted under the standards of an ATOS business module as well.

Table 3
Design Assessment ADI Scores

ADI Score	Assessment Result		Action Required
1-Green	Design Approved	No issues observed	No action required
2- Green	Design Approved	Minor issues observed	No action required
3-Yellow	Design Approved	Minor issues observed	Mitigation required
4-Yellow	Design Approved	Major issues observed	Mitigation required
5-Yellow	Design Approved	Safety and/or regulatory issues observed	Mitigation required
6-Red	Design Rejected	Systemic safety and/or regulatory issues observed	System reconfiguration by air carrier or applicant required

For a PA, we have a similar process, deciding whether or not to affirm performance and assigning a numerical ADI score from 1 to 6, as described in Table 4.

Table 4
Performance Assessment ADI Scores

ADI Score	Assessment Result		Action Required
1-Green	Performance Affirmed	No issues observed	No action required
2- Green	Performance Affirmed	Minor issues observed	No action required
3-Yellow	Performance Affirmed	Minor issues observed	Action Required
4-Yellow	Performance Affirmed	Issues of concern observed	Action Required
5-Yellow	Performance Not Affirmed	Safety and/or regulatory issues observed	Action Required
6-Red	Performance Not Affirmed	Systemic safety and/or regulatory issues observed	System reconfiguration by air carrier or applicant is required

The ADI scores assigned in ACEP assessments in FY12 are shown in Table 5.

Table 5
ADI Scores Assigned in FY12 ACEP Assessments

ADI Score	Design Assessments		Performance Assessments	
	Number of Elements	Percent of DAs	Number of Elements	Percent of PAs
1-Green	17	15%	117	32%
2- Green	7	6%	23	6%
3-Yellow	34	30%	57	16%
4-Yellow	19	17%	61	17%
5-Yellow	28	25%	79	22%
6-Red	9	8%	24	7%
Total	114	100%	361	100%

The specific elements that were given the most serious ADI score of 6-Red during ACEPs in FY12 are listed in the following table:

Table 6
National ACEP -- Elements in FY12 Assigned ADI Scores of 6-Red

Element	DA	PA
1.3.1 Maintenance Program	1	3
1.3.2 Maintenance/Inspection Schedule		2
1.3.11 Continuous Analysis and Surveillance System (CASS)	0	2
1.3.15 Reliability Program		1
1.3.25 Cargo Handling Equipment, Systems and Appliances		2
1.3.6 Airworthiness Directives & Maintenance Record Requirements		1
1.3.7 Maintenance Providers		3
1.3.9 Major Repairs and Alterations		1
2.1.1 Manual Management (Ops)		1
3.1.5 Carry-On Baggage Program	1	1
3.1.11 Computer-based Record Keeping		1
3.2.1 Dispatch/Flight Release		2
4.2.3 Training of Flight Crewmembers	2	2
4.2.4 Training of Flight Attendants	3	1
4.2.5 Training and Qualification of Dispatchers/Flight Followers	1	
4.2.7 Training of Check Airman and Instructors	1	
4.3.3 Advanced Qualification Program (AQP)		1
Total	9	24

ACEP core elements are shaded

Table 7 shows the average ADI scores for each of the core ACEP elements, sorted by the average score received across all the assessments of each element. The DA core elements with the highest average scores were 4.2.4 Training of Flight Attendants and 4.2.5 Training and Qualification of Dispatchers/Flight Followers, each averaging a score of 4. The PA core elements with the highest average scores were 1.3.1 Maintenance Program, 1.3.7 Maintenance Providers, and 5.1.5 Line Station Operations/Ground Personnel Duties, each averaging a score of 4. Note however, that the scores at individual operators for these five elements were quite variable, ranging from 1 to 6.

Table 7
National ACEP Assessment Scores for Core Elements and All Elements Combined -
FY12
Sorted by Average Score

Element	1-G	2-G	3-Y	4-Y	5-Y	6-R	Total	Average Score
Design Assessments								
4.2.4 Training of Flight Attendants	1	1	3		4	3	12	4.2
4.2.5 Training and Qualification of Dispatchers/Flight Followers	2		3	5	8	1	19	4.1
4.2.7 Training of Check Airman and Instructors	2	2	6	4	4	1	19	3.5
1.3.11 Continuous Analysis and Surveillance System (CASS)	4		6	4	1		15	2.9
All DAs (Core and Non-Core)	17	7	34	19	28	9	114	3.5
Performance Assessments								
1.3.7 Maintenance Providers	1	2	1	5	5	3	17	4.2
1.3.1 Maintenance Program	4		1	4	5	3	17	3.9
5.1.5 Line Station Operations/Ground Personnel Duties	1	2	3	2	7		15	3.8
1.3.9 Major Repairs and Alterations	4	1	3	2	6	1	17	3.5
1.3.6 Airworthiness Directives and Maintenance Record Requirements	6	1	3	2	6	1	19	3.2
1.3.25 Cargo Handling Equipment, Systems and Appliances	3		3	2		2	10	3.2
3.1.2 Crewmember Duties/Cabin Procedures	5	1	1	4	5		16	3.2
3.2.1 Dispatch/Flight Release	8		2	4	4	2	20	3.1
3.2.2 Flight/Load Manifest/Weight & Balance Control	7	1	2	2	7		19	3.1
3.1.5 Carry-On Baggage Program	3	2	1	3	1	1	11	3.0
5.1.8 Extended Operations (ETOPS) AW	1	1		1	1		4	3.0
5.1.1 Line Stations	4	1	5	4	1		15	2.8
3.1.4 Operational Control	8	2	1	2	6		19	2.8
3.1.3 Airmen Duties/Flightdeck Procedures	8	1	3	2	5		19	2.7
1.3.2 Maintenance/Inspection Schedule	10	1	3		4	2	20	2.7
1.3.5 MEL/CDL/Deferred Maintenance	6	1	6	1	2		16	2.5
3.1.6 Exit Seating Program	6		2		3		11	2.5
3.1.1 Passenger Handling	8	2	1	3	1		15	2.1
1.3.18 De-Icing Program	2		2				4	2.0
5.1.8 Extended Operations (ETOPS) Ops	2		2				4	2.0
3.1.7 De-Icing Program	3		1				4	1.5
All PAs (Core and Non-Core)	117	23	57	61	79	24	361	3.1

Comparison of ACEP Assessment Scores to Scores from Prior Assessment of that Element by Certificate Management Team (CMT)

The ADI score from each ACEP element at each operator was compared to the ADI score from the prior assessment of that element conducted by the local Certificate Management Team (CMT).

Table 8
FY12 ACEP Assessment Scores
Number of elements

Score	DA	PA	Total
1	17	117	134
2	7	23	30
3	34	57	91
4	19	61	80
5	28	79	107
6	9	24	33
Total	114	361	475

Table 9
FY12 ACEP Assessment Scores
Percent of elements from ACEPs

Score	DA	PA	Total
1	15%	32%	28%
2	6%	6%	6%
3	30%	16%	19%
4	17%	17%	17%
5	25%	22%	23%
6	8%	7%	7%
Total	100%	100%	100%

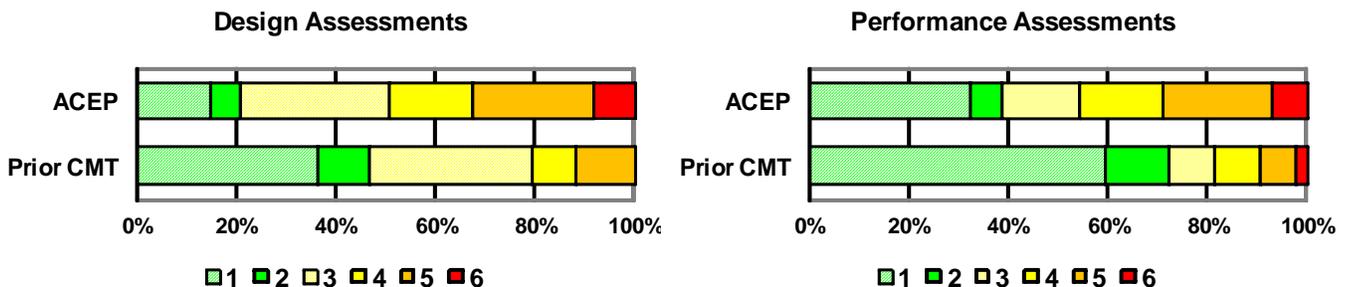
Table 10
Prior CMT Scores
Number of elements

Score	DA	PA	Total
1	38	214	252
2	11	46	57
3	34	34	68
4	9	33	42
5	12	25	37
6	0	7	7
No history	10	2	12
Total	104	359	463

Table 11
Prior CMT Scores
Percent of elements w/ prior CMT scores

Score	DA	PA	Total
1	37%	60%	54%
2	11%	13%	12%
3	33%	9%	15%
4	9%	9%	9%
5	12%	7%	8%
6	0%	2%	2%
Total	100%	100%	100%

Figure 1
Comparison of FY 12 ACEP Assessment Scores to Prior CMT Assessment Scores
Percent of Elements



Actions Taken as a Result of ACEP Findings

The FAA addresses any element scored 3, 4, 5, or 6, and ensures any associated risk is mitigated to an acceptable level. The most common corrective actions taken, in general order of most serious to less serious, are as follows:

- Suspension of Certificate: If identified safety problems are severe enough, the FAA can suspend the operating certificate of a carrier. For example, in 2011, one Part 121 operator voluntarily suspended operations and did not exercise the privileges of its certificate for about two weeks as a result of problems identified through an ACEP assessment. During the suspension, the safety issues were addressed by the operator with FAA guidance, and FAA approved resumption of operations.
- Initiation of Enforcement Investigation Report (EIR): An EIR is initiated if an air carrier is (or has been) conducting operations contrary to applicable FAA regulations.
- System Reconfiguration: When the air carrier's system design is rejected or performance is not affirmed due to a systemic problem and/or a regulatory issue is observed, the CMO must take action. The air carrier may be required to modify its system or the FAA may modify its authorizations.
- Risk Management Process (RMP): The Risk Management Process provides a structured, systematic means for the FAA and operator to collaboratively document and track hazards and to oversee and evaluate the disposition of associated risks.
- Planning of Constructed Dynamic Observation Reports (ConDORs): A ConDOR allows data collection activities to be requested by Principal Inspectors and assigned to ASIs with instructions to inspect and collect data on specific areas of immediate concern outside of the normal assessment schedule.
- Planning of Additional PA or DA: Inspection activities not previously scheduled can be added to the CMT work plan to provide additional surveillance of particular areas of concern.
- Letter to Operator: Particular findings of the assessment process can be formally transmitted to the operator.

Table 12 summarizes the types of actions that were taken as a result of the 20 National ACEPs in FY12.

Table 12
Actions Taken as a Result of All FY12 National ACEP Assessments
 (475 total elements assessed)

Action Taken	Number of Elements
Suspension of Certificate	0
Initiation of Enforcement Investigation Report (EIR)	59
System Reconfiguration	11
Risk Management Process (RMP)	8
Constructed Dynamic Observation Report (ConDOR)	104
Additional PA or DA	15
Letter to Operator	182

The Enforcement Investigation Reports (EIRs) initiated as a result of FY12 ACEPs involved 16 of the 20 ACEP operators, or 80%. Two of these operators had EIRs initiated for eight ATOS elements each, while the other operators had between one and seven elements involved in EIRs. EIRs were initiated as a result of five FY12 ACEP Design Assessments and 54 FY12 ACEP Performance Assessments, as shown in the following table.

Table 13 Elements Involving EIRs as a Result of FY12 ACEP Assessments

ATOS Element	Number of DA Elements	Number of PA Elements
1.3.6 Airworthiness Directives and Maintenance Record Requirements		7
1.3.1 Maintenance Program		5
1.3.2 Maintenance/Inspection Schedule		5
3.1.2 Crewmember Duties/Cabin Procedures		5
1.3.7 Maintenance Providers		4
3.2.2 Flight/Load Manifest/Weight & Balance Control		4
4.2.4 Training of Flight Attendants	2	1
1.3.9 Major Repairs and Alterations		3
3.1.4 Operational Control		3
5.1.5 Line Station Operations/Ground Personnel Duties		3
1.3.5 MEL/CDL/Deferred Maintenance		2
3.1.3 Airmen Duties/Flightdeck Procedures		2
3.1.5 Carry-On Baggage Program	1	1
3.1.6 Exit Seating Program	1	1
1.2.1 Airworthiness Release/Maintenance Log Recording Requirements		1
1.3.11 Continuous Analysis and Surveillance System (CASS)		1
1.3.25 Cargo Handling Equipment, Systems and Appliances		1
1.3.4 Required Inspection Items (RII)		1
3.1.1 Passenger Handling		1
3.2.1 Dispatch/Flight Release		1
3.2.3 MEL/CDL/NEF Procedures		1
4.2.3 Training of Flight Crewmembers	1	
5.1.8 Extended Operations (ETOPS) AW		1
Total	5	54

The System Reconfigurations initiated as a result of FY12 ACEPs involved 7 of the 20 ACEP operators, or 35%. One of these operators had System Reconfigurations initiated on three ATOS elements, two operators had System Reconfigurations initiated on two elements each, and the other four operators had a System Reconfiguration initiated on a single element. System Reconfigurations were initiated as a result of six FY12 ACEP Design Assessments and five FY12 ACEP Performance Assessments, as shown in the following table.

Table 14
Elements in which System Reconfigurations Were Initiated as a Result of
FY12 ACEP Assessments

ATOS Element	Number of DA Elements	Number of PA Elements
1.3.9 Major Repairs and Alterations		2
4.2.4 Training of Flight Attendants	2	
1.3.1 Maintenance Program	1	
1.3.15 Reliability Program		1
2.1.1 Manual Management (AW)		1
3.1.1 Passenger Handling		1
3.1.5 Carry-On Baggage Program	1	
4.2.3 Training of Flight Crewmembers	1	
4.2.7 Training of Check Airman and Instructors	1	
Total	6	5

The Risk Management Plans (RMPs) initiated as a result of FY12 ACEPs involved 3 of the 20 ACEP operators, or 15%. One of these operators had RMPs initiated on six ATOS elements and the other two operators had RMPs initiated on one element each. RMPs were initiated as a result of three FY12 ACEP Design Assessments and five FY12 ACEP Performance Assessments, as shown in the following table.

Table 15
Elements in which Risk Management Plans (RMPs) Were Initiated as a Result of
FY12 ACEP Assessments

ATOS Element	Number of DA Elements	Number of PA Elements
1.3.7 Maintenance Providers		1
1.3.11 Continuous Analysis and Surveillance System (CASS)	1	
1.3.25 Cargo Handling Equipment, Systems and Appliances		1
3.1.4 Operational Control		1
3.2.2 Flight/Load Manifest/Weight & Balance Control		1
4.2.5 Training and Qualification of Dispatchers/Flight Followers	1	
4.2.7 Training of Check Airman and Instructors	1	
4.2.8 Simulators/Training Devices		1
Total	3	5

Findings and Recommendations

The FAA finds the ACEP assessments to be a very valuable addition to the Part 121 air carrier oversight program, meeting the intent of Section 315. The ACEP program has supported FAA field offices with additional technical expertise to identify issues that were difficult to recognize at that level and provided information and training to managers and inspectors that increased their skill sets. The program also provides senior FAA management with an additional oversight tool to identify regional and/or national trends. The FAA intends to continue the ACEP assessments without changes from the current process. Five ACEPs are scheduled per quarter, but that number may be modified due to Agency priorities. FAA is on track to meet the objective of conducting at least one ACEP every five years at each Part 121 air carrier. The FAA will continue to review the ACEP program and improve it when and where warranted.

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