SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE (SOCAC) MEETING AGENDA

December 1, 2020 ***1:00 PM – 3:00 PM

1:00 pm – 1:10 pm	Welcome and Introductions
1:10 pm – 1:15 pm	Federal Advisory Committee Act (FACA) Statement
1:15 pm – 1:45 pm	Subcommittee Report • Workforce Development and Training Tasking Status Report
1:45 pm – 2:15 pm	Aviation Rulemaking Committee (ARC) Updates • Safety Oversight and Certification (SOC) ARC • Flight Standards Transparency, Performance, Accountability, Efficiency (FST PAcE) ARC
2:15 pm – 2:40 pm	FAA Updates • FAA Response to Special Committee on Certification Recommendation Report • ODA Expert Panel
2:40 pm – 3:00 pm	Other Business and Closing Remarks

SOCAC agendas, meeting minutes, and reports are available on the FAA's committee website at
https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/committee/browse/committeeID/717.

Safety and Oversight Certification Advisory Committee Meeting
Record of Meeting

MEETING DATE: September 16, 2020

MEETING TIME: 1:00 p.m.-4:00 p.m.

LOCATION: Meeting via Zoom

PUBLIC
ANNOUNCEMENT: Federal Aviation Administration (FAA) provided notice to the public of the Safety and Oversight Certification Advisory Committee (SOCAC) meeting in a Federal Register notice published on September 16, 2020 (85 FR 48058)

Members

Attendees	Occupation Or Affiliation
Bill Ayer (SOCAC Chair)	National Business Aviation Association (NBAA)
Jason Dickstein	Modification and Replacement Parts Association
Daniel Eigenbrode	Pratt and Whitney
Bob Fox	Air Line Pilots Association, International (ALPA)
Chris Jackman	Wing Aviation LLC
John Laughter	Delta Air Lines, Inc.
Shelly deZevallos	West Houston Airport Corporation
Sarah MacLeod	Aeronautical Repair Station Association
Colin Miller	Gulfstream Aerospace
Bradley Mottier	GE Aviation
Beth Pasztor	Boeing Commercial Airplanes
Michael Perrone	Professional Aviation Safety Specialists
Michael Quiello	United Airlines
Gregory Shoemaker	National Air Traffic Controllers Association
Phillip Straub	Garmin International, Inc.
Michael Thacker	Bell/Textron Aviation
Ali Bahrami	Associate Administrator for Aviation Safety
Bob Busto	FAA Aircraft Certification Service (AIR)
Robert Duffer	FAA Flight Standards Service (FS)
Eric Fanning	Aerospace Industries Association (AIA)
Timothy Obitts	National Air Transportation Association (NATA)

Name	Occupation Or Affiliation
Alan Stolzer	Embry-Riddle Aeronautical University
Non-SOCAC Members	
Name	**Occupation Or Affiliation**
Amanda L. Armistead	McGuireWoods Consulting LLC
Floyd Abang	International Air Transport Association
Chad Balentine	ALPA
Stephanie Beasley	Politico
Darby Becker	GE Aviation
Doug Carr	NBAA
Andy Cebula	Airlines for America (A4A)
Christopher Cooper	Aircraft Owners & Pilots Association
Nick Devereux	
Walter Desrosier	General Aviation Manufacturers Association
Tony Fazio	GIFAS - French Aeronautics Association
Christopher Hart	Hart Solutions LLC
Jennifer Holder	Boeing
Mark Lopez	A4A
Christa Lucas	NBAA
John McGraw	NATA
Sean McGinnis	Honeywell
Thomas Mickler	European Union Aviation Safety Agency
Lee Moak	The Moak Group
Yvette Rose	Cargo Airline Association
Jennifer Schrader	UPS Flight Forward Inc.
David Silver	AIA
Greg Walden	McGuireWoods Consulting LLC
FAA Attendees	
Name	**Occupation Or Affiliation**
Marcia Adams	Office of Communications (AOC)

Jodi Baker	AVS
Chris Carter	AIR
Thuy Cooper	Office of Rulemaking (ARM)
Bruce DeCleene	FS
Kevin Dickert	AIR
Rick Domingo	FS
Scott Gore	AGI
Mara Jenkins	AVS
Linda Lane	ARM
Natalie Mitchell-Funderburk	ARM
Andrew Mueller	Air Traffic Safety Oversight Service (AOV)
Lorelei Peter	Office of the Chief Counsel
Hank Price	AOC
Shalini Razdan	AIR
Brandon Roberts	ARM
Tim Shaver	FS
Jaime Showman	AIR
Giles Strickler	ARM
Steve Thompson	AIR
Elizabeth Williams	FS

Welcome and Introduction

Mr. Ali Bahrami, Designated Federal Officer (DFO), called the meeting to order at 1:05 p.m. Mr. Bahrami greeted the members of the Safety Oversight and Certification Advisory Committee (SOCAC or Committee) and thanked them for their time and participation on the Committee and provided instructions on how the meeting will be conducted on Zoom.

Mr. Bahrami introduced Mr. Bill Ayer, the SOCAC Chair. Mr. Ayer recognized the Committee members and thanked everyone in attendance for joining the meeting. He noted that the world has changed since the last meeting in November 2019, especially in the aviation industry members. Mr. Ayer gave members an opportunity to discuss how COVID-19 has impacted their segment, what has changed, and how it may impact the work of the Committee. Mr. Ayer noted that for most people, the world has become a lot more difficult and less certain. He thanked the Committee for their time, focus, experience and expertise especially since members have other priorities and new priorities since the November 2019 meeting.

Mr. Ayer reviewed the meeting agenda and noted one change. He stated the Special Committee report would be discussed before the JATR Report.

After the introductions, Mr. Bahrami read the required Federal Advisory Committee Act (FACA), Title 5, United States Code (5 U.S.C.); Appendix 2 (2007) statement. He confirmed that the meeting is public and that members of the public may address SOCAC with the permission of the Chairperson.

** All presentations at the September 16, 2020, meeting may be found at https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/document/information/documentID/4602.

Ratification of Minutes

Mr. Ayer asked if there was a motion to accept the minutes from the November 13, 2019, SOCAC meeting. A motion was made and seconded to accept the minutes. As there was no opposition to the minutes, SOCAC voted to ratify the minutes.

Impact of COVID-19 on Aviation Industry

Mr. Ayer asked members to discuss what has changed in regards to working remotely, work priorities, safety and compliance in light of Covid-19. He noted this may impact future taskings. Mr. Bob Fox, Air Line Pilots Association, International (ALPA), stated COVID-19 has consumed the time of many in the aviation industry as they tried to understand the proper ways of mitigating the risk of COVID-19 for both crews and passengers. He further stated that ALPA has worked closely with Rick Domingo and his team and moved over to the RTCA on a 90 day time line to create a standard of cleanliness for the Cockpit and Cabin. This was a challenge because many in aviation were attempting to solve the problem at the same time and the information was inaccurate and some carriers were using products that were harmful to both passengers and crews. There are 90 individuals participating in the RTCA effort with an aggressive time line to complete the work in 90 days.

Mr. Fox stated that ALPA believes that it is time to communicate to the public that we have mitigated the COVID-19 threat as best as we can. ALPA and other stakeholders, such as Boeing, United Airlines, and Jet Blue, have rolled out a campaign with this messaging. Mr. Fox noted that payrolls are being kept in place until October 1, 2020. Over 10,000 ALPA pilots have been issued furlough notices. Trans State Airlines and Compass Airlines closed their operations and laid off over 1,000 pilots. Express Jet, a United Airlines affiliate, will cease operations, go out of business and lay off 1,500 pilots as of October 1, 2020. ALPA is doing its best to get the payroll aid extended in the CARES Act.

Mr. Michael Perrone, PASS, stated that the biggest challenge is to both keep operations up and running in a new way with a new direction. Prior to Covid-19, inspectors worked with industry on the regulatory side and on the technical operations side, and working at facilities certifying and maintaining the equipment for Air Traffic. Mr. Perrone noted that more than 6 months into COVID-19, PASS has to figure out how to address its workload for 2020 and 2021. He noted inspectors are mostly teleworking and this presents a challenge. Inspectors want to be physically

present, communicating and having a rapport and coordinating with industry to ensure that everything is done at the highest level of safety. On the Air Traffic Organization side, aircraft operations have been reduced and PASS is making every attempt to ensure that employees are safe going into their environments whether it's a regional office, the TRACON or visiting facilities. Mr. Perrone noted that the collective challenge is to figure out how to continue to do the jobs as safely as in a pre-COVID environment.

Mr. Michael Quiello, United Air Lines, stated that the loss of technical skills as a result of the reductions in staff will result in increased risk not only for the airline but for the entire aviation industry. Mr. Quiello stated that he has discussed this extensively with Mr. Bahrami and Mr. Domingo at CAST Meetings. Mr. Quiello noted that the total industry is in distress and innovation has been stalled.

Mr. Ayer commented that the Workforce Development and Training Tasking on the agenda ties into Mr. Quiello's point related to the loss of technical skills. Mr. Ayer noted if there is a loss of institutional knowledge, there will be more reliance on formal training. Mr. Tim Obitts, National Air Transportation Association (NATA), stated he discussed Organization Designation Authorizations (ODAs) at the November 2019 meeting. Mr. Obitts explained that there is still value in having ODA's and if there is a way to figure out a safe and appropriate way to make oversight work, especially in light of the constraints of COVID-19 and the new normal it has created.

Mr. Bahrami commented that over the past six months the FAA and aviation industry had to make adjustments and worked together to exchange ideas on how to move forward and maintain a level of safety that is expected from air transportation and aviation as a whole.

Impact of SOCAC

Mr. Ayer noted that as SOCAC moves forward, the Committee should aim to provide recommendations that are impactful and implemented. As part of taskings, Mr. Ayer asked FAA to include background on previous work and recommendations on the subject, and how the FAA addressed the recommendations. He noted that some of the same subjects have been discussed for a number of years and he wanted to ensure that the taskings going forward benefit from prior work.

Mr. Ayer reminded the Committee that the most value can be created by working on a relatively small number of high priority taskings that have an outsized opportunity to improve safety. We will have an opportunity to suggest future taskings as well. Mr. Ayer explained that there will be a standing agenda item for updates to be provided. Mr. Bahrami will be asked what the FAA is doing with recommendations and how they will be implemented down the road. Also, he noted that the implementation of taskings always needs to be a priority.

Overview of Safety Oversight and Certification Aviation Rulemaking Committee (SOC ARC)

Mr. Michael Thacker, SOC ARC Industry Co-chair, provided a briefing on the SOC ARC.[1] Mr. Thacker noted that the FAA established the SOC ARC on January 5, 2018, and with the objective to identify and recommend initiatives to improve the efficiency and effectiveness of the certification of the safety oversight system. The ARC includes aviation stakeholders representing component manufacturers, maintenance, modification, original equipment manufacturer (OEMS), companies with ODA's and companies without ODA's. Mr. Thacker stated the ARC has focused on developing recommendations that the FAA could implement. He noted that the FAA's participation on the ARC has been critical as the FAA provided guidance as the ARC developed recommendations.

The SOC ARC submitted a recommendation report to the FAA in December 2019. The ARC proposed 14 recommendations that covered five areas of importance. The FAA responded to the recommendation report within a few months of receipt. As of September 16, 2020, the FAA has addressed five recommendations

The FAA extended the SOC ARC until January 2020, to address additional six items. These items include compliance assurance system, electronic data, technical standard orders (TSO) deviations, integrated project management, TSO operational safety, and bilateral cooperation of operational evaluations. With only a year extension, Mr. Thacker stated the ARC has focused on the most critical elements. The SOC has formed teams to address the TSO's and compliance assurance. He noted the work on the TSO's will be completed in November 2020. He further noted that compliance assurance is a larger package and the team will provide a framework for implementation. The team is also taking a critical look at oversight on both the industry and FAA sides. Mr. Thacker stated that the FAA is working on a policy memorandum to clarify processes and policies on electronic data, integrated project management, and bilateral cooperation of operational evaluations. Mr. Thacker concluded his briefing acknowledging the work that the ARC has done over the 2½ years. He also noted that the FAA has been intent in its timely response with a clear expectation of how to implement the changes.

Mr. Ayer asked whether the ARC specifically focused on performance measures. Mr. Thacker responded that the FAA tasked the ARC to assess and provide feedback on performance measures and how to make them more actionable.

Overview of Flight Standards Transparency, Performance, Accountability, and Efficiency Aviation Rulemaking Committee (FST PAcE ARC)

Mr. Fox, FST PAcE ARC Industry Co-chair, provided a briefing on the FST PAcE ARC.[2] Mr. Fox reported that the ARC held its first meeting in February 2020. Mr. Fox noted that SOCAC members Ms. Sarah MacLeod and Mr. Michael Pass also sit on the FST PAcE ARC. Mr. Fox stated that the FAA has tasked the ARC to address sections 221, 222, and 513 of the FAA Reauthorization Act of 2018. The ARC formed working groups to address each section.

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[1] The presentation is posted on the FAA Committee website. *See* page 4 of minutes for website link.
[2] Ibid.

In response to Mr. Ayer's question about schedule, Mr. Fox stated that the due dates for recommendation reports on sections 221 and 222 are October 2020 and November 2020, respectively. He noted that the FAA will present the recommendation reports to SOCAC. Mr. Fox also noted that many working group members represent flight operations from the major airlines. However, they have been unable to actively participate in meetings as they have been overwhelmed with addressing COVID-19.

Governance/Organizational Structure

Mr. Ayer reminded members that SOCAC agreed to establish a Subcommittee and asked the FAA to develop the structure for SOCAC's consideration. Mr. Ayer asked Mr. Bahrami to present the FAA's proposal to SOCAC.

Mr. Bahrami presented the Subcommittee's organizational structure, discussed roles and responsibilities, and discussed the relationship between the SOCAC and the subcommittee.[3] He stated the Subcommittee would monitor and track the status of FAA taskings prior to SOCAC deliberation at a public meeting. He further stated that the Subcommittee may form task groups and invite subject matter experts (SMEs) to assist with responding to the FAA tasks. The subcommittee will consist of current SOCAC members who have been vetted and appointed by the Secretary. The FAA recommends the following members for the Subcommittee: Bob Fox, Jason Dickstein, Sarah MacLeod, Michael Perrone, and Michael Thacker.

Mr. Bahrami noted that SOCAC members may also volunteer to serve on the Subcommittee, particularly members representing a segment not currently proposed. He recognized that the Subcommittee did not have anyone representing operators. The FAA discussed the size of the Subcommittee and recommended that membership should be kept around 10 members. Mr. Bahrami introduced Mr. Christopher Carter, Deputy Executive Director for Aircraft Certification, and Mr. Tim Shaver, Deputy Director for Flight Standards, as the FAA representatives on the Subcommittee.

Mr. Ayer asked members if they had advice, observations, and contributions on what has worked previously. Ms. MacLeod stated that the challenge she sees is that the FAA is working on multiple requests with essentially the same information. The Committee should ensure that the tasks can be completed in the next twelve months, in the event that the SOCAC charter is not renewed so that the work can be turned over to the remaining Subcommittees.

Mr. Thacker asked Mr. Bahrami to clarify his intent with the SOC and FST PAcE ARCs. He asked whether the ARCs would become a SOCAC sub team or would the ARCs have an opportunity to complete their taskings. Mr. Bahrami explained that he prefers SOCAC be briefed on the activities of the ARCs. This would allow members to have awareness on issues that the FAA tasks to SOCAC related to recommendations from the ARCs. In response to Mr. Fox's question about the FST PAcE ARCs work on sections 221 and 222 of the FAA Reauthorization, Mr. Bahrami confirmed that the FAA will task SOCAC to review the ARCs recommendation for these two sections.

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[3] Ibid.

Mr. Obitts volunteered to serve on the Subcommittee to represent operators. He asked if members are allowed to have a designee on the Subcommittee. If so, Mr. Obitts recommended Mr. John McGraw as the NATA designee. Mr. Bahrami responded that the specifics of the SOCAC Charter and appointments by the DOT Secretary may influence this action. He took the action to research the matter before responding to the question.

Mr. Ayer asked for a motion to approve the Subcommittee structure. SOCAC voted to accept the Subcommittee structure.

Briefing on Special Committee on Certification

Mr. Ayer introduced Mr. Lee Moak, Chair of the Special Committee on Certification. Mr. Moak briefed the Committee on the mandate and approach of the Special Committee. Secretary Chao established the Special Committee to review the aircraft certification process.[4] The Special Committee submitted its report to the Secretary in January 2020 and also briefed the Secretary and FAA Administrator.

Mr. Moak stated that the Special Committee took the approach of its work being a review rather than an investigation. As a result, the Special Committee received remarkable stakeholder support. The Special Committee asked stakeholders to identify the issues, describe the current state, and discuss how to improve the FAA certification process. Mr. Moak commended Mr. Anthony Fazio in his efforts interfacing with the Special Committee and FAA.

Mr. Moak provided an independent assessment from that of the Special Committee. He noted that while legislative changes may occur after reviewing the Ethiopian and Indonesian accidents, regulatory changes are preferred through ARCs and oversight of experts. Mr. Moak cited an incident with Pakistan Airlines where a plane initially landed gear up and took off again. He also cited an incident with Lithuania Airlines where the air crew had difficulty flying the airline with the autopilot off. Mr. Moak noted that when these planes are purchased for countries overseas and there is no proper regulatory oversight by the country or the company, the same problems will continue.

Mr. Moak stated that there is a lot of misinformation about Amended Type Certificates related to the 737 Max.. The Max has over 13 Amended Certificates that includes 4 major engine changes. He further stated the changes were associated with the safest platforms available. He noted that the Amended Type Certificate program enabled this platform to be safer by bringing newer and more innovative technology to a platform in a short amount of time. In comparison, Mr. Moak stated that the Airbus A320, a similar platform, has gone through 43 different Amended Certificates over a much shorter period of time and many more engine changes. Mr. Moak emphasized that Amended Type Certificates are still the way to go with no limits, however there should be a proper process.

Mr. Ayer asked the Committee if they had questions for Mr. Moak. Mr. Fox stated ALPA has worked with the FAA and the International Civil Aviation Organization (ICAO) to form a panel under the Air Navigation Commission to examine personnel training and licensing globally. He

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[4] Ibid.

noted that ICAO recently released information indicating that a panel is being formed currently. The International Federation of Airline Pilots Associations (IFAPA) was asked to submit two nominations for the panel. ALPA and the German Pilots Association intend to submit nominations to the IFAPA. Mr. Fox spoke on the importance of having pilots represented on the Air Navigation Commission panel to provide their perspectives from both sides of the Atlantic on how to do business better, and help the world globally to embrace new standards with voluntary safety reporting systems.

Mr. Quiello mentioned that SMS was discussed at the last SOCAC meeting. He stated that when one looks at aircraft design and manufacturing, there are four stages – (1) envisioning the aircraft, (2) designing the aircraft, (3) building and testing, and (4) operating the aircraft. Mr. Quiello further stated that the airline business is in the final stage, which is the operation phase. He noted that the four stages are different. The discussions in the envision stage does not translate into what occurs in the operational stage. Mr. Quiello stated that we may need to rethink SMS on a larger scale than "horizontal meets vertical" scale.

Mr. Shoemaker stated that Mr. Moak mentioned that he did not support limits on Amended Type Certificates and all that is needed is a proper process. Mr. Shoemaker asked Mr. Moak what does a proper process look like, based on his findings and experience with the Special Committee. Mr. Shoemaker asked whether Mr. Moak was suggesting that there is a flaw in the process with the Max. Mr. Moak added that what is important is to ensure that there is a process that brings advanced safety technologies into existing aircraft on a timely and cost effective basis.

Mr. Phil Straub stated that the FAA Innovation Center has a lot of potential to partner with industry to recognize and identify opportunities in new technologies but also the integration aspects of vehicular interface. Mr. Moak stated that the Special Committee visited General Electric and interacted with them extensively on how airplane engines are designed and certified. They also visited Gulfstream and Piper. Mr. Moak noted that during the Piper Factory visit, they observed Garmin experts interacting in real-time with Piper Design Engineers to bring advance technologies from Garmin into the Piper Aircraft for the Emergency Auto land on the Piper M600. . The Special Committee recognized the importance of encouraging innovation and this can be accomplished through delegated authorities, ODA's and constant interaction across the board.

Mr. Bahrami thanked Mr. Straub for his question and noted that historically the FAA has partnered with companies that have come forward with innovative ideas and ways for introducing new technology into various products. The FAA is in the process of creating a new office that focuses on innovation. Mr. Bahrami stated that Administrator Dickson is very focused on innovation and new ideas and stated that we are in the right place and committed to moving forward. Mr. Straub expressed his support of Mr. Bahrami's efforts because it brings a great collaborative approach.

Mr. Colin Miller thanked Captain Moak for the work of the Special Committee. Mr. Miller stated that there should be a focus on globalization. He also commented on the Special Committee's Recommendation #10, which focused on existing recommendations. He stated SOCAC should keep these issues on the front burner.

Mr. Ayer asked if there was an opportunity to make the Special Committees' recommendations more prominent and ask for status updates on recommendations. Mr. Moak stated that Secretary Chao was engaged when the Special Committee briefed her. She directed Administrator Dickson to ensure that the reports became a priority. Mr. Moak stated that the reports received the needed attention and it is important that SOCAC work on continuous reviews from time to time.

Mr. Miller commented on the development of the side stick and stated that it was primarily for safety and for one pilot to know what the other pilot is doing. It is the same for the autopilot. When the autopilot flies, you need to know what inputs are being added to the flight controls.. He further noted that the safety assessments involved looking at all the possible interactions of programing the side sticks and programing the flight controls requiring varying levels of systems safety analysis. Mr. Miller stated SOCAC's focus on systems level assessments is correct. He further stated that there should be a consideration of performance-based regulations because there are regulations and compliance criteria that have been outdated. These could drive a higher workload that can de-incentivize innovation. Mr. Miller noted that sometimes the strict compliance criteria tends to not answer the question "is it safe".

Mr. Ayer noted that SMS is the Special Committee's first recommendation. He asked Mr. Moak if the Special Committee prioritized their recommendations. Mr. Moak stated that the Special Committee had a robust debate on the order of priorities and decided that continuous improvement in SMS is of paramount importance. He noted Boeing, General Electric, Piper and Delta have a good SMS. The Special Committee hopes SMS is mandated and standardized. Organizations should share best practices. The Special Committee looked at how SMS would cascade down.

Mr. Bahrami stated that the FAA is moving forward with an SMS rulemaking.

Briefing on Joint Authorities Technical Review (JATR)

Mr. Christopher Hart and Mr. Steve Thompson provided a briefing on the JATR Report.[5] Mr. Hart stated that in the mid 1980's and 1990's many experts said the aviation safety record is as good as it's going to get, yet in ten years the fatal accident rate was reduced by eighty percent. The success of the CAST system is based on safety not compliance. He noted that this was a foundational issue that they found in the JATR Report.

Mr. Bahrami thanked Mr. Hart and Mr. Thompson for their hard work in getting nine other foreign civil aviation authorities and specialists to focus on the real issues and work together to produce an excellent product. Mr. Bahrami stated that the driver for the assignment was transparency. The FAA wanted its international partners to know what the FAA is doing. He stated the FAA is now focused on prioritizing and addressing the recommendations from the various reviews and studies.

Mr. Bahrami stated that the FAA cross-referenced all recommendations, including the JATR Report, and categorized them based on the Special Committee Recommendation Report. Mr.

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[5] Ibid.

Bahrami explained that the FAA selected the Special Committee recommendations because they contain a much broader review of certification. He announced the selection of Mr. Kevin Dickert as the Program Manager to address the recommendations.

Mr. Dickert explained that there is a lot of planning that goes into this project because of the various sources that the FAA received recommendations. He stated his team will draft a comprehensive plan once they complete mapping the recommendations. In response to Mr. Ayer's question regarding time frames, Mr. Dickert stated that the FAA is working from the time frames mentioned in the response to the Special Committee Report. Mr. Ayer asked Mr. Dickert if working remotely provided any challenges. Mr. Dickert noted that working remotely has its challenges and opportunities. He explained that more is accomplished when people have uninterrupted face to face discussions. However, remote work also provides some opportunity because employees who would normally travel are available to work on these projects.

Mr. Bahrami stated it was his intent to provide a status update at the next SOCAC meeting.

Mr. Fox stated that he wanted to add some comments based on Mr. Hart's presentation concerning the discussion on pilots. He agreed with the briefing because of the way business is done in the U.S. is the gold standard when compared to what is happening globally. Mr. Fox used his experience as a military pilot compared to that of a commercial pilot to show the difference in safety record. He noted that the airline industry's safety record was better than his military experience. He attributed that to programs such as voluntary reporting. Voluntary reporting is key because a pilot can make a report without ramifications and the information is entered into a system. Mr. Fox noted that this is coupled with the FAA requirements for pilots to go through Upset Recovery Training, where it puts the pilot in situations that they have to recover an aircraft and this is excellent training. The Indonesia Airline crash accident report stated that on the flight before the accident flight, they flew from departure to destination with the same problem, with the stick shaker going off the entire time. The pilots were not comfortable reporting what occurred. After some maintenance work, the aircraft departed and crashed. Mr. Fox noted a voluntary reporting system was not in place and these are the issues that ALPA hopes to bring to the ICAO panel with experts from the U.S. and Germany. Mr. Fox requested assistance from SOCAC members who could help with ALPA's nomination on the ICAO panel to discuss these important issues.

FAA Tasking to SOCAC

The FAA tasked SOCAC to develop recommendations on workforce training and development, which was a common theme in the various recommendation reports. Mr. Bahrami stated that SOCAC should focus on the following deliverables.

1. Common standards with the knowledge and skills expected from personnel in the aviation safety system.
2. Opportunities for mutual learning of various stakeholders in that system.
3. Potential delivery systems such as centers of excellence, private enterprise, universities and others who may be able to offer this training and development using the recommended standards.

Mr. Tim Shaver stated that the tasking was focused on three basic areas -- learning standards, skills and their implications. He noted SOCAC should assess and identify the knowledge, experience and training requirements while reviewing the regulations to identify the current standards for knowledge, experience and training for all stakeholder personnel. SOCAC is also tasked to identify areas of common criteria standards for the FAA and stakeholder personnel. The third task is designed to make recommendations on what the FAA needs such as personnel, knowledge and skills today and in the future. The FAA expects SOCAC will complete a gap analysis. For the last task, SOCAC is tasked with developing recommendations for mutual learning opportunities.

Mr. Ayer asked what prior work was done on workforce development and training. Mr. Carter stated that the AVS Strategic Plan, the Aircraft Certification Strategic Plan, and the Aviation Safety Workforce Plan focused on workforce development and training. In addition, the JATR and the Special Committee's Reports both made recommendations in this area. Mr. Carter stated the FAA will share previous work with Committee. He also noted that the FAA has a pilot program with the Centers for Excellence to recruit students with engineering degrees from 17 universities. The FAA will work with these new hires to develop and mentor them over the next three years. Mr. Carter stated the FAA will share this experience with the Committee to develop best practices, recommendations and leverage other areas.

Mr. Bahrami noted that ODAs would be included in the tasking in response to Mr. Fox's question whether ODAs should be considered. Mr. Bahrami noted it was critical to have the appropriate training for systems engineers and system evaluators on both the manufacturer and FAA sides.

Mr. Shoemaker noted that the ASTM Roadmap and Standard Guide are related to training and skills needed. He also noted that the Aerospace Industry Association (AIA) is working on something similar. He asked if that work will be incorporated into this subcommittee's work as background or will the subcommittee start with this as the bases for its work. In response, Mr. Bahrami stated that he hopes the Subcommittee will take inventory and become familiar with what is out there, leverage what already exists and utilize the best ideas for integration into the system. He noted that it is the Committee's decision whether to incorporate specific items or selective ones.

Ms. MacLeod expressed her appreciation to the Committee for trusting her to serve on the Subcommittee. She stated that her intent is to review the regulatory compliance area.

Mr. Ayer asked whether performance measures will be considered as part of the tasking. Mr. Bob Busto commented that the tasking includes language to develop performance and effectiveness measures. Ms. MacLeod indicated that it may not be possible to obtain performance measures within a year. She noted that it is most likely obtainable in a 4-5 year period. She stated that the Subcommittee would have to look at experts who can share when a workforce shift takes place and how to measure it, etc. Mr. Ayer stated he will always look for concrete performance measures and if those measures can be developed through the course of this task.

A suggestion was made to consider credentials. It was stated that tracking credentialing will ensure that the requirements are the same for the FAA and industry.

Ms. MacLeod asked how Subcommittee meetings would be planned and how quickly could it meet. Mr. Bahrami stated that while the FAA has identified the top level areas, he expects the Subcommittee to propose what they think the priorities are and the respective timelines.

Mr. Shoemaker asked about the selection process for subject matter experts. Mr. Bahrami noted that the FAA and Subcommittee will select the subject matter experts to assist with the tasking. He further noted that the tasking notice included a solicitation for subject matter experts. The Subcommittee voted to accept the tasking. Mr. Ayer stated that members would have two weeks to submit additional comments before the FAA finalizes and posts the tasking notice to the FAA Committee website.

Other Business

Mr. Ayer led a brief discussion on future taskings and meetings. Mr. Ayer noted that the tasking process is the heart of what the SOCAC does. Mr. Ayer asked Mr. Bahrami to share his thoughts regarding future taskings and opportunities for the SOCAC to have input on future taskings going forward.

Mr. Bahrami stated that the FAA will deliberate on what issues would be appropriate to task SOCAC. He noted that he intends to seek SOCAC's input on issues that may need industry engagement.

Mr. Ayer stated that the Committee is scheduled to meet twice a year, however suggested the Committee meet again in mid-November or early December. He stated the FAA will send a follow-up email to members. Mr. Ayer thanked everyone for their participation.

Mr. Bahrami expressed his appreciation to everyone for a really good meeting. He stated, he always learns a few things through these conversations and reminded the Committee that the meeting materials are posted to the FAA Committee website. He also thanked Mr. Ayer for his support.

Mr. Ayer adjourned the meeting.

Safety Oversight and Certification Advisory Committee (SOCAC) Subcommittee

Update to SOCAC

Capt. Bob Fox, Industry Co-Chair

Air Line Pilots Association, Intl

Overview

- **Membership**

- **Taskings**

- **Meetings**

SOCAC Subcommittee Membership

Bob Fox
(Chair)

Chris Carter
(FAA Co-lead)

Tim Shaver
(FAA Co-lead)

- **Bob Fox – Air Line Pilots Association, International**
- **Sarah MacLeod – Aeronautical Repair Station Association**
- **Michael Thacker – Bell/Textron Aviation**
- **Jason Dickstein – Modification and Replacement Parts Association**
- **Timothy Obitts – National Air Transportation Association**
- **Gregory Shoemaker – National Air Traffic Controllers Association**
- **Michael Perrone – Professional Aviation Safety Specialists**
- **Shelly deZevallos – West Houston Airport Corporation**

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First Tasking

September 16, the FAA assigned to SOCAC the Workforce Development and Training (WDAT) task—SOCAC delegated this task to the Subcommittee.

- Subcommittee to examine and make recommendations on preparing the FAA and assisting the industry in planning for future personnel knowledge and skill needs.

- The work will be used to assist future FAA hiring needs and assessments as the Agency and industry workforce turns over and to position FAA to meet its strategic goal of aligning workforce development and training with long-term plans.

- Key focus areas and elements:
  - Safety critical positions required for system oversight and product certification
  - Evaluation and improvement of workforce development programs and training
  - Collaborative internal and external learning opportunities
  - Understanding the impact of training on FAA operations and measuring to expected program outcomes.

Kick-off Meeting
November 4 - Virtual

Briefings

- **Federal Advisory Committee Act (FACA) Overview**

Discussion

- **Subcommittee management**
- **Overview and scope of tasking**
- **Development of work plan**

Kick-off Meeting
November 4 - continued

Workplan includes:

○ **Establishing baseline of regulations that directly/indirectly effect and determine what knowledge is required by industry and what compliance must be determined by FAA workforce.**

The tasking product will provide the following for each identified regulation:

○ **Identification of learning standards and skills**

○ **Recommendations of staff skillsets**

○ **Suggested learning opportunities**

Next SOCAC Subcommittee Meeting

December 16, 2020

Thank you

SOC ARC

Implementation	**Pilot Program**	**Performance and Oversight**

❑ *CAS Framework*

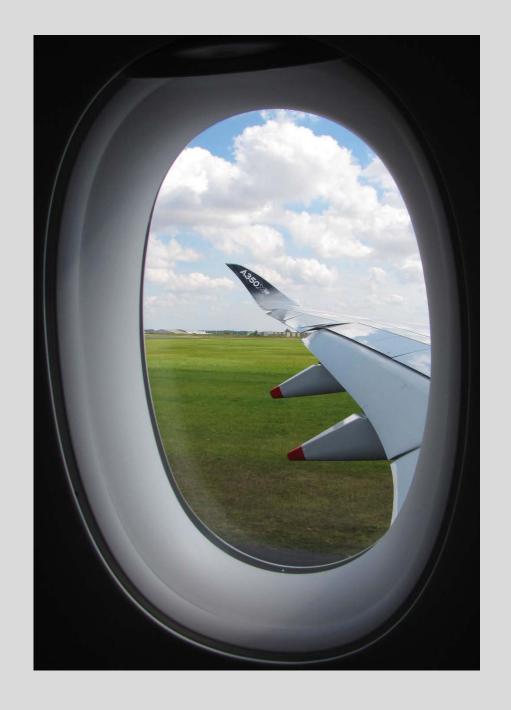❑ *Method of Compliance Process*

❑ *Project Scope Assessment*

❑ *CAS Independence*

❑ *Draft CAS Regulations*

❑ *Alignment of CAS and Related Programs*

❑ *Identification of Supporting Policy and Guidance*

❑ *Development of Consensus Standards*

❑ *Availability of CAS Working Group Materials*

❑ *Streamlined Path to Authorization*

❑ *Application of CAS Principles to Existing FAA Policy Initiatives*

Implementation

Pilot Program

- ❑ *Develop Pilot Program*

- ❑ *Pilot Phased Approach*

- ❑ *FAA CAS Central Pilot Team with multi-discipline representation*

Performance and Oversight

- ❑ *Historic Data Availability*

- ❑ *Targeted Oversight*

- ❑ *CAS Monitoring Requirements*

- ❑ *Common Approach to Oversight*

- ❑ *Ability to Challenge a Finding*

Incorporate the Safety Continuum into TSOs

Implementation of Safety Continuum into the TSO process should utilize a standalone FAA document that provides "Subpart A–General" content.

Streamline Non-TSO Function

Resurrect 8110.4C Change 3 for 14 CFR 21.8(d) approval of Non-TSO functions (NTFs). Ensure language is acceptable to the FAA and Industry.

For Non-TSO Functions, treat the function in a similar method as TSO with new language in AC 21-50. Supported by data from the 14 CFR 21.8(d) or Special Project. AC 21-50 should be expanded to cover this and should be part of the Objective #3 recommendation.

Add language to the Certification Project Notification to inform that approved data can be generated at the article level.

Incorporate NTF examples into the guidance provided by this recommendation.

Enhancing TSO Responsiveness to Technical Change

FAA Memo addressing 1) Robustness of TSO process and qualifications and 2) Data approved under TSO is FAA approved data.

FAA to develop a process to address ability for Applicants to reuse previously granted deviations without resubmittal.

Develop a FAA process to review approved TSO deviations.

Provide delegation to TSOA approving ACOs for similar deviations.

Create a public deviation process for TSO.

FAA to open Special Project to approve new and novel design/feature/technology.

Develop separate criteria for different TSO revision scenarios.

Revise guidance to emphasize 14 CFR § 21.601(2), a TSO is a design and production approval of an article, clarifying use of TSO data in installation approvals.

TSO Continued Operational Safety

Amend 14 CFR 45.10 and 14 CFR 21.616 to allow for continued production and delivery in accordance with an FAA-accepted corrective action plan for TSO non-compliance and do not result in an unsafe condition. This would be consistent with how similar TC/STC design approval deficiencies are addressed.

Special Committee Response

Presented to: SOCAC

By: Kevin Dickert, Spec Comm Program Manager

Date: December 1, 2020

DOT/AVS Chartered Certification Process Reviews

- ➢ **DOT Special Committee (Spec Comm) Report**
  - 10 focus areas, some with multiple recommendations

- ➢ **Joint Authorities Technical Review (JATR)**
  - 101 recommendations across 12 different areas
  - 51 addressed by Spec Comm Activities
  - 50 tracked as individual actions

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Special Committee Focus Areas

31 Projects Currently Tracked in Response to the 10 Focus Areas

1. Safety Management Systems
2. System Safety
3. Consideration of Operational Environment during Type Certification (Globalization)
4. Data
5. Coordination between the FAA's Aircraft Certification (AIR) and Flight Standards (FS) Functions
6. Personnel
7. Delegation & Oversight
8. Amended Type Certificates
9. Innovation
10. Existing Recommendations

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Cross-Mapping JATR to Spec Comm Activities

Special Committee Focus Areas	JATR (101)
Safety Management Systems	1
System Safety	29
Consideration of Operational Environment during Type Certification (Globalization)	1
Data	0
Coordination between the FAA's AIR and FS Functions	7
Personnel	2
Delegation	0
Amended Type Certificates	11
Innovation	0
Existing Recommendations	0

51 JATR Recommendations Addressed by Spec Comm Activities

(Remaining Recommendations Being Tracked Individually)

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Special Committee Activities

Focus Area	Key Outcomes
Safety Management Systems	NPRM to require SMS for design & manufacturing organizations, repair stations, Part 135 Operators & Air Tour Operators.
	Continued promotion of voluntary SMS program for Design & Manufacturing Organizations through industry conferences.
	Completion of Certification Process Guide (CPG) workshops and publication of supplemental documentation that supports a systems approach to certification.
System Safety	A Safety Assessment Improvement Plan (SAIP) that identifies specific initiatives for development and implementation.
	Implementation of recommendations in the SAIP.
	Evaluation of SAIP and policy or other changes in Flight Standards to use output of SSA throughout operational evaluation.
	Issue NPRM for 25.1309.
Consideration of Operational Environment during Type Certification (Globalization)	Participation on ICAO panel for pilot licensing & training; implementation of recommendations from panel.
	Engagement in existing international forums for both AIR and FS to communicate status of Spec Comm Activities and influence other CAA's to make similar changes.
	Implementation Plan for recommendations from ACT-ARC working group on Operational Evaluation.

Special Committee Activities (continued)

Focus Area	Key Outcomes
Data	Expand and improve ASIAS to incorporate rotorcraft data, increase use of ATC voice data, integrate machine learning to identify hazards and create data enclaves for increased collaboration.
	Create a single data repository that improves standardization and access and integrates safety data at the agency level.
	Develop safety data monitoring capability within AVS that leverages domestic and international.
	Impove collaboration between the FAA & NASA in support of the In-Time Aviation Safety Management System.
Coordination between the FAA's AIR and FS Functions	Issue memo from AVS-1 highlighting need and benefits of collaboration between AIR & FS (CPT).
	Identify opportunities to improve collaboration in the short term & identify policy and cultural barriers that prevent effective collaboration.
	Implement policy changes identified in short term effort.
	Implement culture changes identified in short term effort.
Personnel	Meet hiring targets in safety-critical positions.
	Update position descriptions to reflect current aviation environment including new technology and systems thinking.
	Validate Workforce Staffing Model for AIR & FS to define workforce needs for the future.
	Issue AVS Learning Development & Technology Roadmap.

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Special Committee Activities (continued)

Focus Area	Key Outcomes
Delegation	Develop action plans to address the top two areas of need as identified by Key Performance Indicators established by the AVS ODA Office.
	Issue notices to 8100.15 to provide additional information on undue pressure and communications expectations between Unit Members and OMT Members.
	Update 8100.15 to include information contained in Notices.
	Complete Section 213 Activities.
Amended Type Certificates	Charter a multi-authority CIT to evaluate the current Change Product Rule.
	CIT to make recommendations for improving the Change Product Rule.
Innovation	Complete initial standup of Center for Emerging Concepts & Innovation.
Existing Recommendations	Engage with SOCAC to evaluate outstanding recommendations, determine which recommendations remain valid, and explore ways to expedite policy/regs/guidance to address those recommendations.

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Questions

**Federal Aviation
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Sec. 213 ODA Expert Review Panel

SOCAC Briefing

Presented to: Safety Oversight and Certification Advisory
Committee
Date: December 1, 2020

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Background

- **Section 213 of 2018 Reauthorization Act requires:**
  - FAA Administrator to convene multidisciplinary expert review panel to examine aspects of the ODA program
- **Composition and Member Qualifications of Panel:**
  - Not more than 20 members
  - Minimum of 5 years of ODA related experience
  - Represent - ODA holders, aviation manufacturers, safety experts, and FAA labor organizations
- **Deliverable:**
  - Report documenting Panel findings and recommendations
  - Submitted to: FAA Administrator, SOCAC, and Congress

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Panel Specifics

- **Panel chartered in December 2019**
- **Diverse membership**
  - **Holders/Manufacturers:**
    - American Airlines
    - Bell
    - Boeing
    - Cirrus Aviation
    - Duncan Aviation
    - Garmin
    - GE Aviation
    - Gulfstream
    - HEICO
    - Honeywell
    - Textron Aviation
  - **Safety Experts:**
    - Regulations and Policy: (AIR-600, AFS-600)
    - Compliance and Airworthiness (AIR-700)
    - System Oversight (AIR-800)
    - AVS ODA Office
  - **FAA Labor Unions:**
    - PASS (AFS and MIDO)
    - NATCA
    - AFSCME

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Panel Tasks

- **Survey of ODA Holders and Program Applicants**
  - FAA certification and oversight activities
  - Use of the ODA program
  - Timeliness and efficiency of the certification process.

- **Assessment and Recommendations**
  1. FAA's processes and procedures under the ODA program and their effectiveness
  2. Best practices and lessons learned by ODA holders and FAA personnel
  3. FAA Performance incentive policies that do not conflict with public interest
  4. Training activities related to the ODA program for FAA and ODA Holders
  5. Impact on the FAA's ability to process applications for certifications outside of the ODA program
  6. The results of the survey conducted under subsection

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Panel Status

- **Survey created and ready to deploy**
  - Significant delays caused by Paperwork Reduction Act (Pacing item)
  - Target audience is all ODA Holders and Program applicants
  - Will collaborate with industry trade associations to help market

- **Survey Question Themes:**

  - Certification
  - COS
  - FAA Surveillance/Oversight
  - Culture/Incentives/Environment

  - Benefits of ODA ("value-added"/ROI)
  - Delegation/Designation
  - Procedures Manual & ODA Internal Self-Audit
  - ODA program applicant questions

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Panel Status

- **Assessment and Recommendations**
  - Panel has draft recommendations responsive to focus areas 1 through 5
    - Documented in draft report going through panel review
  - Focus area 6 dependent on survey results
    - Survey will inform panel on new recommendations and validate/reconsideration of existing recommendations
- **Next steps**
  - Finalize Panel review of internal recommendations
  - Continue working PRA process
  - Deploy, analyze, and incorporate survey results
  - Submit final report

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