

# ODA Webinar

## Welcome FAA & Industry

Presented to: FAA OMT Leads & ODA Administrators

By: AVS-60, ODA Office

Date: November 7, 2023

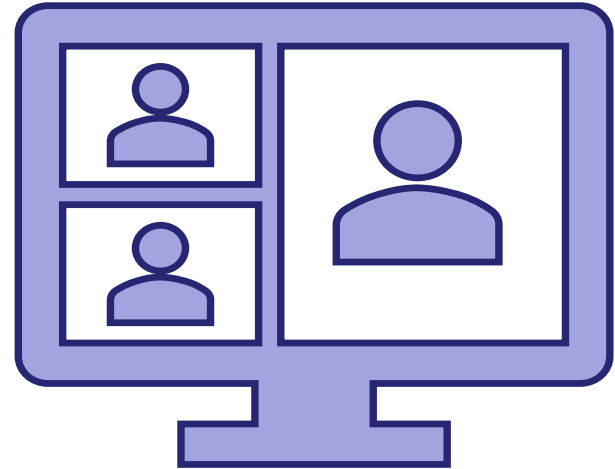


**Federal Aviation  
Administration**

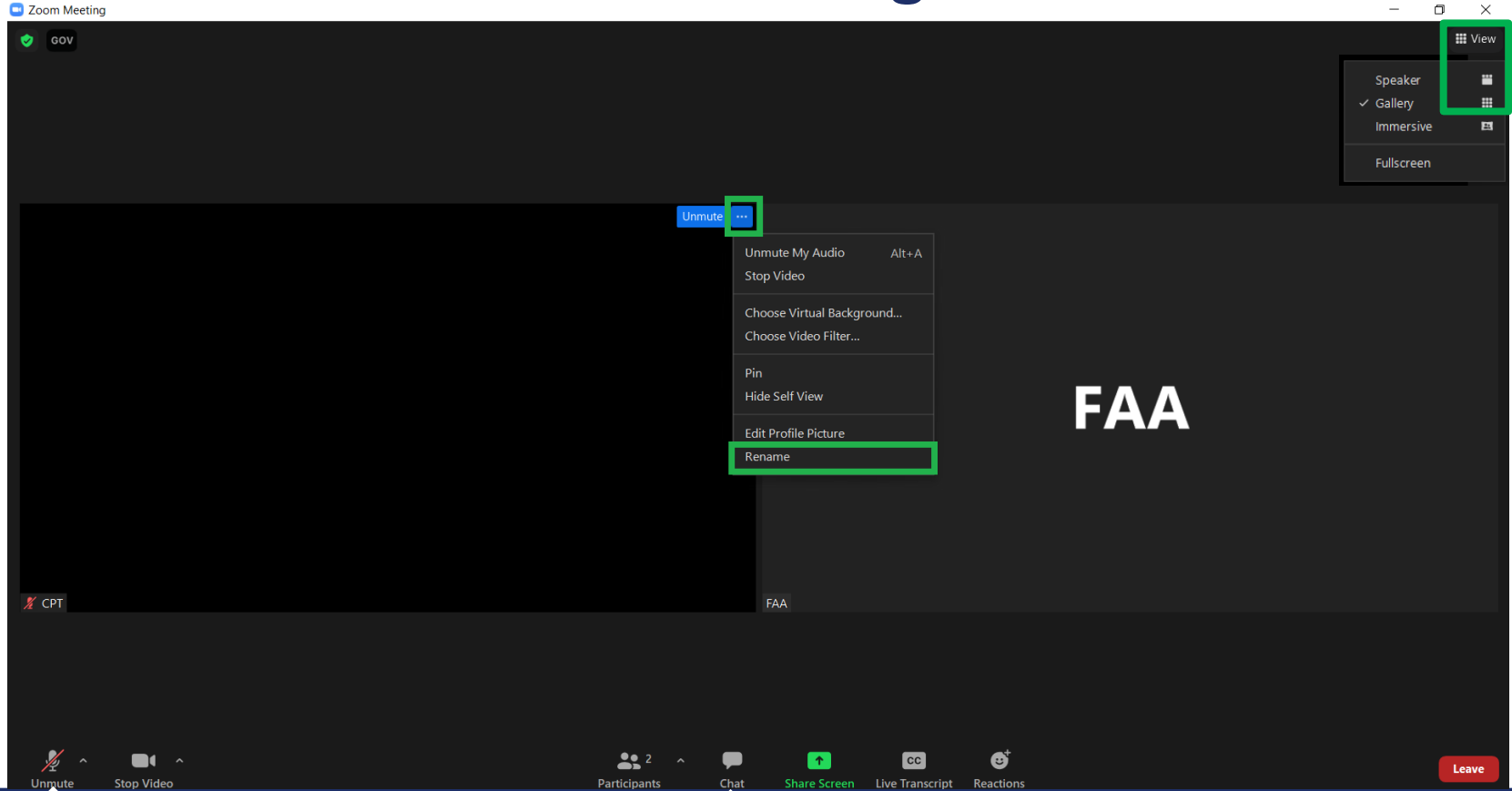


# Meeting Guidelines

- Please include ODA name behind your name in Zoom
- Ask questions and share your thoughts
  - Use hand up feature or put your thoughts in the chat
- Cameras on as much as possible when sharing questions
- Be back on time from break



# Zoom Pre-Flight



**Audio Controls**  
(Mute / Unmute)

**Camera On/Off**  
(Active Video)

**Open/Close Chat**



**Federal Aviation  
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# Welcome

Overview of our agenda. Times are EDT.

Tuesday, November 7	Presenters
12:00 pm – Welcome	Corey Spiegel, Deputy Director ( <i>Acting</i> ), AVS-60
12:05 pm – AVS-2 Intro	Jodi Baker, Deputy Associate Administrator, AVS-2
12:15 pm – AVS-60 Office Update	Kevin Dickert, Director, AVS-60
12:35 pm – AIR Reorganization	Jeff Duven, Director, AIR-800
1:05 pm – Rev C Update & Implementation	Cynthia Bradley, Program Manager for Revision C Melanie Weddle, AC ODA Implementation Project Manager Brian Shuttleworth, Existing ODA Implementation Project Manager
1:35 pm – 15-Minute Break	Break
1:50 pm – Interference Notice	Kevin Kendall, Senior Technical Advisor
2:10 pm – Open Forum	Corey Spiegel, Deputy Director ( <i>Acting</i> ), AVS-60
2:50 pm – Closing Statements	Kevin Dickert, Director, AVS-60
3:00 pm - Adjourn	Zoom meeting End

# Aviation Safety (AVS) Welcome



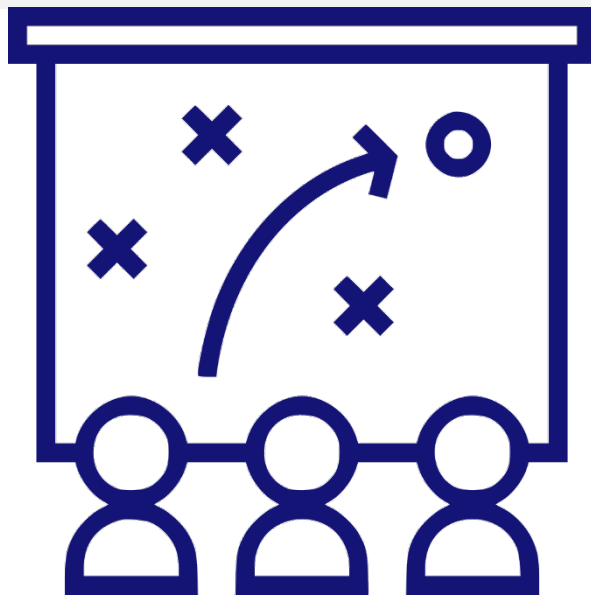
**David Boulter**  
Associate Administrator  
Aviation Safety



**Jodi Baker**  
Deputy Associate Administrator  
Aviation Safety

AVS sets, oversees, and enforces safety standards for all parts of the aviation industry, impacting every facet of domestic and international civil aviation safety.

AVS is responsible for the certification, production approval, and continued airworthiness of aircraft as well as the certification of pilots, mechanics, and others in safety-related positions.



## AVS-60 Update

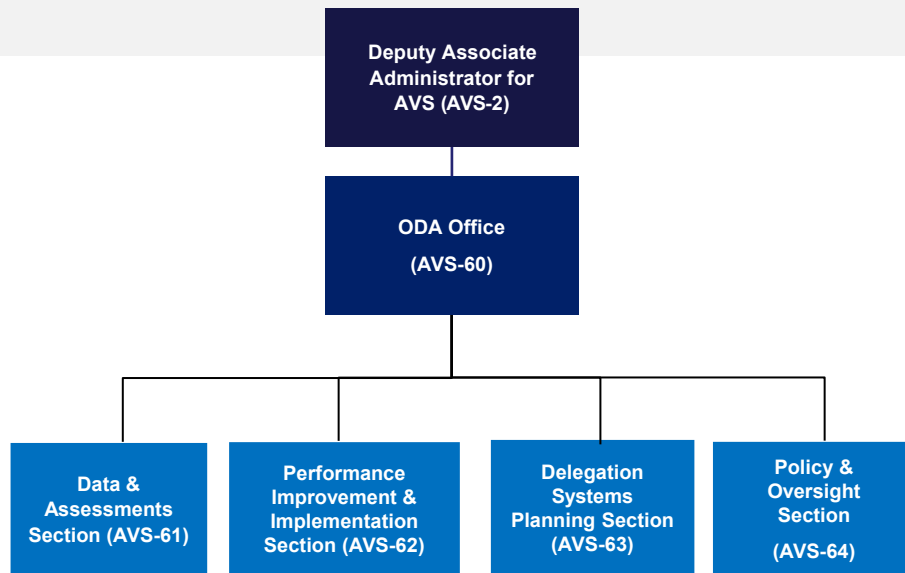
# AVS-60 Mission

AVS-60 enhances aviation safety and efficiency by partnering with FAA and industry stakeholders to improve the health and effectiveness of the Aviation Safety (AVS) delegation programs.



## Partnering with FAA and Industry stakeholders to:

- ✓ Set strategic direction for the ODA and individual designee programs
- ✓ Design and implement ODA and individual designee program improvements (e.g., policy changes; sharing best practices; training)
- ✓ Define key performance indicators and monitor performance



# Focus on the AVS Delegation System



## Integration

- Bringing key elements together to support consistency across service offices, such as Aircraft Certification Service (AIR) and Flight Standards (FS)
- Dedicating additional resources to support system improvements



## Improvements

- Enterprise approach to policy, training, data, and performance monitoring
- Partnering with stakeholders early to understand and address interests



## Strategic Direction

- Creating common goals
- Aligning leadership groups such as the Designee Steering Group (DSG) and the Continuous Improvement Team (CIT)
- AVS-level performance monitoring to drive improvements



# AVS-60 Commitment

- Continue building an integrated, forward-looking AVS delegation system
- Learning and adapting with our stakeholders



# Questions?



# Status of 8100.15 Rev C

Cynthia Bradley



# Primary Change Drivers

- Evolving the oversight approach
  - Transitioning from Delegated Organization Inspection Program (DOIP)/Supervision to systems-based oversight
- Opportunity to expand the ODA program
  - Airmen Certification (AC) ODA Type
- Make other improvements to the ODA program
  - Digital signatures, remote technology, etc.
- Incorporation of Congressional mandates
  - Aircraft Certification, Safety, and Accountability Act (ACSAA)

# Key Changes

- Reordered policy structure
- Establishing new Airmen Certification (AC) ODA type
- Systems approach to surveillance, reduction of finding types
- Implementing a Risk Based Decision Making (RBDM) approach to OMT surveillance
- Incorporating ACSAA requirements
- Ensuring alignment with Order 8000.95 Designee Management Policy
- Strengthening ODA holder internal audits
- Expanded requirements for ODA holder corrective actions
- Incorporating new AIR reorganization structure

# Policy Schedule

- FAA internal comment period – Closed May 2023
- Post for public comment – Winter 2023/2024
- Planned issuance – Spring 2024
  - Begin receiving new Airmen Certification (AC) ODA applications
  - PM revision deadline: 12 months after policy issuance
  - PM approval deadline: 15 months after policy issuance
- Transition Plan
  - Supervisions and DOIPs continue until September 30, 2024
  - Anticipate new surveillance IAW 8100.15C to begin Oct 1, 2024

# Implementation & Outreach Strategy

Brian Shuttleworth



# Implementation & Outreach Strategy

- Two separate implementation initiatives
  - Existing ODA
  - AC ODA
- Outreach concurrent with public comment period
- Targeted outreach prior to final publication
- Creating FAQ's, crosswalks, user guides
- Flyers will be sent out with when and where details



# Airmen Certification (AC) ODA Update

Melanie Weddle

# AC ODA Description

- FAA Order 8100.15 C introduces the new Airmen Certification (AC) Organization Designation Authorization (ODA) type
- An AC ODA holder is authorized to conduct airmen testing for the issuance of FAA airman certificates
- Current part 121/135/141/142/145/147 certificate holders with experience managing programs related to the issuance of an Airman Certificate may apply
- Application for AC ODA is optional, not required

# Current State and Potential Change

- Aircrew Program Designees (APD) and Training Center Evaluators (TCE) are employed by certificate holders and could become AC ODA unit members for part 121/135/142 organizations
- Designated Pilot Examiner (DPE) and Designated Mechanic Examiner (DME) could become AC ODA unit members for part 141/145/147 organizations

Current Individual Designees by Type	
Aircrew Program Designees (APD)	951
Training Center Evaluators (TCE)	1169
Designated Mechanic Examiner (DME*)	245
Designated Pilot Examiner (DPE*)	847

*\* - DPE and DME may remain individual designees in addition to becoming ODA unit members*

# Questions?



# Break

**15-minute break**



# **Interference Review Team (IRT) per Notice 8100.18**

**Kevin Kendall**

# Purpose of the IRT

- FAA leadership established the IRT to:
  - Help OMTs consistently interpret and apply the interference notice (N8100.18) requirements
  - Assess the health of the ODA system regarding interference
  - Identify opportunities to reinforce or improve ODA holder and OMT training and decision-making

# Interference Review Team details

- IRT is made up of subject matter experts (SMEs) from AVS-60 and each operating division managing ODAs
  - AVS-60 Policy SME with support from Outreach and Data sections
  - AIR-500 C&E SME
  - AIR-700 C&E SME
  - AIR-800 C&E SME
  - FS Policy and C&E SME
  - AIR-600 Support from C&E policy SME
  - AGC-300 Support from General Counsel Office



# IRT Expectations

- **The OMT must submit all final reports of alleged interference to the IRT. Steps:**
  - ODA holder final investigation reports must be reviewed by the OMT
  - In reviewing the report for acceptance, the OMT will consider the evidence documented by the ODA holder and their rationale for making the determination
  - The **OMT must submit its proposed response with rationale** for acceptance or rejection of these reports to the IRT for review within 30 calendar days of receiving the report from the ODA holder
  - Submittal must be made to **9-AVS-ODA-Office@faa.gov, with attention IRT**

# IRT Actions

- Review final reports and OMT proposed response
  - Apply interference criteria:
    - Were there statements or behavior intended to improperly influence the unit member's proper performance of an authorized function?
    - Were there either conflicting non-ODA unit duties, or other activities that conflict with the performance of authorized functions by ODA unit members?

# IRT Actions (cont.)

- IRT reviews how ODA holder and OMT applied the criteria and made determination
  - In cases of agreement between the holder, OMT and IRT:
    - IRT reinforces the determination
    - Comments on any additional considerations
  - In cases of disagreement between the IRT and OMT:
    - Explanation of IRT determination rationale
    - Assistance provided for OMT response as needed

# IRT Actions (cont.)

- Post review actions
  - IRT maintains data on report conclusion and consistency
    - Interference occurred
    - No Interference
    - Consistency between holder and OMT
  - IRT identifies opportunities for improvement within specific OMT/ODA holder as well as a broader audience
    - Identify need for policy clarification
    - Identify need for additional or changed sample scenarios

# IRT Observations

- IRT has completed review of 18 reports, but most events occurred before N8100.17 procedures were approved
- Vast majority of reports were not interference
- Indicates problems other than interference
  - The need for UM understanding of interference/ODA Holder-provided training

Other problems within organizations that **need a venue/process for resolution**

*e.g. not valuing a Just safety culture, misunderstood roles and responsibilities, poor communication etc. These are ODA holder problems to solve, otherwise, they unnecessarily exercise the interference process for erroneous reports, at best. At worst, they indicate a failure of the ODA system*

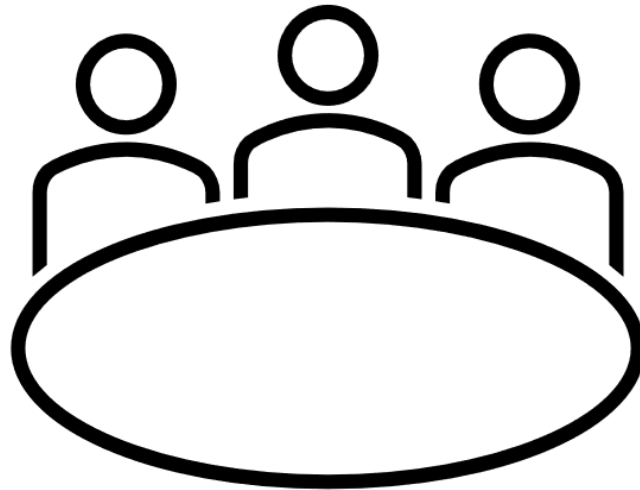
# IRT Future

- FAA leadership plans for the IRT to review reports until consistency is achieved
  - Depends on number of reports, quality of reports and decisions, consistency of determinations
  - When the IRT is no longer serving a purpose, it will be disbanded

# Questions?



# Open Forum





# Submit Feedback

You are welcome to submit feedback and questions via the ODA Office mailbox:

[9-AVS-ODA-OFFICE@faa.gov](mailto:9-AVS-ODA-OFFICE@faa.gov)