SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE (SOCAC) MEETING AGENDA

March 29, 2021 *** 1:00 PM – 4:00 PM

- Welcome and Introductions

- Federal Advisory Committee Act (FACA) Statement

- Acceptance of December 2020 Meeting Minutes

- Subcommittee Update

  ➢ Workforce Development and Training Tasking Status Report

- Aircraft Certification, Safety, and Accountability Act

- Aviation Rulemaking Committees (ARCs)

  ➢ Flight Standards Transparency, Performance, Accountability, Efficiency (FST PAcE) ARC – Section 221 Report
  ➢ Safety Oversight and Certification (SOC) ARC

- FAA Updates

  ➢ FAA Response to Special Committee on Certification Recommendation Report
  ➢ ODA Expert Panel

- 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:	December 1, 2020
MEETING TIME:	1:00 p.m.-3:00 p.m.
LOCATION:	Virtual 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 November 5, 2020 (85 FR 70706)

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
Eric Fanning	Aerospace Industries Association (AIA)
Bob Fox	Air Line Pilots Association, International (ALPA)
Chris Jackman	Wing Aviation LLC
Paul La Pietra	Honeywell Aerospace
John Laughter	Delta Air Lines, Inc.
Shelly deZevallos	West Houston Airport Corporation
Sarah MacLeod	Aeronautical Repair Station Association (ARSA)
Colin Miller	Gulfstream Aerospace
Bradley Mottier	GE Aviation
Timothy Obitts	National Air Transportation Association (NATA)
Beth Pasztor	The Boeing Company
Michael Perrone	Professional Aviation Safety Specialists (PASS)
Michael Quiello	XTRA Airways
Gregory Shoemaker	National Air Traffic Controllers Association (NATCA)
Alan Stolzer	Embry-Riddle Aeronautical University (ERAU)
Phillip Straub	Garmin International, Inc.
Michael Thacker	Bell/Textron Aviation

Ali Bahrami	Associate Administrator for Aviation Safety (AVS)
Bob Busto	FAA Aircraft Certification Service (AIR)
Robert Duffer	FAA Flight Standards Service (AFS)

Non-SOCAC Members	
Name	**Occupation Or Affiliation**
Floyd Abang	International Air Transport Association
Chad Balentine	ALPA
Stacey Bechdolt	ALPA
Darby Becker	GE Aviation
Ellen Birmingham	United Airlines
David Carew	Sikorsky Aircraft Corporation – A Lockheed Martin Company
Andy Cebula	Airlines for America (A4A)
Christopher Cooper	Aircraft Owners & Pilots Association (AOPA)
Walter Desrosier	General Aviation Manufacturers Association (GAMA)
Tony Fazio	GIFAS - French Aeronautics Association
Nicolas Freeman	
Steve Gielisch	Textron Aviation
Jennifer Holder	Boeing
Robert Ireland	A4A
Joseph Massimini	The Boeing Company
John McGraw	NATA
Jack Miller, III	Piper Aircraft Corporation
Nick Nadarski	U.S. Government Accountability Office
Dan Shapiro	Sikorsky Aircraft Corporation – A Lockheed Martin Company
David Silver	AIA

FAA PARTICIPANTS	
Marcia Adams	Office of Communications (AOC)
Tim Adams	Office of Rulemaking (ARM)
Jodi Baker	AVS
Chris Carter	AIR

Thuy Cooper	ARM
Kevin Dickert	AIR
Rick Domingo	AFX
Nia Fields	AOC
Andrew Gianci	AGI
Scott Gore	AGI
Tiffany Griffith	ARM
Brent Hart	ARM
Jesse Holston	ARM
Heidi Hunt	ARM
Mara Jenkins	AVS
Linda Lane	ARM
Earl Lawrence	AIR
Susan Merida	FAA Contractor
Sara Mikolop	AGC
Natalie Mitchell-Funderburk	ARM
Maria Njoku	AOC
Sean O'Tormey	ARM
Cenely Pineyro	AQS
Catherine A. Pociask	AQS
Luis Ramirez	AIR
Shalini Razdan	AIR
Brandon Roberts	ARM
Tim Shaver	AFS
Giles Strickler	ARM
Stacy Wells	AFS

Welcome and Introduction

Mr. Ali Bahrami, Designated Federal Officer (DFO), called the meeting to order at 1:01 pm. 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. Mr. Ayer reviewed the meeting agenda and noted that the meeting will focus on the Workforce Development and

Training tasking, updates from the two aviation rulemaking committees (ARCs), and updates from the FAA.

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.

** The December 1, 2020, meeting packet with presentations is available on the FAA Committee website at
https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/docume nt/information/documentID/4663.

Ratification of Minutes

Mr. Ayer asked for a motion to accept the September 16, 2020, SOCAC meeting minutes. A motion was made and seconded to accept the minutes. As there was no opposition to the minutes, SOCAC voted to ratify the minutes.

Subcommittee Report

Workforce Development and Training Tasking Status Report

Mr. Bob Fox, Subcommittee Chair, acknowledged the subcommittee members and FAA employees supporting the Subcommittee. He reported that the Subcommittee met on November 4 and will have a follow-up meeting on December 16 to discuss the workforce development and training tasking.

Mr. Ayer asked Mr. Fox when the Subject Matter Experts (SMEs) will be selected and what the plan is to engage with them. Mr. Fox stated that 25 individuals have submitted their names for participation as SMEs. He also stated the Subcommittee will engage SMEs once members develop a firm plan to address the Workforce Development and Training tasking.

Mr. Ayer remarked that the Subcommittee's work on this subject is an important initiative that will serve as a baseline for SOCAC. Ms. Sarah MacLeod stated there is basic knowledge that the FAA and the aviation industry workforce should possess, and this should include areas of specialization. She explained there should be a baseline of the understanding of the roles and responsibilities and how these responsibilities are compatible and incompatible for both the FAA and industry. Ms. MacLeod noted that the Subcommittee decided to look at the rules first, then it will decide how to execute this project with the current staffing levels. She noted that this is the second step that the FAA and industry should be examining. The Subcommittee is looking at this project differently than previously done in the past so that the FAA and the industry can adapt to new specialties without losing the basic knowledge.

Mr. Ayer asked Ms. MacLeod if there is technical training, knowledge and compliance that is required. He also asked if change management and leading change were considered. Ms.

MacLeod stated that change is more difficult to manage when there is no baseline and what is being changed has to be defined. Ms. MacLeod cited an example of regulations that provide instructions on how to put fire testing together, which is performance based and will allow the new technology to be introduced. A baseline is needed to understand compliance and what needs to be overseen. She stated that regulatory language helps to increase new technology and if regulations have to be gradually changed, the FAA will be able to manage change without running into as many hurdles.

Mr. Bahrami thanked Ms. MacLeod for her contributions in highlighting the work that is being done in the FAA Office of Aviation Safety (AVS) and explained that the outcome of the subcommittee's work, will complement current activities underway. Mr. Bahrami agreed with Ms. MacLeod that baselining and the critical thinking approach that she highlighted, the technical knowledge gained, given some of the new technologies and new interest coming our way, is challenging.

Mr. Bahrami noted the importance of the involvement of Mr. Chris Carter and Mr. Tim Shaver with SOCAC. He further noted that both have supported the AVS Strategic Plan, Workforce Development, and the cultural shift that is needed at the FAA.

Mr. Michael Quiello informed the Committee that he sits on a university board that is looking at how to train and educate the student of 2025. Mr. Quiello recommended contacting universities to inquire about the type of training that they offer and use the information to parallel and gauge what the FAA, industry, and universities are doing. Mr. Ayer suggested using a SME from academia to assist with perspective on these processes. Dr. Alan Stolzer expressed interest in contributing to the task. He noted that ERAU has worked on visioning the aviation industry in the future, including how to best prepare students for these positions.

Mr. Ayer asked if there is a pipeline of talent for employees in the FAA to progress from lower level to more senior roles and leadership positions and whether this is part of the scope. In response, Ms. MacLeod clarified that the Subcommittee is not reviewing the FAA's employee pipeline as it was not a part of the tasking. She noted the Subcommittee will review FAA and industry requirements, which are the rules and needed knowledge and technical requirements. Ms. MacLeod noted that industry has three times more responsibility than the FAA because industry has to understand the rules, train employees, and know the FAA's expectations.

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. Mr. Thacker noted that the SOC ARC plans to submit its recommendation report to the FAA by December 18, 2020.

Mr. Bahrami asked Mr. Thacker about the application of safety continuum to Technical Standard Orders (TSO). Mr. Thacker responded that the application of TSO will be addressed in the report.

Mr. Thacker stated that while the SOC ARC's first recommendation report focused on more policy and changes of approach, the second recommendation report will focus more on regulatory changes.

Mr. Ayer asked about the relationship between SOCAC and the SOC ARC. In response, Mr. Bahrami stated that the FAA intends to share the SOC ARC recommendation report with SOCAC for feedback prior to the next meeting. He also stated that the FAA may assign new taskings to SOCAC if further support is needed. Mr. Bahrami noted that this would apply to the Flight Standards Transparency, Performance, Accountability, and Efficiency (FST PAcE) ARC as well.

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

Mr. Fox, FST PAcE ARC Industry co-chair, provided an update since the September 2020 SOCAC meeting. He noted that the ARC is finalizing the task addressing section 221 of the 2018 FAA Reauthorization Act, which directs the FAA to establish performance objectives and to apply and track metrics for the FAA and aviation industry relating to flight standards activities. He further noted that the ARC will meet in January 2021 to review the report prior to submission to the FAA. He reminded members that the FAA Reauthorization Act directed the FAA to coordinate with SOCAC on section 221.

FAA Updates

737 Max

Mr. Bahrami discussed the recent rescission of the Airworthiness Directive (AD) that grounded the 737 Max. Mr. Bahrami acknowledged the hard work done by all people involved in this effort, and acknowledged that changes are taking place in terms of design, training requirements, and maintenance requirements. He stated that FAA collaborated with other foreign regulatory authorities, such as EASA, Transport Canada, and Brazil. Mr. Bahrami noted that the hard work and collaboration resulted in a series of changes to the design of the aircraft, maintenance requirements, and training requirements.

Mr. Bahrami expressed his gratitude for Administrator Dickson's support, which contributed to the success of this effort. He also thanked the team for the excellent work, and acknowledged the scrutiny and difficult circumstances the team endured while working the tasking to ensure the 737 Max is safe to be returned to service.

FAA Response to Special Committee on Certification Recommendation Report

Mr. Kevin Dickert briefed SOCAC on the FAA's response to the Special Committee on Certification (Spec Comm) Recommendation Report. He stated the FAA has spent the past two months defining tangible/obtainable outcomes and developing high level milestones, and a portfolio of projects that will address the recommendations produced by the Special Committee.

Mr. Dickert stated the Spec Comm Report had 10 focus areas with multiple recommendations and the Joint Authorities Technical Review (JATR) had 101 recommendations across 12 different areas. He noted that 51 JATR recommendations fall within the Spec Comm 10 focus areas. Mr. Dickert further noted that the FAA will track the remaining 50 JATR recommendations individually.

Mr. Bahrami explained why there appears to be a discrepancy in the mapping of the JATR recommendations to the Spec Comm report. He noted that the JATR focused specifically on the flight control certification of the 737 Max and how the FAA worked with Boeing, whereas the Special Committee focused on the broader certification processes. Mr. Bahrami stated that the broader JATR recommendations were also addressed in the Spec Comm report.

Mr. Dickert highlighted the 10 focus areas addressed in the Spec Comm report:
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 and Flight Standards Functions
6. Personnel
7. Delegation & Oversight
8. Amended Type Certificates
9. Innovation
10. Existing Recommendations.

He noted 31 projects are currently being tracked across the ten focus areas. Mr. Dickert also discussed the key outcomes and the specific projects related to each of the 10 focus areas identified in the Spec Comm Report.

Mr. Ayer asked Mr. Dickert about the management tools to ensure execution of the projects. In response, Mr. Dickert noted that the FAA has assigned leads to each project and there will be regularly scheduled updates to discuss the projects with the AVS leadership team and Administrator Dickson. Mr. Bahrami added that Mr. Dickert is reporting to him because these activities will require a lot of coordination and work within AVS. He confirmed the commitment to give Administrator Dickson quarterly updates on the status of the projects, and any issues with the projects.

Mr. Greg Shoemaker and Mr. Paul LaPietra asked the FAA to provide an update on the AVS Organizational Designation Authorization (ODA) Office as it pertains to the Delegation focus area and the related Key Performance Indicators (KPI). Mr. Bahrami stated that the FAA established the ODA Office in response to the mandate in the FAA Reauthorization Act of 2018. He noted that the ODA Office expands across multiple service areas, including FS and AIR. Mr. Bahrami further noted that the ODA Office is in AIR, however, the FAA is in early stages to elevate the ODA Office to the AVS level.

With respect to the KPIs, Mr. Dickert stated the ODA Office is in the process of developing the KPIs. He further stated that the FAA is using data from multiple sources, including information

available historically under the ODA Scorecard. Mr. Dickert noted that the FAA is looking at the ODA system as a whole and using data that reflects all ODAs.

Section 213 ODA Expert Review:

Mr. Bahrami provided a brief overview of Section 213 of the 2018 FAA Reauthorization Act, which directed the FAA to establish an ODA Expert Review panel He noted that the panel is directed to submit its recommendation report to the FAA Administrator, Congress, and the SOCAC. Mr. Bahrami introduced Mr. Bob Busto, FAA Co-lead for the Section 213 Panel, to provide an update on the ODA Expert Review Panel.

Mr. Busto discussed the membership, the current status, and the next steps. He noted that the Panel has a diverse membership comprised of ODA holders, manufacturers, FAA safety experts, the AVS ODA Office Lead, and FAA labor unions.

Mr. Busto stated the Panel created a survey for ODA holders and program applicants covering FAA certification and oversight activities, use of the ODA program, and timeliness and efficiency of the certification process. He further stated that the survey results will assist the Panel in developing recommendations and validating the ODA. Mr. Busto noted the FAA has not released the survey, as the Paper Reduction Act (PRA) requires the FAA to request approval for a new information collection from the Office of Management and Budget. He stated the notice for the information collection was posted in the Federal Register in February 2020, with comments due by April 6, 2020. No comments were received. Once OMB approves the survey, it will remain open for 30 days.

Mr. Busto stated that the Panel will assess and develop recommendations for the following six focus areas.
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. Results of the survey.

He noted that the Panel is reviewing the drafted recommendations for focus areas #1-5 and waiting for the survey results to complete focus area #6.

Mr. Busto concluded the briefing with the panels' next steps:
- Finalize Panel review of internal recommendations;
- Continue working PRA process;
- Deploy, analyze, and incorporate survey results; and
- Submit the final recommendation report.

A member asked whether the survey is for an ODA administrator or anyone in the ODA unit. In response, Mr. Busto noted that the survey will target different positions but the entry point for the survey will be the ODA Administrator.

Ms. MacLeod expressed her appreciation for the effort and suggested that the survey also consider asking questions to learn why certificate holders do not apply for an ODA or what certificate holders consider as an advantage or disadvantage of an ODA. Mr. Busto acknowledged that Ms. MacLeod raised a good point. However, he stated the FAA is following the language in the FAA Reauthorization Act of 2018 to survey ODA holders and applicants.

In response to Mr. Ayer, Mr. Busto stated that he anticipates the Panel may have a final report in fall 2021. Mr. Bahrami stated this is contingent on the responsiveness of the ODAs, drafting the report, and coordinating it for approval.

Other Business and Closing Remarks

Mr. Bahrami stated that the SOCAC charter expires in March 2021, and the FAA is in the process of renewing the charter. He further stated that he expects the charter will be renewed before the next meeting.

Mr. Ayer informed the committee that the next meeting will be late March or early April 2021. Mr. Ayer further expressed appreciation for all the work being done.

In response to a question about the SMS rulemaking, Mr. Bahrami stated the notice of proposed rulemaking is scheduled to publish in late 2022.

Mr. Ayer adjourned the meeting at 3:05pm ET.

Safety Oversight and Certification Advisory Committee (SOCAC) Subcommittee

Update to SOCAC

Capt. Bob Fox, Industry Co-Chair

Air Line Pilots Association, Intl

Overview

- **Review of Membership**

- **Review of Tasking**

- **Progress**

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**

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.

Virtual Meetings

November 4 , 2020
- Overview and scope of tasking
- Development of workplan

December 16, 2020
- Reviewed select regulations to identify any current standards, knowledge, and skills requirements
- Representative sampling: parts 43, 91, 121, 135, and 153

February 9, 2021
- Identified desired universal skills and knowledge specific to regulator and industry
- General consensus among members for baseline skills and knowledge requirements and concept of levelized training

Virtual Meetings - continued

March 23, 2021

◦ **Briefed relationship between tasking and AVS Strategic Plan, AIR Comprehensive Strategic Plan, Aviation Safety Workforce Plan, and current FAA personnel training to ensure recommendations align with FAA strategies and goals**

◦ **Began work on recommendation for a levelized training process (approach) for agency and industry personnel in the areas of regulatory compliance, current and emerging technologies, and professionalism**

◦ **Small working groups will develop concepts and models and assess types of training such as case studies, immersion training, OJT, etc.**

◦ **Added two SMEs from submissions—FO Paul Ryder (ALPA) and Scott Fohrman (FAA)**

Next SOCAC
Subcommittee Meeting

April 27, 2021

Thank you

Aircraft Certification, Safety, and Accountability Act

Federal Aviation Administration

Date: March 29, 2021

Aircraft Certification, Safety, and Accountability Act

- **Aircraft Certification, Safety, and Accountability Act ("Cert Reform Bill") enacted on December 27, 2020, as part of the Consolidated Appropriations Act of 2021.**

- **The FAA is taking a holistic approach to assessing and improving the aircraft certification process.**

Governance & Monitoring Implementation (cont'd)

- **FAA reviewed the recommendations from various investigations (OIG, NTSB, KNKT, EAIB, etc.) and independent reviews (JATR, Special Committee, etc.).**

- **FAA assessed the requirements of the Aircraft Certification, Safety, and Accountability Act:**

  – Aligning requirements into ten focus areas consistent with the FAA Response to the Special Committee Report.

Governance & Monitoring Implementation (cont'd)

- **Focus Areas**

  1. Safety Management Systems
  2. System Safety & Human Factors
  3. Operational Considerations during Certification
  4. Data
  5. Integration of AVS Certification & Oversight Functions
  6. Personnel
  7. Delegation & Oversight
  8. Certification & COS Processes
  9. Innovation
  10. Existing Recommendations & Miscellaneous

Repeal of Certain FAA Reauthorization Act of 2018 Provisions

- **Cert Reform Bill repealed the following SOCAC-related provisions directed in the FAA Reauthorization Act of 2018.**

  - Section 202(c) paragraphs (8) and (9) - recommend performance objectives and performance metrics.

  - Section 211 (Aircraft Certification Performance Objectives and Metrics).

  - Section 221 (Flight Standards Performance Objectives and Metrics).

BACKGROUND

**Federal Aviation
Administration**

SOCAC Duties

- Recommend consensus national goals, strategic objectives, and priorities for the most efficient, streamlined, and cost-effective certification and safety oversight processes in order to maintain the safety of the aviation system and, at the same time, allow the FAA to meet future needs and ensure that aviation stakeholders remain competitive in the global marketplace.

- Provide policy guidance recommendations for the FAA's certification and safety oversight efforts.

- On a regular basis, review and provide recommendations on the FAA's certification and safety oversight efforts.

- Periodically review and evaluate registration, certification, and related fees.

- Provide appropriate legislative, regulatory, and guidance recommendations for the air transportation system and the aviation safety regulatory environment.

- **Recommend performance objectives for the FAA and industry.**
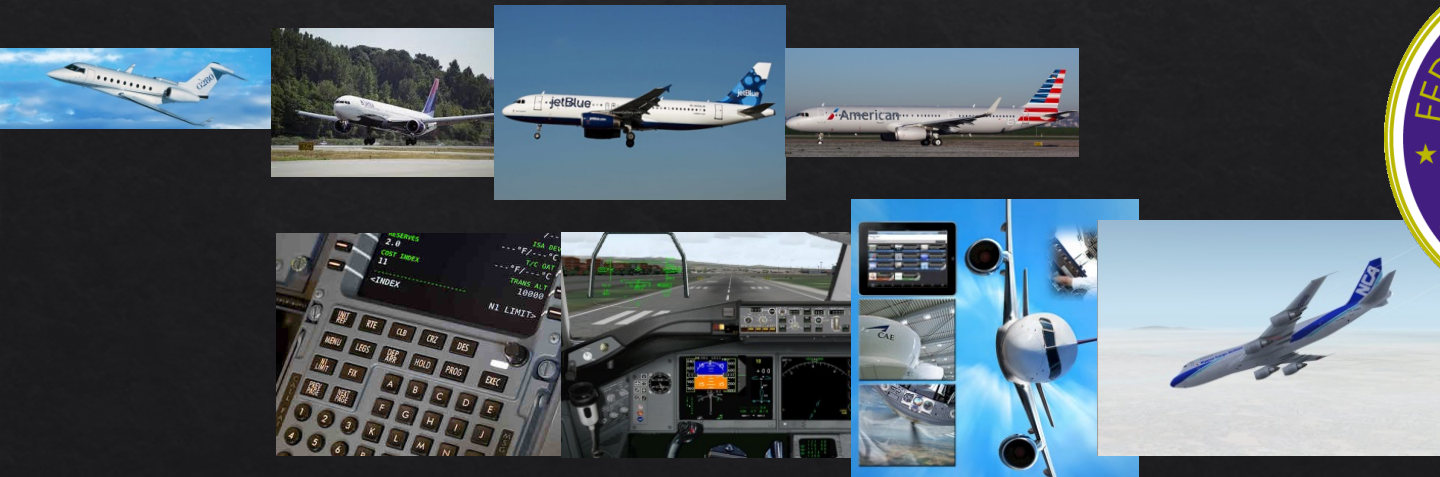
SOCAC Duties (cont'd)

- **Recommend performance metrics and goals to track and review the FAA and the regulated aviation industry on their progress towards streamlining certification reform, conducting flight standards reform, and carrying out regulation consistency efforts.**

- Provide a venue for tracking progress toward national goals and sustaining joint commitments.

- Recommend recruiting, hiring, training, and continuing education objectives for FAA aviation safety engineers and aviation safety inspectors.

- Provide advice and recommendations to the FAA on how to prioritize safety rulemaking projects.

- Improve the development of FAA regulations by providing information, advice, and recommendations related to aviation issues.

- Facilitate the validation and acceptance of United States manufactured and United States certificated products and services throughout the world.

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

Update to SOCAC

Capt. Bob Fox, Industry Co-Chair

Air Line Pilots Association, Intl

FST PAcE ARC Membership

ALPA- Bob Fox

(Industry Co-chair)

FAA- Tim Shaver (FAA Co-chair)

AIA- Leslie Riegle

American- Kimball Stone

AOPA- Christopher Cooper

ARSA- Sarah MacLeod

ATEC- Crystal Maguire

Delta- Jim Graham

Duncan Aviation – Mike Mertens

Flight Safety Int'l- David Earl

GAMA- Jens Hennig

HAI- Chris Martino

NACA- George Paul

NATA- John McGraw

NBAA- Doug Carr

PASS- Michael Perrone

Southwest- Alan Kasher

United- Bryan Quigley

UPS Flight Forward- Myron Wright

Taskings

2018 FAA Reauthorization

- Section 221

- Section 222

Virtual Meeting

January 19 2021

- Working Group Updates

  - Section 221

    - Report was briefed, approved by ARC, and submitted to the FAA

Virtual Meeting

January 19 2021

- Working Group Updates

  - Section 222

    - The group developed 14 recommendations.

    - The draft report is being reviewed by the ARC.

Section 221 Report

- Flight Standards Performance Objectives and Metrics

- Recommendations to address each of the 11 Performance Objectives

  - Reduce/ Eliminate Delays with Flight Standards Activities

  - Increasing Accountability for both the FAA and Industry

  - Appropriate Utilization of Delegation

Section 221 Report

- Implement Risk Management Principles and a System Safety Approach

- Reduce Duplicative Efforts

- Eliminate Inconsistencies

- Improving and Providing Greater Opportunities For Training

Section 221 Report

- Develop Single Master Source for Guidance

- Streamlined Appeal Process for Regulatory Interpretations

- Maintain and Improve Safety

- Increase Transparency

Next FST PAcE ARC Meetings

- Expecting April 2021 – Finalize and Approve Section 222 report

Thank you

Special Committee Response Update

Federal Aviation Administration

Date: March 29, 2021

Special Committee Focus Areas

31 Projects Currently Tracked in Response to the 10 Focus Areas

Category titles modified from Spec Comm Report to allow for inclusion of Aircraft Certification, Safety, and Accountability Act requirements

1. Safety Management Systems
2. System Safety & Human Factors
3. Operational Considerations During Certification
4. Data
5. Integration of AVS Certification & Oversight Functions
6. Personnel
7. Delegation & Oversight
8. Certification & COS Processes
9. Innovation
10. Existing Recommendations & Miscellaneous

Federal Aviation Administration

1. Safety Management Systems

Category: 1. Safety Management Systems
Project: 1.1 - SMS Rulemaking
Outcome: Issue NPRM to require SMS for Design & Mfg. Organizations, Part 135 Operators, Air Tour Operations & Repair Stations.
Lead Org: AVP

Category: 1. Safety Management Systems
Project: 1.2 - Voluntary SMS for Design & Manufacturing Organizations
Outcome: Promote Voluntary SMS through industry conferences
Lead Org: AIR

Category: 1. Safety Management Systems
Project: 1.3 - Certification Process Guide
Outcome: Continue to promote implementation of the CPG by publishing supplemental documentation to support CPG, completing outreach at all ACO locations, publishing memo supporting CPG from division directors, and making a joint decision with industry on whether to initiate a revision to the CPG
Lead Org: AIR

Federal Aviation Administration

2. System Safety & Human Factors

Category: 2. System Safety & Human Factors
Project: 2.1 - Work with committees to explore SSA tools/methods, and rec rules, guidance, policy
Outcome: Creation of a Safety Assessment Improvement Plan (SAIP) that identifies specific initiatives for development and implementation (e.g., revisions to rules, policy, guidance, standards, training).
Lead Org: AIR

Category: 2. System Safety & Human Factors
Project: 2.2 - Incorporate new guidance, rules and policy within FAA and internationally
Outcome: Pending Outcome of Project 2.1 - Execution of the initiatives identified within the Safety Assessment Improvement Plan (SAIP) to be developed under 2.1.
Lead Org: AIR

Category: 2. System Safety & Human Factors
Project: 2.3 - Enhance cert and ops policy to better utilize SSA
Outcome: Pending Outcome of Project 2.1 - Evaluate Safety Assessment Improvement Plan from project 2.1 and incorporate changes (policy or otherwise)in FS to effectively use output of SSA in Flight Standards activities.
Lead Org: Flight Standards

Category: 2. System Safety & Human Factors
Project: 2.4 - Issue 25.1309 Rulemaking
Outcome: Issue NPRM for 25.1309
Lead Org: AIR

3. Operational Considerations During Certification

Category: 3. Operational Considerations During Certification
Project: 3.1 - Participate on ICAO Personnel Training & Licensing Panel
Outcome: Amend ICAO Standards/Guidance for personnel training and licensing as necessary based on studies that evaluate current and emerging requirements, improvements in training tools and technologies, and automation dependency and possible mitigations.
Lead Org: Flight Standards

Category: 3. Operational Considerations During CertificationProject: 3.2 - Engagement Plan to Communicate Changes to Foreign CAA's
Outcome: Utilize existing foreign partner forums to communicate status of Spec Comm activities and associated policy/guidance/rulemaking changes.
Lead Org: AIR

Category: 3. Operational Considerations During Certification
Project: 3.3 - Implementation Plan for ACT-ARC Recommendations
Outcome: Implementation plan to address the recommendations from the ACT ARC workgroup on operational evaluation.
Lead Org: Flight Standards

Category: 3. Operational Considerations During Certification
Project: 3.4 - Engage through MMT, IOEPB & IMRBPB
Outcome: Utilize existing foreign partner forums (e.g., IOEPB, MMT, IMRBPB) to communicate updates on Spec Comm activities and policy/rulemaking/process changes.
Lead Org: Flight Standards

4. Data

Category: 4. Data
Project: 4.1 - Expand and Improve ASIAS
Outcome: Expand and improve ASIAS by incorporating the rotorcraft community, increasing the use of ATC voice data to enhance safety analyses, integrating machine learning capabilities to discover and prioritize hazards, and developing customized data enclaves for collaboration.
Lead Org: AVP

Category: 4. Data
Project: 4.2 - Create a Single FAA Data Repository
Outcome: Leverage EIM to Improve data standardization and access, and the integration of safety data at the agency level, across FAA Lines of Business (LOBs) and Staff Offices (SOs) to support personnel in making data-informed decisions based on risk.
Lead Org: AVP

Category: 4. Data
Project: 4.3 - Advance Int'l data sharing – present paper via ICAO
Outcome: Develop a specific Safety-Data Fleet Monitoring capability in AVS that leverages domestic and global aviation safety data, SME's, and advanced analytics through a Data Management Platform.
Lead Org: AIR

Category: 4. Data
Project: 4.4 - Real-time Safety Monitoring in Collaboration w/ NASA
Outcome: To improve collaboration between FAA and NASA and provide direction on joint research activities in support of SWS RTT goals and objectives with focus on the In-Time Aviation Safety Management System.
Lead Org: AVP

Federal Aviation Administration

5. Integration of AVS Certification & Oversight Functions

Category: 5. Integration of AVS Certification & Oversight Functions
Project: 5.1 - Integrated Project Management (IPM) – reinforce expectations via AVS-1 memo
Outcome: AVS-1 signed memo distributed to AVS workforce highlighting need and benefits of integration and collaboration between AIR and FS.
Lead Org: AIR/Flight Standards

Category: 5. Integration of AVS Certification & Oversight Functions
Project: 5.2 - Identify and capture opportunities to improve collaboration and increase integration
Outcome: Develop a curriculum to present to AIR & FS (AEG) organizations in Q1 CY2021 focused on effective program management from application through to Entry Into Service, and enhanced understanding of roles and responsibilities.
Lead Org: AIR/Flight Standards

Category: 5. Integration of AVS Certification & Oversight Functions
Project: 5.3 - Integrated Project Management – Policy changes
Outcome: Pending completion of project 5.2
Lead Org: AIR/Flight Standards

Category: 5. Integration of AVS Certification & Oversight Functions
Project: 5.4 - Integrated Project Management – Culture Change
Outcome: Pending completion of project 5.2
Lead Org: AIR/Flight Standards

6. Personnel

Category: 6. Personnel
Project: 6.1 - Meet new FAA hiring targets in safety-critical positions by launching recruitment programs and using hiring incentives as necessary.
Outcome: Implement and/or continue a proactive recruitment and outreach strategy to ensure the organization meets established hiring targets for identified Safety Critical positions.
Lead Org: AIR/Flight Standards

Category: 6. Personnel
Project: 6.2 - Hire the right people by updating position descriptions for safety-critical positions (including oversight staff) to include new technology and systems thinking focus.
Outcome: Based on job duties and responsibilities: identify, update, and standardize, as needed, Job Analysis Tools (JAT)/Position Descriptions for Safety Critical Positions to include new technologies and systems thinking skills, as appropriate, in both AIR/FS.
Lead Org: AIR/Flight Standards

Category: 6. Personnel
Project: 6.3 - Define the workforce needs for the FAA to fulfill its safety responsibilities (including ODA oversight) without incurring undue delays for industry.
Outcome: Validate AIR and FS Safety Workforce Staffing Models based on stakeholder demand, risk factors and forecasted industry trends for the FAA to meet its safety responsibilities.
Lead Org: AIR/Flight Standards

Category: 6. Personnel
Project: 6.4 - Deliver improved training opportunities by collaborating with academia and industry on curriculum development and delivery, to include technical and foundational skills (e.g., systems thinking, communications, and project management).
Outcome: Issue AVS Learning Development & Technology Roadmap and identify initial operational metrics for training delivery and effectiveness.
Lead Org: AIR/Flight Standards

7. Delegation & Oversight

Category: 7. Delegation & Oversight
Project: 7.1 - AVS ODA Office – lead performance improvements and consistency in ODA program
Outcome: Dedicated staff assigned to the AVS ODA Office; Establish key performance indicators (KPIs) to measure the health of the ODA Program; create action plans to address the top two areas of need based on KPIs.
Lead Org: AIR

Category: 7. Delegation & Oversight
Project: 7.2 - Issue Notice to 8100.15 – Undue pressure and communication expectations
Outcome: Notice to 8100.15 that provides additional clarity on undue pressure on ODA Unit Members and clarity on appropriate communications between unit members and OMT members.
Lead Org: AIR/Flight Standards

Category: 7. Delegation & Oversight
Project: 7.3 - Revise Order 8100.15
Outcome: Revision to 8100.15 posted on RGL
Lead Org: AIR

Category: 7. Delegation & Oversight
Project: 7.4 - Reauthorization Sec 213 Panel – complete survey and recs
Outcome: Issue final report to respond to Section 213 of 2018 FAA Reauthorization Act based on expert panel input and industry survey.
Lead Org: AIR/Flight Standards

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8. Certification & COS Processes

Category: 8. Certification & COS Processes
Project: 8.1 - Charter a multi-authority CPR CIT
Outcome: Stand up a multi authority CPR team led by the FAA to provide recommendations for improving the CPR and to address Special Committee and JATR recommendations.
Lead Org: AIR

Category: 8. Certification & COS Processes
Project: 8.2 - CPR CIT develop consensus based recs to address policy gaps related to CPR
Outcome: TBD based on project 8.1
Lead Org: AIR

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9. Innovation

Category: 9. Innovation
Project: 9.1 Initial Stand up of Center for Emerging Concepts & Innovation (CECI)
Outcome: Complete initial standup of innovation center including permanent staffing of Program Integration Manager (PIM) positions, a functioning Intake Board process and an Innovation Dashboard.
Lead Org: AIR

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10. Existing Recommendations & Miscellaneous

Category: 10. Existing Recommendations & Miscellaneous
Project: 10.1 – Approach to Implementing Response to Recommendations
Outcome: Streamlined process for policy development that effectively evaluates and prioritizes safety-related policies and looks for opportunities to implement changes while policy development or rulemaking is underway
Lead Org: AIR

Discussion