

CHANGE

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

8000.4K CHG 1

National Policy

Effective Date:
8/9/22

SUBJ: Coordination with the Air Mobility Command's Department of Defense Commercial Airlift Division and the United States Transportation Command

1. Purpose of This Order. This order establishes a shared Federal Aviation Administration (FAA) liaison position assigned by the Air Transportation Division (AFS-200) to the Air Mobility Command's (AMC) Department of Defense (DOD) Commercial Airlift Division and the United States Transportation Command (USTRANSCOM). This order also provides coordination procedures between the FAA and the DOD Commercial Airlift Division's mission of evaluating air carriers conducting contractual business with the DOD. Both the DOD Commercial Airlift Division and USTRANSCOM are located at Scott Air Force Base (AFB), IL.

2. Audience. The primary audience for this order is Safety Standards and Safety Assurance divisions and offices.

3. Where You Can Find This Order. You can find this order on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this order on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. Explanation of Policy Changes. This change:

- Adds standard information,
- Updates office responsibilities following the Future of Flight Standards reorganization,
- Replaces references to Program Tracking and Reporting Subsystem (PTRS) with Safety Assurance System (SAS) Activity Recording (AR),
- Removes references to FAA regional responsibilities, and
- Updates the mailing address for the FAA liaison to HQ AMC.

5. Disposition of Transmittal Paragraph. This change will remain in DRS until superseded by a revision to this order.

PAGE CHANGE CONTROL CHART

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Robert C. Carty
Deputy Executive Director, Flight Standards Service



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ORDER
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4. Cancellation. This order cancels FAA Order 8000.4J, Coordination with the Department of Defense Commercial Airlift Division, dated July 26, 2010.

5. Explanation of Changes. This order:

- Changes references from the Analysis and Information Staff (AFS-20) to AFS-200.
- Includes additional references to the Commercial Airlift Review Board (CARB).
- Replaces Flight Standards District Office (FSDO) and certificate-holding district office (CHDO) with responsible Flight Standards office.
- Includes references to USTRANSCOM.
- Includes the actual law (Title 10 of the United States Code (10 U.S.C.) § 2640) in paragraph 6.

6. Background. The DOD contracts for passenger and air cargo movements from air carriers certificated by the FAA. The DOD is required by law (10 U.S.C. § 2640) to conduct capability evaluations of these carriers to ensure that each is able to satisfy the unique requirements of the military contract and adhere to the DOD Air Transportation Quality and Safety Requirements published in Title 32 of the Code of Federal Regulations (32 CFR) part 861. Generally, DOD surveillance requirements include an initial onsite capability survey with a recurring onsite survey every 2 years thereafter, a performance evaluation every 6 months, and periodic aircraft ramp inspections and flight deck observations on selected air carriers.

7. Data Sharing. The DOD and FAA have agreed to share aviation safety data. The DOD will provide survey reports, letters of concern, DOD CARB actions, etc., to the FAA. The FAA will provide FAA investigative and surveillance data to the DOD. The exchange of air carrier and safety information should occur on a routine and timely basis. In accordance with existing Memorandums of Understanding (MOU), each agency is responsible for understanding and safeguarding the sensitivity of the data exchanged.

8. DOD Responsibilities. The DOD Commercial Airlift Division is expected to follow these procedures:

a. Pre-Survey Notification. The survey team will notify the FAA responsible Flight Standards office having oversight of the carrier before embarking on capability surveys and will outline their inspection requirements.

b. Request for Information. Contact by DOD personnel with FAA offices while conducting onsite surveys and performance evaluations may include requests for information as defined in MOUs between the FAA and DOD, such as:

- Aircraft accidents;
- Incidents;
- Enforcement actions;
- Hazardous materials (HAZMAT) authorizations and security issues;
- FAA safety inspection results;
- Operations specifications (OpSpecs) changes; and
- Any other changes in the air carrier's operation that could affect its CFR compliance/safety posture.

c. Desktop Audits. Semiannual performance evaluations conducted by DOD will normally be desktop audits. These evaluations will include communications with appropriate FAA principal inspectors (PI) via telephone.

d. Aircraft Ramp Inspection Notification. Normally, the DOD does not notify the responsible Flight Standards office PIs that a no-notice aircraft ramp inspection has occurred unless the inspection reveals a potential problem or concern involving the FAA's area of responsibility.

e. Flight Deck Observation. DOD commercial air carrier operations evaluators possess FAA flight deck authority (Survey and Analysis (S&A) Form 110B, DOD Commercial Air Carrier Evaluator's Credential) and will frequently conduct flight deck observations of commercial aircrews. These observations may or may not coincide with scheduled onsite surveys. The evaluators will notify the appropriate responsible Flight Standards office PI if they observed suspected violations of FAA regulations.

f. Debriefing. After completing a survey, the survey team will debrief the appropriate Flight Standards office personnel. In accordance with DOD procedures, the team will not reach conclusions at this time, but will discuss its factual findings. The debriefing may occur via

telephone if a face-to-face debriefing is impractical due to location, time, or non-availability of FAA personnel.

g. Formal Survey Report. The survey team will prepare a formal report for all surveys that the Chief of the DOD Commercial Airlift Division normally approves. If necessary, the survey team will also prepare a report for consideration by the CARB at AMC, Scott AFB, IL. The CARB reviews and evaluates a commercial air carrier's eligibility and capability to provide or continue airlift services to the DOD. The DOD provides copies of all survey reports to the FAA liaison at Air Mobility Command Illinois (HQ AMC) for further FAA distribution, as required. The FAA responsible Flight Standards office can expect to receive a copy of the DOD survey report within 30 to 60 days from completion of the onsite survey. Additionally, copies of foreign air carrier surveys are provided to the International Program Division (AFS-50) for their information and use.

h. FAA Representation. The FAA liaison to HQ AMC will represent the FAA as a non-voting advisor to the DOD CARB.

i. Survey Team Visit Schedule. The FAA liaison will provide the Office of Air Carrier Safety Assurance Director (AFC-1) and the Office of General Aviation Safety Assurance Director (AFG-1) a monthly schedule of DOD survey team visits, as planned by the DOD. Additionally, the Safety Analysis and Promotion Division's Certification and Evaluation Program Office (AFS-910) Manager, or their POC, will provide a monthly schedule of the Certificate Holder Evaluation Process (CHEP) evaluations to AFS-200 for distribution to the DOD through the FAA liaison.

9. FAA and DOD Agreement. Through an MOU, the FAA and DOD have agreed to share information on air carriers. Each responsible Flight Standards office contacted by the DOD Commercial Airlift Division will provide the following support:

a. Cooperation. Ensure full cooperation with all DOD Commercial Airlift Division team members. Provide all available requested information pertaining to the air carrier undergoing evaluation. The DOD has access to FAA databases, including the enhanced Vital Information Database (eVID), Enforcement Information System (EIS), Accident Incident Data System (AIDS), OpSpecs, the Safety Assurance System (SAS), and Safety Performance Analysis System (SPAS). FAA PIs or their representatives will attend DOD survey team briefings and debriefings, and be available during the inspection for consultation, whenever practical, to answer any questions that may arise.

b. Respond to Requests. The responsible Flight Standards office will also respond to all survey team requests for information after the survey is complete. The air carrier responds directly to the DOD regarding specific findings. If a finding is a violation of the CFR or violates operations or airworthiness manual requirements, the responsible Flight Standards office will provide verification of FAA approval/acceptance of carrier solutions to the DOD, when requested.

c. Liaison, Investigation, and Notification. On all surveys, maintain coordination with the FAA AFS-200 liaison to HQ AMC (DOD). Immediately investigate any survey team findings

that contain possible violations of Title 14 of the Code of Federal Regulations (14 CFR). The responsible Flight Standards office will keep the FAA AFS-200 liaison informed of such events and followup plans of action.

d. Followup. The DOD relationship with the air carriers is one of a contractual nature where the DOD can make demands beyond those required by FAA regulations. For this reason, the responsible Flight Standards office is primarily responsible for following up on findings that meet the criteria of subparagraph 9c.

10. Responsible Flight Standards Office SAS Activity Reporting (AR) Procedures.

a. Timely Closeout Action. Entering the DOD survey report/letter of concern/CARB findings or remarks into the appropriate SAS AR activity provides PIs, Front Line Managers (FLM) and AFS-200 with a method to verify timely closeout action on each finding and/or eliminates the need to generate manual reports.

b. Forward DOD Survey Report/Letter of Concern/CARB Letter. The FAA liaison to HQ AMC will forward an electronic copy of the letter of concern, or CARB letter when appropriate, and all DOD survey reports to the responsible Flight Standards office manager, AFS-200, and the HQ AMC liaison to the FAA.

c. Review Findings. The responsible Flight Standards office will review the DOD survey report, letter of concern, or CARB letter to determine whether any of the findings contain FAA regulatory concerns that will require corrective action by the carrier and further followup by the FAA.

Note: FAA responsible Flight Standards office personnel that have received a verbal debrief by the DOD survey team should not wait for receipt of the DOD survey report, letter of concern, or the CARB letter before beginning corrective action followup on any FAA regulatory concerns. The office personnel should make a SAS AR activity entry for each FAA regulatory discrepancy identified and begin followup action to resolve the discrepancy.

d. Enter Findings into SAS. The responsible Flight Standards office will enter all findings on the DOD survey report, letter of concern, or CARB letter, including those findings that were previously corrected onsite, into SAS under the applicable activity code of 1086, 3086, or 5086. The office should also enter any additional findings from the body of the report, if applicable. The office should enter each finding that is of regulatory concern under its individual AR identification (ID) number.

(1) If the DOD survey report, letter of concern, or CARB letter contains more than one finding that does not qualify as an FAA regulatory concern, then the responsible Flight Standards office may enter and close all of the nonregulatory findings under one AR. Be sure to include the date of the DOD survey report, letter of concern, or the CARB letter date (or the actual finding date) for each entry to preclude confusion when the DOD accomplishes more than one survey on the air carrier during that fiscal year.

(2) If there are FAA regulatory findings that meet the criteria outlined in subparagraph 9c that involve systemic problems, the responsible Flight Standards office will make entries into SAS explaining what specific actions the air carrier took to correct the root cause of the discrepancy, such as, “ACTION 10/1/2010: XYZ Airlines has submitted revision 33 to the General Maintenance Manual (GMM), which formalizes new improved Continuing Analysis and Surveillance (CAS) procedures. ACTION 10/23/2010: Revision 33 to the GMM has been reviewed and accepted by the FAA. This finding is closed.” Be sure to keep the finding open in SAS until the carrier has completed all of the required corrective actions to fully resolve the discrepancy.

(3) If the determination is made that a finding does not meet the criteria of subparagraph 9c, the responsible Flight Standards office will make the following entry in the appropriate SAS AR activity for that finding: “This finding was found to contain no FAA regulatory concerns and is hereby closed.”

(4) If there are no findings in the entire survey report, letter of concern, or CARB letter that concern the FAA, the responsible Flight Standards office should make one AR activity entry stating, for example: “The 10/12/2010 (date of survey) DOD survey report was reviewed and found to contain no FAA regulatory concerns, and is hereby closed.”

(5) The responsible Flight Standards office should make the initial AR activity entries within 15 working-days of receipt of the DOD survey report, letter of concern, or CARB letter, whichever it received first. Any finding that is duplicated in the letter of concern, CARB letter, or DOD survey report should only be entered once in the AR activity.

e. Provide Support for Concern Resolution. When the responsible Flight Standards office determines that a finding is not regulatory in nature, but would increase the operational safety posture of a carrier, it is highly recommended that the office provide support to satisfactorily resolve the DOD concerns.

f. Enter Relevant Portion of DOD Survey Report, Letter of Concern, or CARB Letter. The responsible Flight Standards office should refrain from entering the entire DOD survey report, letter of concern, or CARB letter into the AR activity as this serves no useful purpose and needlessly clutters the activity.

g. Responsible Flight Standards Office Action Monitoring. The responsible Flight Standards office will monitor any required office actions to ensure the entry of all findings within 15 working-days and proper closure of the findings within 120 days of the email date of the DOD survey report, letter of concern, or CARB letter.

11. DOD Web Page. The DOD Commercial Airlift Division maintains a web page where the following information is available: office background, DOD commercial air transportation quality and safety requirements, DOD model programs, DOD survey checklists, and newsletters. This web page is at <https://www.amc.af.mil/Home/AMC-Commercial-Services/>.

12. Contacts. Contact the FAA liaison to HQ AMC for all matters concerning this order at the following address:

HQ AMC/A3B
Attn: FAA Liaison
510 POW/MIA Dr.
Scott AFB, IL 62225-5011
618-229-2105
618-256-5937 (fax)

13. Distribution. We will distribute this order to the Flight Standards' Safety Standards, Foundational Business, and Safety Assurance offices, International Field Offices (IFO), and Aircraft Evaluation Groups (AEG).

14. Directive Feedback Information. Any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this order should be forwarded to the originating office (AFS-200) in addition to the Directives Management Officer, in the Flight Standards Publication Branch (AFB-120). For your convenience, FAA Form 1320-19, Directive Feedback Information, is the last page of this order. If an immediate interpretation is necessary, please call the originating office for guidance. However, you should also use Form 1320-19 to follow up on your verbal conversation.

Directive Feedback Information

Please submit any written comments or recommendation for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: FAA Order 8000.4K CHG 1, Coordination with the Air Mobility Command's Department of Defense Commercial Airlift Division and the United States Transportation Command

To: Flight Standards Directive Management Officer, AFB-120 Directives Mailbox (9-AWA-AFB-120-Directives@faa.gov)

(Please check all appropriate line items)

An error (procedural or typographical) has been noted in paragraph _____ on page _____ .

Recommend paragraph _____ on page _____ be changed as follows: *(attach separate sheet if necessary)*

In a future change to this order, please cover the following subject:
(briefly describe what you want added)

Other comments:

I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____