SAFETY OVERSIGHT AND CERTIFICATION ADVISORY COMMITTEE (SOCAC) MEETING AGENDA

September 16, 2020 ***1:00 PM – 4:00 PM

Objectives – Vote on the subcommittee structure under SOCAC, receive briefings on JATR and Special Committee, and receive new tasking from FAA

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	Overview of Safety Oversight and Certification Aviation Rulemaking Committee (SOC ARC) and Flight Standards Transparency, Performance, Accountability, Efficiency Aviation Rulemaking Committee (FST PAcE ARC) - **Information Only**
1:45 pm – 2:15 pm	Discussion on Governance/Organizational Structure - **Decisionmaking**
2:15 pm – 2:45 pm	Briefing on Joint Authorities Technical Review (JATR) - **Information Only**
2:45 pm – 3:15 pm	Briefing on Special Committee - **Information Only**
3:15 pm – 3:45 pm	FAA Tasking to SOCAC
3:45 pm – 4:00 pm	Other Business

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: November 13, 2019

MEETING TIME: 1:00 p.m.-3:00 p.m.

LOCATION: Federal Aviation Administration
800 Independence Avenue, SW
Bessie Coleman Room
Washington, DC 20591

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 October 25, 2019 (84 FR 57547)

ATTENDEES: **Committee Members**

William Ayer	National Business Aviation Association & SOCAC Chairperson
Jason Dickstein	Modification and Replacement Parts Association
Daniel Eigenbrode	Pratt and Whitney
Eric Fanning	Aerospace Industries Association
Chris Jackman	Wing Aviation LLC
Paul La Pietra	Honeywell Aerospace
John Laughter	Delta Airlines, Inc.
Shelly Lesikar deZevallos	West Houston Airport
Sarah MacLeod	Aeronautical Repair Station Association
Colin Miller	Gulfstream Aerospace
Bradley Mottier	GE Aviation
Timothy Obitts	National Air Transportation
Elizabeth A. Pasztor	Boeing Commercial
Michael Perrone	Professional Aviation Safety Specialist
Michael Quiello	United Airlines
Gregory Shoemaker	National Air Traffic Controllers Association
Alan Stolzer	Embry- Riddle Aeronautical University
Phillip Straub	Garmin International, Inc.
Michael Thacker	Bell/Textron Aviation
Bob Busto	FAA, Aircraft Certification Service (non-voting)
Rob Duffer*	FAA, Flight Standards Service (non-voting)
Other Attendees	
Xavier Arriaga	House Subcommittee with Transportation and Housing and Urban Development
Chad Balentine	Air Line Pilots Association, International (ALPA)

Darby Becker	GE Aviation
Orla Bradley	U.S. Department of Justice
Julie Brightwell	Boeing Commercial
Doug Carr	NBAA
Brian Crowley	
Walter Desrosier	General Aviation Manufacturers Association
Capt. Bob Fox	ALPA
Dean Griffith	Jones Day
Brianna Gurciullo	Politico
Christa Lucas	NBAA
Margaret Nagle	Wing Aviation, LLC
Margaret Stewart Nagre	
Leslie Riegle	Aerospace Industries Association
Jeffrey Sedin	
Gregory S. Walden	McGuire Woods Consulting LLC/Counsel for Small UAV Coalition
Sophia White	
FAA	
Ali Bahrami	Designated Federal Officer
Angela Anderson	Office of Human Resources
Chris Carter	Office of Aircraft Certification Service (AIR)
Russell Christensen	Office of Chief Counsel (AGC)
Thuy Cooper	Office of Rulemaking (ARM)
Bruce DeCleene*	Office of Flight Standards (FS)
Rick Domingo	FS
Scott Gore	Government and Industry Affairs
Brent Hart	ARM
Tiffany Jackson	ARM
Linda Lane	ARM
Tammy Jones	Office of Communications (AOC)
Earl Lawrence	AIR
Lirio Liu	Aviation Safety
Natalie Mitchell-Funderburk	ARM
Eva Ngai	AOC
Michael O'Donnell	Air Traffic Safety Oversight Service
Lorelei Peter	AGC
Alexandra Randazzo	AGC
Shalini Razdan	AIR
Michelle Ross*	ARM
Tim Shaver	FS
Jeannie Shiffer	AOC
Josiah Taylor	ARM
Elizabeth Williams	FS

*Attended via Teleconference

Welcome and Introduction

Mr. Ali Bahrami, Designated Federal Officer (DFO), called the meeting to order at 1:02 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. Mr. Bahrami invited members that called in via teleconference to introduce themselves. Mr. Bahrami stated that FAA Administrator Steve Dickson was unable to attend the meeting and he was asked to represent Mr. Dickerson and vote on his behalf if needed.

Mr. Bahrami recognized members of the public in attendance and briefed everyone on exit procedures in the case of an emergency.

Mr. Bahrami noted SOCAC was established as a Federal advisory committee in response to Section 202 of the Federal Aviation Administration Reauthorization Act of 2018 (FAA Reauthorization). Section 202 directs the Committee to provide advice to the Secretary of Transportation on policy level issues facing the aviation community in a wide range of areas, including aircraft and flight standard certification processes, implementation of oversight and safety management, risk based oversight effort, utilization of delegation and designation authorities, regulatory interpretation, standardization, and training programs. Mr. Bahrami affirmed that the scope and activities being addressed by the Committee will be broad. Mr. Bahrami referenced section 202 of the FAA Reauthorization, which outlines composition of industry personnel on the Committee, including transport aircraft, engine manufacturers, general aviation (GA), and repair stations.

Mr. Bahrami introduced Mr. Bill Ayer, former Chairman and CEO of the Alaskan Airlines Group and a current member of the National Business Aviation Association (NBAA) Board of Directors. Mr. Bahrami stated that U.S. Department of Transportation Secretary Chao appointed Mr. Ayer as the SOCAC chairperson.

Mr. Ayer welcomed Committee members and thanked them for their willingness to participate. Mr. Ayer stated the importance of making progress by combining the right people with the right processes and utilizing everyone's input, advice, and perspectives. He said that the fundamental purpose of the Committee is to provide advice and recommendations to the FAA and the Secretary on areas that are tasked by the FAA. Mr. Ayer noted that the scope of the Committee is set forth in the FAA Reauthorization.

Mr. Ayer reviewed the meeting agenda and stated that the Committee has a great opportunity to help the Department of Transportation to ensure that the United States (U.S.) remains the world's leader in aviation. He reminded the Committee members that SOCAC is comprised of 20 voting members and two non-voting members and that the FAA Administrator or his designee is also a voting member. Mr. Ayer invited SOCAC members and members of the public, both in person and on the phone, to introduce themselves.

After 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 November 13, 2019, meeting may be found at https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/document/information/documentID/4123.

FACA Overview

Ms. Alexandra Randazzo, Office of the Chief Counsel, Litigation and Law Division, provided an overview of FACA. The overview included FACA requirements, relationship between the SOCAC and any subcommittees, and the roles and responsibilities of the DFO and members. After Ms. Randazzo's presentation, members had questions related to the Freedom of Information Act (FOIA), the term of membership, and what constitutes consensus.

A member asked if documents, e-mails, text and deliberations or privileged information may be subject to FOIA. Ms. Randazzo affirmed that members should maintain all records of communication. She also stated that any documents that the FAA has control of may be subject to FOIA. This includes email communications. Ms. Lirio Liu, Acting Deputy Associate Administrator for Aviation Safety, noted there is an email box specifically for SOCAC (9-AWA-ARM-SOCAC@faa.gov). A member asked for clarification as to whether the Committee sunsets after six years. Ms. Randazzo confirmed that SOCAC sunsets after six years as provided under section 202 of the FAA Reauthorization, and members are appointed for a two-year term.

In response to a question related to reaching consensus, Ms. Randazzo stated that FACA does not require everyone to be on the same page with regards to the recommendations. She emphasized that members must collaborate over the recommendations provided to the FAA. In those cases where members disagree, they should have an opportunity to provide their input as well.

Mr. Ayer stated that consensus was the desired outcome on the SOCAC, but consensus was defined broadly as "I can live with it." Mr. Ayer asked Committee members to keep this in mind as they go forward.

Overview of Aviation Safety (AVS)

Mr. Bahrami noted that many of the topics identified in section 202 of the FAA Reauthorization and the charter fall under the portfolio of the AVS organization. Mr. Bahrami stated, in that perspective, it is important for the members to have an overview of the AVS organization and an understanding of what it does every day. Mr. Bahrami introduced Ms. Liu who provided an overview of the AVS organization.

Overview of SOCAC

Mr. Ayer reviewed the charter and noted that the FAA Reauthorization directed the FAA to work with SOCAC to address sections 211, 213, and 221. These sections relate to certification, performance metrics, and Organization Designation Authorizations (ODAs). In light of the ongoing reviews on certification as a result of the two tragic accidents, Mr. Ayer suggested SOCAC address sections 211, 213, and 221 after those reviews are completed. In the meantime, the Committee has a number of areas that it could address as outlined in section 202 of the FAA Reauthorization and noted in the charter. He also noted that the FAA may task the Committee to work on issues not specifically addressed in the FAA Reauthorization.

Mr. Ayer stated the common tendency of trying to tackle multiple large tasks and stated that he believes the Committee is best served by figuring out where the leverage points are and the biggest opportunity to make a continuous safety improvement. Mr. Ayer stated that the Committee should focus on a few of the biggest priorities and apply the expertise of the SOCAC members and all the resources available to them to make solid recommendations.

Mr. Ayer emphasized the importance of understanding what they are looking at as well as his interest in data. Mr. Ayer stated that he wants the Committee to be data driven in order to get good answers and good solutions. Mr. Ayer referenced his experience on the NextGen Advisory Committee (NAC) and cautioned the Committee not to try and do too much too soon. Mr. Ayer encouraged Committee members to work together to figure out where the leverage points with respect to safety in order to see where they can make the biggest impact.

Mr. Ayer highlighted the list of topics in the SOCAC charter that the Committee could address, including safety management systems (SMS). Mr. Ayer noted his bias due to his experience in the air carriers' world and he thinks SMS is particularly important. Mr. Ayer stated that Alaska Airlines and Horizon Airlines were the first air carriers to have a fully developed and FAA validated SMS program. He stated that an SMS program has to do with data, fixing one's own problems, transparency, and safety culture and the culture changes that come from these efforts. Mr. Ayer stated that he believes SMS has been a major contributor to air carrier safety and that he believes similar benefits can accrue to manufacturers. He recognized that some may disagree and invited members to provide their opinions.

Mr. Ayer reminded members that the FAA will task SOCAC to work on issues. He also noted that the DFO has the authority to create subcommittees and special committees, and it was very likely that a subcommittee would be established. Based on his experience with the NAC, Mr. Ayer stated that a subcommittee is one of the best ways to get work done in between meetings. He also noted that subcommittee members do not have to be SOCAC members. The members agreed to have a subcommittee and requested the FAA establish it. Mr. Ayer noted that the *Special Certification Committee* was formed under the authority of the SOCAC to review FAA's procedures for certifying new aircraft, and should be wrapping up its work soon.

Mr. Ayer highlighted the frequency of meetings, the membership terms, and the Committee's lifespan. While SOCAC is required to meet at least twice a year, members agreed that the

Committee should meet at least three times a year. Mr. Ayer noted that members are appointed for a two-year term and SOCAC will terminate in 2025.

Mr. Ayer invited the members to share their thoughts on what is most important, what the Committee should work on, how they should go about doing the work, and what (if any) experience they have on committees. Mr. Ayer urged Committee members to think forward to 2025 and consider what they would be most proud of accomplishing.

Mr. Michael Quiello, United Airlines, stated it is important to understand what this Committee can really effect. Mr. Quiello stated there are four different work streams including mission phase, design phase, aircraft construction, and after the aircraft enters into service. Mr. Quiello asked: where does SMS fit in each stage; if there is one SMS per stage, how should those programs communicate with one another; or should there be one SMS program that covers the four stages.

Mr. Michael Thacker, Bell/Textron Aviation, stated there are several organizations in the room that have voluntary SMS programs approved by the FAA. Mr. Thacker stated that they are a work-in-progress but they are for design manufacturing as well as for operational flight planning activities. He noted there are some models out there that work but asked how do they tie the different safety elements that they have in their systems together. Mr. Thacker briefly discussed the Safety Oversight and Certification Aviation Rulemaking Committee (SOC ARC) and noted the SOC ARC submitted 14 recommendations to the FAA that are pertinent to SOCAC. He noted the FAA established the Flight Standards Transparency, Performance, Accountability, Efficiency Aviation Rulemaking Committee (FST PAcE ARC).

Mr. Phillip Straub, Garmin International, Inc., stated that he would like to see close collaboration with Flight Standards and Aircraft Certification on certifying new projects. He also recommended SOCAC receive briefings from the National Transportation Safety Board (NTSB) and the Joint Authorities Technical Review (JATR) to focus the members' thoughts on topics the Committee should address.

Mr. Bradley Mottier, GE Aviation, noted that he supports SMS because it is more than just the process of compliance. He stated SMS is about the culture of the organization. Some suppliers and operations see SMS as a burdensome task. Mr. Mottier stated that when we look at SMS, we need to look at the different types of operations. The type of SMS that GE uses may not be appropriate or affordable to smaller organizations, but having a safety culture of reporting and being proactive is just as important as having a supplier or sub-tier supplier. There is not one SMS that fits everyone, we need to move people along the journey instead of saying this is what SMS is.

Mr. William Ayer asked if there is scalability for smaller manufacturers. Also, is there enough guidance on scalability to make this work right now?

Mr. Jason Dickstein, Modification and Replacement Parts Association, stated that the SOCAC charter has a lot to focus on if the Committee is meeting 2 or 3 times a year. Mr. Dickstein also

stated that the Committee needs to focus on how much risk does this Committee want to take. He noted that risk is a bad word in the aviation industry, but it may be something that the Committee may want to embrace. There are subjects, such as SMS that most members may agree is the direction that the Committee wants to address. There are pilot programs that are looking into the scalability of SMS and to what degree are they scalable. Mr. Dickstein noted that the FAA has done tremendous work in SMS. He acknowledged the FAA is already doing what it is supposed to do to take SMS and safety to the next level. Mr. Dickstein noted that if the Committee decides that SMS is going to be the focus, then the Committee would be riding the wave because the FAA has already done tremendous groundwork that the Committee could follow. On the other hand, he noted the SOC ARC recommendations that are not as far along, but are recommendations that move the industry in the right direction. If the Committee would like to embrace the SOC ARC's recommendation report, it is a little more of a risk. Mr. Dickstein stated the Committee has an opportunity to work with these recommendations to ensure that they are developed and aiding safety.

Mr. Tim Obitts, National Air Transportation Association, stated he spoke to his members about SMS and they want to focus on an off-the-shelf SMS, which is obviously problematic. He noted there is a lot of work to be done in regards to education. Mr. Obitts stated the FAA and aerospace industry have a workforce shortage. He suggested the Committee should review ODA's and regulatory interpretation and try to provide recommendations to the FAA to help streamline the process and recognize that they have workforce shortages.

Ms. Sarah MacLeod, Aeronautical Repair Station Association, stated none of the work will get done without training programs. She stated that training programs currently available for the FAA workforce need to be reviewed and improved. Ms. MacLeod reminded members that the Committee sunsets in 6 years and members are appointed for a 2-year term. She suggested that the Committee either work on short-term tasks or tasks that could be handed over to new Committee members. Ms. MacLeod stated that the Committee should have briefings on whatever it is working on.

Mr. Chris Jackman, Wing Aviation LLC, agreed that the Committee should have a small number of goals. Mr. Jackman views SMS as a tangible means to an end in implementing safety culture at its core principles. He acknowledged that some small companies will struggle with a full blown SMS in this field.

Mr. Ayer asked the DFO if it is appropriate for the Committee to assist with implementation and provide guidance to the FAA. Mr. Bahrami stated that significant organizational changes started to take place in 2017 to streamline and eliminate some of the discrepancies in terms of interpretation within Flight Standards. The Office of Aircraft Certification went from a product-based organization to a functionally-based organization, which helped substantially. Mr. Bahrami agreed with Sarah MacLeod that some of the training work needs to be changed.

Mr. Bahrami noted the FAA is more focused on the oversight of SMS and what is the best way to oversee it. He stated the Committee's recommendations in this area would be highly valued. In terms of implementation, the Committee could recommend whether there are certain things

the FAA should move forward, such as rule changes, developing new rules and guidance materials. Mr. Bahrami stated the FAA will brief the Committee on the JATR. He further stated that the FAA will task SOCAC to address certification but not while the reviews are ongoing as it would not be the best use of the Committee's time.

Ms. Shelly Lesikar deZevallos, West Houston Airport Corporation, noted that there is an opportunity for further discussion on global competitiveness. She stated that one of the challenges occurring in Europe is sustainability issues. There are sustainable aviation pillars available that the Committee should take a look at. She also noted that technology is moving so quickly, especially in the areas of supersonic aircraft and commercial space. Additionally, Ms. Lesikar deZevallos stated that the FAA is lacking in manpower and that goes back to training.

Dr. Alan Stolzer, Embry-Riddle Aeronautical University, stated that he likes SMS and teaches SMS at Embry-Riddle. He recommended that the Committee not have tunnel vision with SMS. With only 2-3 meetings per year, Dr. Stolzer suggested the Committee think about alternatives as well as where it can have an impact. He concurred with the briefings and suggested the Committee have a document repository that members could use to prepare for meetings.

Ms. Elizabeth A. Pasztor, Boeing Commercial Airplanes, pointed out that the ideas discussed by members are things that they can do on their own. She stated that SOCAC is a forum that allows industry to have discussions and make meaningful recommendations that can be turned into something actionable.

Mr. Robert Busto, FAA Aircraft Certification, stated that SMS is further along on the air carrier side because of the voluntary systems that the FAA put in place. He stated this allows the FAA to move from traditional transactional capabilities to a more systems approach. Mr. Busto recommended the Committee narrow its focus by selecting its top three priorities.

Mr. Ayer noted the FAA's transition from an enforcement organization to a compliance organization is the right thing to do. He asked for thoughts on the topic.

Ms. MacLeod emphasized the importance of training to understand the difference between regulatory compliance and higher standard compliance. She noted this may impact an SMS system. Ms. MacLeod stated that a smart regulator will be a compliance officer and not an inspector. The job of the FAA is to find compliance and the public is to show compliance.

Mr. Thacker noted that one of the major themes coming out of the discussion is the brain drain on the workforce. Mr. Thacker noted that different skillsets will be required for the bulk of the FAA employees as it applies to the future of systems oversight and the compliance approach. He further noted that this presents an opportunity to define the skillset of the future and train for these skillsets.

Mr. Colin Miller, Gulfstream Aerospace, discussed certification and how it relates to SMS. He noted that SMS and other efforts are oversight and self-reporting on a system that is starting to be outpaced by technology. It is going to make it difficult for the industry to be successful if they

do not change their approach. He characterized early aircraft certification testing as very linear and direct systems and noted there is a movement towards nondeterministic systems, where the systems behave differently on different days. For the most part, certification rules are written in the linear direct. The Committee should challenge itself to recommend an approach to changing certification to prepare for where the industry is going. He also stated the Committee could identify and focus on the safety critical items and not get mired in the compliance of things that are not safety related especially when the technology has outpaced the guidance criteria.

Mr. Gregory Shoemaker, National Air Traffic Controllers Association (NATCA), noted that most of the discussion echoed around training and there are many facets to this topic. He stated NATCA is very interested in training for the workforce to be able to keep pace with where the industry is going as a part of the certification and oversight process. Mr. Shoemaker raised the point that FAA engineers need to be equipped with continuing and recurrent training in the areas where there is innovation. He noted that there is an issue with front line workers and their ability to interact and speak with industry directly.

Mr. Dickstein observed inconsistencies in decisions from one office to the next or from one inspector to the next, and recommend the FAA create a database of previous decisions. He noted if new FAA employees have the ability to go to a database and search for similar decisions that have been made in the past, it will give them the opportunity to rely on decades of experience, which is readily available. The database would serve as a resource that would protect the information garnered by FAA employees and make it available to the next generation. He noted this would make training easier because the question would be how to do you review and analyze decisions that were made in the past and determine what is useful out of these decisions.

Mr. Shoemaker agreed with using a database for recordkeeping, however he noted the risk associated with taking action based on decisions without knowing the history or factors when the decisions were made.

Mr. Mottier noted that the topics raised by Committee members fall into a few different categories - safety oversight, existing products, aircraft that is in service, availability of workforce, and the right processes for the next generation of products. Mr. Mottier asked what topics should the Committee focus on and what is the real need for the industry.

Mr. Bahrami reiterated the FAA's focus is safety with a priority on risk-based decision making. Mr. Bahrami stated he expects the Committee to present recommendations that will impact the overall safety of the aviation industry. The FAA will task SOCAC to tackle some of these issues. As the subcommittee and working groups work on these issues, they should consider the following –

- How can we do better in regards to decision-making?
- What databases should we have and where should we get the data?
- What types of rules and regulations should be in place in order for us to have the best source of information to make decisions?
- How do you train your workforce to use this information?

Mr. Ayer noted that the Committee's work is an extremely good opportunity for collaboration between industry and the FAA.

Mr. Paul La Pietra, Honeywell Aerospace, stated the ODA system brings a lot of things that were discussed during the meeting, such as training. Mr. La Pietra disagreed with the argument implied by Congress and the press that the ODA system is too closely tied to the business and he wants the Committee to represent what is happening with ODA's and bringing safe products to the industry.

Mr. Bahrami stated the plan for the next meeting is to take the Committee's suggestions into consideration as the FAA decides on specific taskings. Mr. Bahrami closed by thanking the members for serving on the Committee.

Mr. Ayer thanked the members for being a part of this Committee, and expressed that the Committee has an opportunity to make a big difference. He stated he would work with Mr. Bahrami to schedule the next meeting in spring 2020.

The meeting adjourned at 3:00 pm.

SOC ARC Overview

2018 SOC ARC Membership

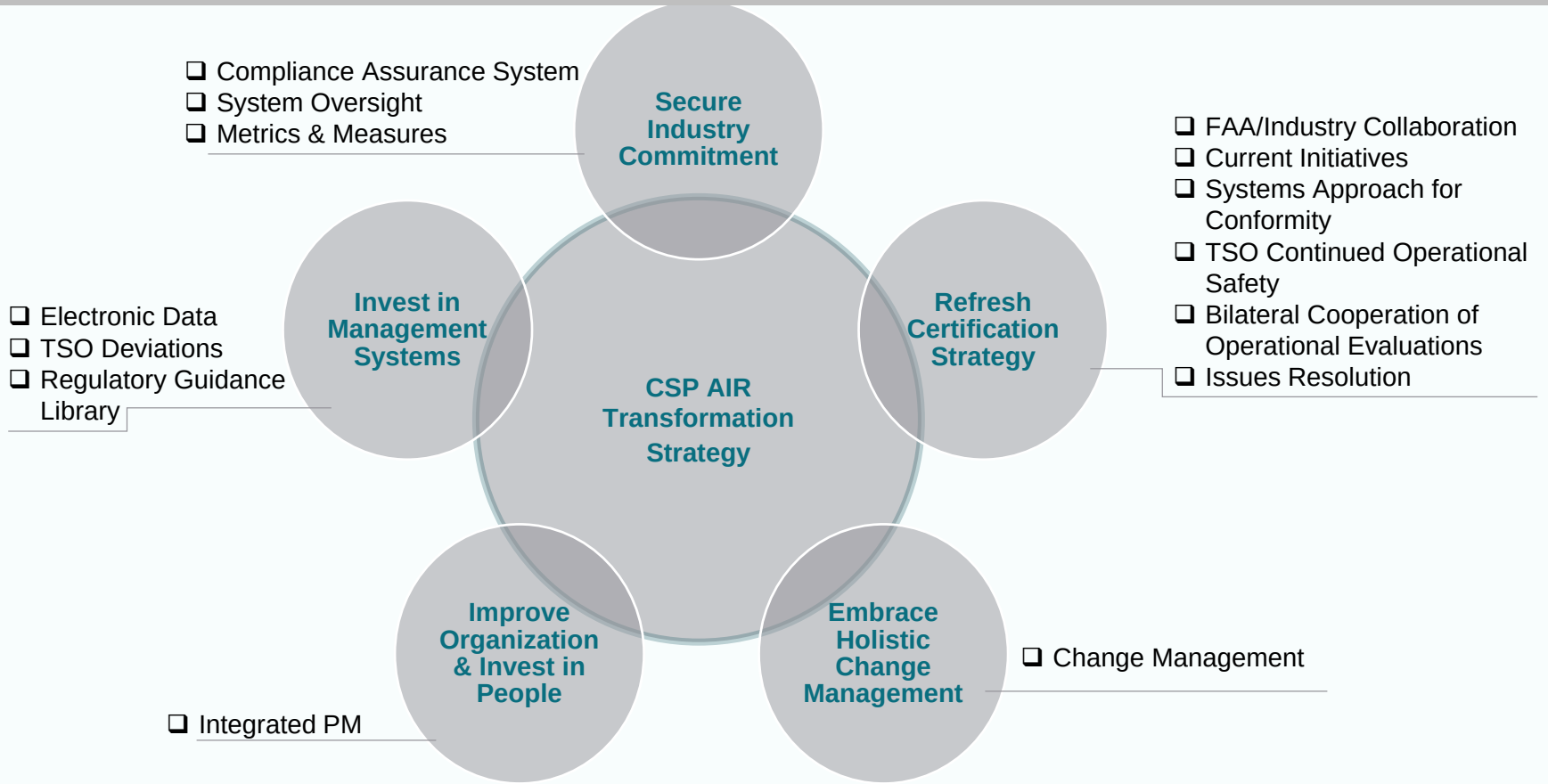
Safety Oversight and Certification
Aviation Rulemaking Committee (SOC-ARC)
Recommendation Report
to the
Federal Aviation Administration

December 31, 2018

Prepared for
Executive Director, Aircraft Certification Service &
Executive Director, Flight Standards Service
Federal Aviation Administration
Washington, DC

Co-Chairs:
Michael Thacker – Bell Textron
Chris Carter - Aviation Safety, Deputy Executive Director
Aircraft Certification Service

SOC ARC Report Recommendations



Charter Extended

FAA/Industry Sub-Teams

Technical Standard Order Sub-Team

- Incorporate the Safety Continuum into TSOs
- Streamline Non-TSO Function
- Enhancing TSO Responsiveness to Technical Change
- TSO Continued Operational Safety

Integrated Oversight/ Compliance Assurance (IO/CAS) Sub-Team

- Implementation
- Performance and Oversight
- Pilot Program

Final Recommendations November 2020

FAA Initiatives

Recommendation #3: Integrated Program Management

- Capitalize on AIR and AFX organizational changes
- Complement existing policy framework
- Promote education/training
- Foster accountability

Recommendation #12: Electronic Data Submission

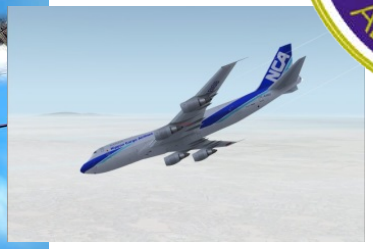
- Publish policy memo clarifying digital data policy

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



Overview

- Membership
- Taskings
- Meetings

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 – response to SOCAC
- Section 222
- Section 513

Taskings

Section 221

(c) PERFORMANCE OBJECTIVES.—In carrying out subsection (a), the Administrator shall establish performance objectives for the FAA and the aviation industry to ensure that, with respect to flight standards activities, progress is made toward, at a minimum—

(1) eliminating delays with respect to such activities;

(2) increasing accountability for both the FAA and the aviation industry;

(3) achieving full utilization of FAA delegation and designation authorities, including organizational designation authority;

(4) fully implementing risk management principles and a systems safety approach;

(5) reducing duplication of effort;

(6) eliminating inconsistent regulatory interpretations and inconsistent enforcement activities;

(7) improving and providing greater opportunities for training, including recurrent training, in auditing and a systems safety approach to oversight;

(8) developing and allowing utilization of a single master source for guidance;

(9) providing and utilizing a streamlined appeal process for the resolution of regulatory interpretation questions;

(10) maintaining and improving safety; and

(11) increasing transparency.

Taskings

Section 222

(c) DUTIES.—The duties of the Task Force shall include, at a minimum, identifying best practices and providing recommendations, for current and anticipated budgetary environments, with respect to—

(1) simplifying and streamlining flight standards regulatory processes, including issuance and oversight of certificates;

(2) reorganizing Flight Standards Services to establish an entity organized by function rather than geographic region, if appropriate;

(3) FAA aviation safety inspector training opportunities;

(4) ensuring adequate and timely provision of Flight Standards activities and responses necessary for type certification, operational evaluation, and entry into service of newly manufactured aircraft;

(5) FAA aviation safety inspector standards and performance; and

(6) achieving, across the FAA, consistent—

(A) regulatory interpretations; and

(B) application of oversight activities.

Taskings

Section 513

(a) ESTABLISHMENT OF TASK FORCE.—Not later than 90 days after the date of enactment of this Act, the Administrator shall establish a task force comprised of representatives of the general aviation industry who regularly perform part 91 operations, labor unions (including those representing FAA aviation safety inspectors and FAA aviation safety engineers), manufacturers, and the Government to—

(1) conduct an assessment of the FAA oversight and authorization processes and requirements for aircraft under part 91; and

(2) make recommendations to streamline the applicable authorization and approval processes, improve safety, and reduce regulatory cost burdens and delays for the FAA and aircraft owners and operators who operate pursuant to part 91.

Kick Off Meeting

February 20-21 – McLean Virginia

Briefings

- Dynamic Regulatory System
- Sec 221 Proposed Metrics
- Sec 222 Flight Standards Re-Org
- Sec 513 LOA Report (FAA, NBAA, GAMA)

Kick Off Meeting

February 20-21 – McLean Virginia

- Sec 222 c(2) - Flight Standards Reorg
  - Complete
- Sec 513 – Streamlining LOAs for Part 91 Operators

Kick Off Meeting

February 20-21 – McLean Virginia

- Sec 221 – Performance Metrics
  - Subgroup Formed to Develop Recommendation
  - #8 – Subgroup considers compete
    - Dynamic Regulatory System
    - drs.faa.gov

Kick Off Meeting

February 20-21 – McLean Virginia

- Sec 222 – Flight Standards
  - Two subgroups formed
    - 1 and 4 taskings
    - 3, 5, and 6 taskings

Virtual Meetings

April 28 2020

- Working Group Updates
- Discussion on COVID impact to ARC deliverables

September 2 2020

- Acceptance of 513 Recommendation
- Working Group Updates
- Expect Sec 221 Report – End of October

Next FST PAcE ARC Meetings

- November 4 2020

Thank you

Federal Aviation Administration

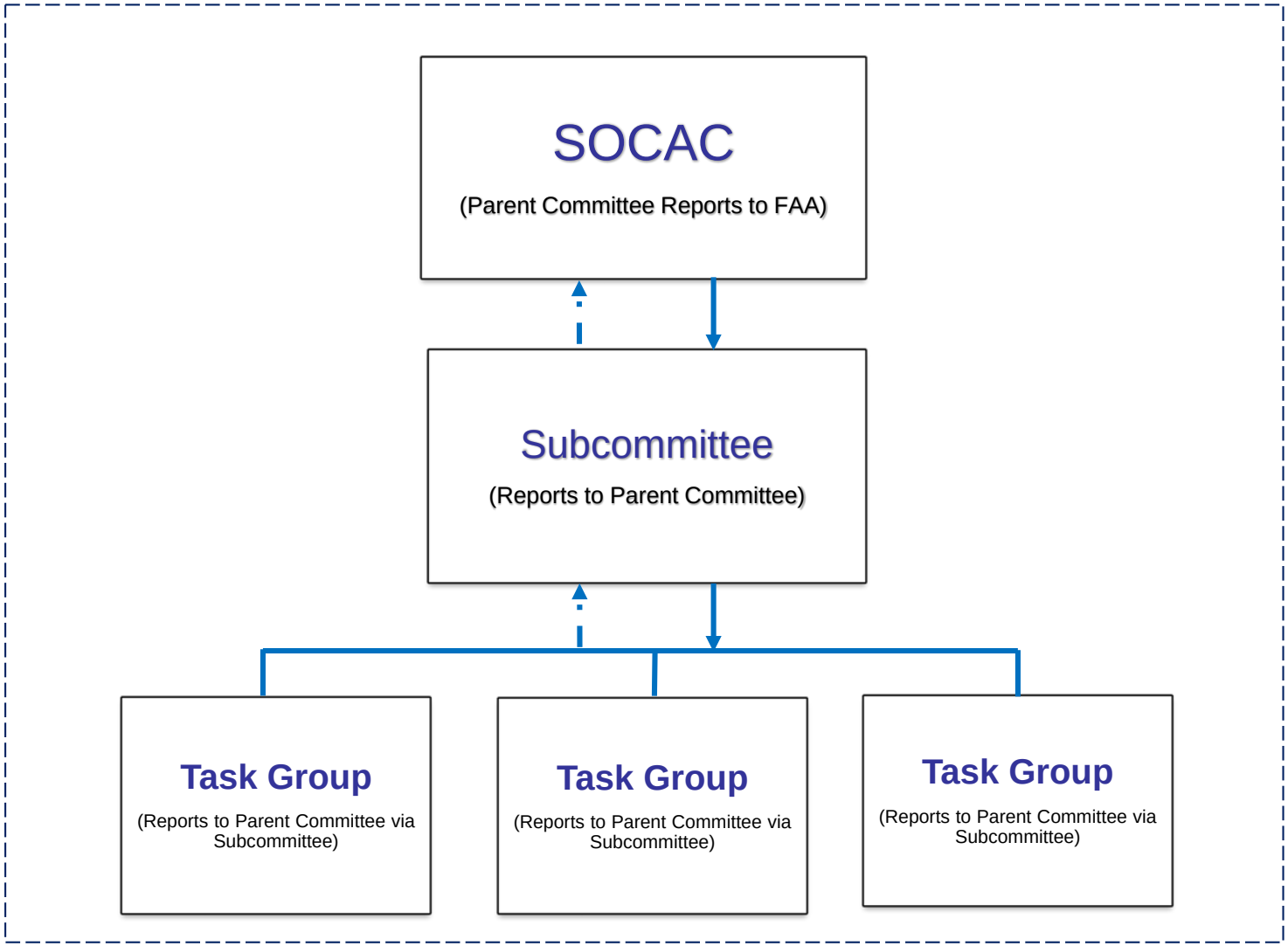
Safety Oversight and Certification Advisory Committee (SOCAC) Governance

Presented to: SOCAC Members

By: Ali Bahrami, Designated Federal Officer

Date: September 16, 2020

ORGANIZATIONAL STRUCTURE



FAA Roles & Responsibilities

- Assigns taskings to SOCAC.
- Provides support to SOCAC.
- With the exception of the Administrator or his designee, are not recognized as voting members.
- Keeps SOCAC abreast on the status of submitted SOCAC recommendations.
- Ensures compliance with FACA.

SOCAC Roles & Responsibilities

- Appointed by U.S. Secretary of Transportation and recognized as voting representative member
- Attends and actively participates in all SOCAC meetings.
- Represents the views of the aviation segment stakeholders on the advisory committee. Viewpoints should not be limited to the place of employment.
- Works on taskings assigned by FAA to develop recommendations.
- Uses subcommittees to address taskings, when appropriate.
- Deliberates on recommendations at public meetings.
- Do not release work products or recommendation reports prior to submission to the FAA. The FAA will release work products or recommendation reports after receipt from SOCAC.
- Submits recommendations and reports to FAA.
- May only speak with Congress and the media in his/her personal capacity. Do not speak on behalf of the FAA or SOCAC.

Subcommittee Roles & Responsibilities

- Composed of SOCAC members.
- Represents the views of the aviation segment stakeholders on subcommittee. Viewpoints should not be limited to the place of employment.
- Meetings are closed to the public.
- Works on FAA taskings delegated by SOCAC, which are presented to SOCAC at public meetings.
  - ✓ Will not release work products or recommendation reports prior to SOCAC's deliberation.
  - ✓ The FAA will post work products or recommendation reports after receipt from SOCAC.
- Forms and monitors task groups comprised of subject matter experts (SME) to assist with tasking.
- Reports directly to SOCAC, not FAA.
- May only speak with Congress and the media in his/her personal capacity. Do not speak on behalf of the FAA or SOCAC.
- Subcommittee must be renewed annually.

Subject Matter Expert Roles & Responsibilities

- Subcommittee Chair and FAA Leads select SME based on technical expertise. Not recognized as a voting member.
- Supports subcommittee on developing work products addressing FAA taskings.
- Reports directly to SOCAC subcommittee, not FAA.
  - ✓ Will not release work products or recommendation reports prior to SOCAC's deliberation.
  - ✓ The FAA will post work products or recommendation reports after receipt from SOCAC.
- Represents the views of the aviation segment stakeholders. Viewpoints should not be limited to the place of employment.
- May only speak with Congress and the media in his/her personal capacity. Do not speak on behalf of the FAA or SOCAC.

Tasking Process

- FAA assigns tasking to SOCAC at public meeting.
- SOCAC delegates tasking to subcommittee.
- Subcommittee addresses tasking and prepares report for SOCAC's consideration. May form task groups comprised of SMEs to support the subcommittee.
- SOCAC discusses report in a public meeting and votes whether to accept report for submittal to FAA.
- FAA reviews report and provide updates to SOCAC.

The Committee:

Mandate & Approach

- In April of 2019, U.S. Secretary of Transportation, Elaine L. Chao, created the Special Committee to Review the Federal Aviation Administration's Aircraft Certification Process.
- This action was taken in response to the crashes of two Boeing 737 MAX 8 aircraft: one in Indonesia and one in Ethiopia, which claimed a total of 346 lives.
- Over a period of six months, the Committee worked to obtain firsthand information and insight from the FAA and stakeholders regarding the aircraft certification system.
- The Committee conducted its review of product certification as several other government entities were investigating aspects of the Boeing 737 MAX 8 or the related accidents.

The Committee:

Members

General (Ret.) Darren McDew

Captain Lee Moak

Gretchen Haskins

David Grizzle

Kenneth Hylander

Safety Management Systems

Finding

Safety Management Systems (SMS) help to ensure a holistic, proactive assessment of whether the combination of design, procedures, and training will support effective safety performance. There is no requirement for SMS for design and manufacturing organizations.

Safety Management Systems

Recommendations

- The FAA currently requires an SMS only for part 121 operators. The FAA must mandate implementation of SMS for design and manufacturing organizations, thereby ensuring connection and interrelationship with the existing SMSs of airlines, airports, and service providers.
- The FAA should take the necessary steps to ensure a total system approach to safety, linking all safety requirements from type certification to pilot training, and operational performance of the product.
- The FAA should encourage the integration of Partnership for Safety Plan (PSP), SMS, and ODA activities to create an effective oversight process between manufacturers and FAA to better manage safety and certification issues.

System Safety

Finding

System Safety Assessments (SSA) are an essential component of safety risk management that can be expanded to better consider human–machine interaction.

System Safety

Recommendations

- The FAA and industry should review requirements and guidance materials to promote more consistent use of systematic analysis of Human Performance and Error Assessments to complement SSAs in aircraft certification.
- The FAA should consider removing exclusions for skill-related errors associated with manual control of the airplane and ensure crew interaction with automated systems active in manual flight are systematically assessed.
- Current guidelines recommend that human factors be considered when the system is new or novel, complex and/or integrated. In the future, the FAA should enhance standards to ensure that systematic human factor analyses are conducted for all safety-critical functions and failure modes associated with a change under the changed product rule (14 CFR 21.101).

System Safety (cont'd)

Recommendations

- Test and evaluation should include multiple failure mode scenarios and involve trained pilots who reflect the anticipated end-users of the product. Resulting data should be fed back into the overall safety assessment of the total system. Significant changes to safety assumptions or performance levels should be tracked.
- A summary document explaining SSA assumptions and conclusions relevant to safe operation should be communicated throughout the development process and to end-users of the product as reference data for an operator's SMS program. End users should be required to monitor leading indicators to validate the assumptions of the SSA once the product enters service.

Globalization

Finding

Although U.S. products are operating worldwide, the FAA does not have a means to influence the maintenance and pilot training requirements for U.S. products operating under another civil aviation authority.

Globalization (cont'd)

Recommendations

- The FAA should acknowledge the international profile of operators of U.S. State of Design aircraft and implement the necessary changes for its aircraft certification system to consider differences in operations, training, and oversight across States.

- The FAA should expand its engagement, policies, technical assistance, and training efforts to foster higher international safety standards and practices for aircraft certification, operations, and maintenance.

Globalization (cont'd)

Recommendations

The FAA should:

- Some members of the international community are using the Flight Standardization Board (FSB) reports intended for U.S. operators as the foundation for their operational programs, which was not their intended purpose. The FAA, therefore, should consider including operational requirements as part of the type certificate in order to better communicate minimum standards and promote advanced training and qualification programs. This would allow transfer of operational and training requirements through the validation process.

Data

Finding

Aviation safety would be bolstered by better data gathering, targeted analysis of aviation data by experts, and the use of all available data for developing and implementing corrective actions to mitigate risk.

Data

Recommendations

- Operational data needs to be made available in a single repository for analysis. To this end, the FAA and industry stakeholders of the certification system should continue to develop a means for expeditious gathering and analyzing, and acting on large quantities of operational data and reporting de-identified results to the aviation community, using Aviation Safety Information Analysis and Sharing (ASIAS) as an example.

- The FAA should propose to the International Civil Aviation Organization (ICAO) the sharing of operational data internationally, to enhance safety initiatives.

Data (cont'd)

Recommendations

- The FAA should find a way to integrate de-identified and confidential data sources so that the aircraft certification workforce, Flight Standards inspectors and other safety organizations can focus on near-time risk factors as part of their continued operational safety activities.

- The FAA should continue working with NASA to develop an in-time aviation safety management system that can be used both by the regulator and industry.

Coordination between the FAA's Aircraft Certification Service and Flight Standards Service

Finding

The FAA's Aircraft Certification Service develops and manages the aircraft certification process, which involves personnel from the Flight Standards Service (AFX)—a separate organization with its own policies, guidance, leadership, and culture. The potential exists for a disconnect between design and operational requirements.

Coordination between the FAA's Aircraft Certification Service and Flight Standards Service

Recommendation

- The FAA should review and clarify the roles and responsibilities of the Aircraft Evaluation Group (AEG) in the product certification process to define objectives, precise engagement, and timing throughout the process. This process should include a review of the working relationship between AFX and AIR to ensure that AEG representatives are engaged early enough in the certification process to review operational safety requirements and oversee assessments of design features and assumptions affecting operations. The AEG should have sufficient engagement throughout the process to be aware of any design changes that occur after the first certification plan is executed. Clarifications should be reflected in policy and guidance materials, which should also be evaluated to determine which organizations should be responsible for them.

Personnel

Finding

The FAA cannot accommodate the growth and complexity in certification workload without effectively understanding and managing its personnel requirements and influencing cultural changes in the workforce to adapt to the changing nature of the work. Priorities include proper skill identification, skill development, and attracting the right talent.

Personnel

Recommendations

- The FAA should plan an aggressive recruitment campaign to encourage students to pursue careers at the FAA. The FAA should re-evaluate its current position descriptions and desired skill sets—especially as they relate to covering systems and process knowledge—to ensure that personnel with the right range of skills occupy safety-critical positions so that the agency can meet evolving industry needs.
- Workforce planning is not just about hiring new people; it is also about filling the gaps between what the FAA currently has and what it needs and making effective use of current staff. AVS should re-evaluate its workforce strategy to ensure it is sufficient to accomplish the AIR transformation and adapt with ever-changing global aviation industry.

Delegation

Finding

The FAA's delegation system is an appropriate and effective tool for conducting aircraft certification. It relies on effective standards, oversight, and communication between stakeholders.

Delegation

Recommendations

- The aviation community, including the FAA, industry, stakeholders, and Congress, should recognize that the delegation system allows U.S. industry and innovation to thrive, while allocating FAA resources to derive the greatest safety benefit.
- The FAA should continue to make use of the current delegation system, which is solidly established, well controlled, and promotes safety through effective oversight.
- The FAA and industry should work together to address concerns about potential undue pressure on an ODA Unit in order to maintain the independent decision-making structure of the ODA and ensure that the ODA fulfills its requirement to serve as a representative of the FAA Administrator.

Delegation (cont'd)

Recommendations

- The FAA should ensure that its personnel involved in overseeing designees evolve in step with the delegation system. Oversight of a delegated organization is not the same as oversight of a delegated individual, and requires a specific skill set related to systems thinking. A continued focus on change management is needed to empower FAA staff and enable them to adapt to a changing work landscape.
- The FAA should provide clarification and guidance on how and when FAA technical specialists and ODA unit members communicate directly regarding technical concerns.

Amended Type Certificates

Finding

The FAA evaluates an application for an amended type certificate using the same structured process as for a new type certificate, and both processes result in certification of a safe product. In fact, the ability to change a TC is important and promotes an increase in safety for derivative models that replace aging airplanes.

Amended Type Certificates

Recommendations

- The FAA should work to ensure FAA policy and guidance are updated to include cross-system (equipment, human, and environment) evaluation of changes.
- The FAA should update existing guidance to highlight the vulnerabilities that can develop around multiple adaptations of existing systems, where transfer of historical assumptions may not be appropriate or may require specific validation. This can be relevant to new TC programs, but is more likely relevant to amended TC programs where system integration can have unique challenges.
- The FAA should clarify roles and responsibilities of the applicant and FAA in assessing cross-functional interface assumptions in determining what constitutes a significant change.

Innovation

Finding

The FAA's Aircraft Certification Service focuses its innovation work on guidance materials, standards, and regulations to support new entrants into the aviation market.

Innovation

Recommendations

- Since the Innovation Center is a recently adopted concept, AIR should provide guidance expeditiously to both its employees and the industry on how the center will operate and expectations for success.
- The Innovation Center must include and encourage review of innovative methods of compliance to previously certified systems.
- The Innovation Center R&D portfolio should include and prioritize changes to the certification process and regulatory framework so that the FAA's certifying system can keep up with concepts and technologies in the products it certifies.
- FAA should continue implementation of performance-based regulations for the adoption of new technologies that do not stifle future innovations.

Existing Recommendations

Finding

Several prior certification and delegation reports exist with open recommendations for potential enhancements relevant to this Committee's work.

Existing Recommendations

Recommendations

- The Committee recommends that the Secretary of Transportation and FAA Administrator conduct a thorough inventory of the more recent recommended actions from industry- government advisory committees and government oversight agencies and prioritize those actions that will enhance the safety and efficiency of the certification process. The Committee specifically endorses and encourages the FAA to expeditiously implement the following recommendations:
    - That the FAA undertake a review of FAA workforce certification program management processes. It should review, update, and strengthen the methods, tools, and training for performance-based system safety oversight through the use of effective risk-based resource targeting for project involvement and system safety oversight of delegation programs (Ref SOC-ARC, 21SMS-ARC, DOT-IG reports AV-2016-001 and AV-2011-136).

Existing Recommendations (cont'd)

Recommendations

- That the FAA undertake a review to update 14 CFR part 21 certification procedures to reflect a system safety approach to product certification processes and oversight of industry design organizations. This review should include consideration of minimum qualification and organizational requirements for design approval applicants and holders, including responsibilities and privileges such as implementation of compliance assurance and safety management systems consistent with the Certified Design Organization (CDO) concept (Ref ACPRR, 21SMS-ARC, SOC-ARC).
- That the FAA establish an integrated aircraft program management framework with roles and responsibilities for type certification and operational evaluation to improve coordination between AIR and AFX for project planning and performance of issuance of design approvals and entry into service (Ref SOC- ARC).

Existing Recommendations (cont'd)

Recommendations

- That the FAA should develop comprehensive implementation plans for certification process improvement initiatives that address: people (knowledge, skills, and abilities [KSA], roles/responsibilities, and culture change), process, tools, training, and implementation (change management). These plans must include a means to track and monitor these initiatives to ensure effectiveness of implementation, including metrics for measuring expected benefits. (Ref ACPRR, SOC-ARC)

- The FAA must develop better procedures to quickly amend and adopt FAA orders, policies, and advisory circulars that provide agency personnel guidance on how to implement in the field the changes emanating from these various oversight and advisory committees and to assess effectiveness of implementation.

Hart Solutions LLC

The Joint Authorities Technical Review: Helping to Get It Right

Christopher A. Hart
Former Chairman,
National Transportation Safety Board

Safety Oversight and Certification Advisory Committee
(SOCAC)
September 16, 2020

The Context

- Airline safety record is exemplary

- Exemplary safety record demonstrates that
  - Aircraft are well-designed, FAA's aircraft certification process has played a major role
  - Certification process is not broken, but there's always room for improvement

- These two tragic MAX crashes highlighted a need for improvement

Joint Authorities Technical Review

- Created by Federal Aviation Administration (FAA)
- Included NASA plus certification experts from the FAA and nine other aviation regulatory authorities
- Chartered to assess FAA's certification of the MAX flight control systems and make recommendations as needed
- Not chartered to help return airplane to service or to assist with investigating accidents
- Kudos to FAA for seeking international peer review of its certification process and making it public

The JATR Process

- Chartered by FAA on June 1, 2019
- JATR divided into subgroups to address specific issues
- JATR had several meetings in Seattle with FAA and Boeing personnel involved in the MAX flight control system certification process
- Excellent cooperation by Boeing and FAA regarding providing details of the certification process
  - Meetings included detailed document reviews
  - Boeing reconfigured engineering simulator for the JATR
- Boeing and FAA had opportunity to review the basis for most draft JATR observations for factual accuracy
- JATR Findings and Recommendations submitted to the FAA on October 11, 2019

JATR Highlights

- Increasing aircraft system interconnections increases need to review airplane-level effects of change in any system
- Foundational issue of whether a process that has historically served the industry well based largely upon compliance needs to be revisited to address not only compliance but also safety
- Need to incorporate fail-safe design principles that prioritize elimination or mitigation of hazards through design, minimizing reliance on pilot action as primary means of risk mitigation.
- Need to emphasize human factors and human system integration throughout the certification process

Highlights (con't)

- Need to make delegation process less cumbersome; may have interfered with adequacy of communications, e.g.,
  - Failure to address potential unintended consequences from the evolution of MCAS from a relatively benign system to a much more aggressive system
  - Failure to address potential unintended consequences from designing software for one scenario and modifying it for a different scenario
- Need to revisit FAA's standards re time needed by pilots to identify and respond to problems, especially if cascading failures and/or multiple alarms, along with possible startle effect
- Adequacy of training to help pilots be able to respond effectively to failures that they have never seen before, even in training

Two Major Human Factors Challenges

- Ongoing
  - Pilots responding inappropriately to a problem that they have never encountered before, even in training
    - Turkish Airlines, Amsterdam (2009)
    - Rio to Paris (2009)
    - Asiana, SFO (2013)
    - 737MAX (2018-9)
  - Exceptions
    - Landing in the Hudson River (2009)
    - Fuel exhaustion landing in the Azores (2001)
    - Sioux City, Iowa, loss of all hydraulics (1989)
    - Gimli glider, fuel exhaustion (1983)
  - Exacerbated by automation becoming more complex and more reliable
- Future
  - Expecting highly trained, highly skilled, competent pilots to be content to be mere monitors as automation becomes more capable

Conclusions

- Worldwide airline safety record demonstrates that FAA's certification process is not broken
- These two tragic accidents reveal need for updating and modernization to address increasingly complex systems
- As aircraft systems are becoming more complex, human/machine interface issues are becoming more challenging
- Delegation process will probably continue due to inability of regulators to hire and retain leading experts in rapidly advancing technologies
- These are not just FAA issues, but worldwide certification issues
- Kudos to the FAA for seeking a peer review that included most other countries that will also have to address certification issues for transport category aircraft manufactured in their country
- Kudos to the FAA for making the peer review public

Thank You!!!

Questions?

Christopher A. Hart
Hart Solutions LLC
chris@hartsolutionsllc.com
202-680-4122

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Safety Oversight and Certification Advisory Committee Task Notice
(ADD ANNOUNCEMENT DATE)

ACTION: Notice of a task assignment for the Safety Oversight and Certification Advisory Committee (SOCAC).

SUMMARY: The Federal Aviation Administration (FAA) proposes a new SOCAC task 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 its long-term plans.

The SOCAC should focus on the following key 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.

The tasking requests identification of opportunities for mutual exchange of knowledge, experience and skills education and capabilities among and between all aviation stakeholders (FAA, Industry, International partners, public interest groups, trade unions, etc.). Additionally, SOCAC should propose innovative learning and knowledge transfer opportunities to ensure continued competency and development for stakeholders.

This notice informs the public of the new SOCAC activity.

BACKGROUND: Congress requested the establishment of the SOCAC to provide advice to the Secretary on a variety of policy-level issues related to FAA safety oversight and certification programs and activities. SOCAC is governed by the Federal Advisory Committee Act (5 U.S.C., Appendix 2).

The FAA and the aviation industry expect to experience significant turnover in managerial, technical, and administrative personnel in the near future. The expectation has been exacerbated by the advent of the COVID-19 virus. Loss of knowledge and experience can introduces risk to the National Aerospace System (NAS) unless it is transferred or replaced in a timely and efficient manner. Identification of mitigation strategies, and of possible certification and oversight system inefficiencies is an important factor to the continued and future success of the NAS.

At the same time, there is an increase in non-traditional aviation entrants and innovative technologies and systems, such as unmanned aircraft systems (UAS), expanded automation to artificial intelligence, robotics and additive manufacturing. The FAA's Safety Management Systems will continue to evolve, enabling it to leverage information systems and resources in support of risk-based decision making. However, keeping abreast of new entrants and innovative technologies requires an assessment of current and an exploration of different knowledge exchange strategies to meet the challenge.

In recent reviews of the certification processes, experts and the FAA's internal analysis highlighted the need to foster the FAA's workforce to enhance the certification and safety oversight system. Furthermore, a robust workforce development, training and skills assessment will identify and address knowledge and experience gaps for all stakeholders.

The FAA has initiated skills assessment, workforce development and training goals. The SOCAC will be asked to consider these initiatives when developing recommendations to ensure alignment with FAA strategies and goals:

- AVS Strategic Plan: A vision of the United States' aviation safety system, with key elements that position the FAA's Aviation Safety organization to ensure aviation safety while meeting stakeholders' needs in an ever-changing technical environment. Its strategic themes, supported by initiatives and specific activities will be guiding AVS achievements.

- AIR Comprehensive Strategic Plan: A translation of AIR's strategic vision into initiatives and actions that, when implemented, will increase the efficiency and effectiveness of the Aircraft Certification Safety System. The initiatives touch every aspect of the certification process, including safety regulations and policies and how AIR and stakeholders can achieve mutual objectives.

- Aviation Safety Workforce Plan 2020-2029: This plan provides staffing estimates for AVS Services and Offices and includes September 2019 actual on-board levels. It also incorporates changes in aircraft fleet and operations forecasts, inspector and engineer attrition, and other elements that will be useful to the SOCAC task assignment.

On [ADD DATE], the FAA assigned to SOCAC the Workforce Development and Training (WDAT) task. SOCAC delegated this task to the Subcommittee and may solicit the support of subject matter experts for assistance.

THE TASK: SOCAC will provide advice and recommendations on ways to develop, supplement, and train the Agency's aviation safety workforce. At the same time, SOCAC will identify complementary and mutual strategies and learning opportunities for all other stakeholders. As the FAA completes its evolvement to an integrated systems approach that considers the entire product safety lifecycle, the identification of opportunities to support and reinforce this shift in workforce development and training products will benefit all stakeholders. FAA requests SOCAC consider the development and integration of non-traditional knowledge,

skills or capabilities that may be needed to support an integrated systems approach to certification and oversight. The committee should review any relevant materials to assist in achieving the task objectives.

Specific SOCAC actions assigned:

1. In support of FAA Learning Strategy development, make recommendations on standards for knowledge and skills of stakeholder personnel responsible for the application, certification, continued compliance and oversight of design, production, operation and maintenance approvals and certificates.

(Learning Standards and Skills Identification)

   a. Review the regulations, advisory and guidance material to identify any current standards for knowledge, experience and/or training for stakeholder personnel involved in or responsible for applications for certifications, approvals or delegations in design, production, operations and maintenance. Submit the results of this review with the knowledge and skill providing the highest value for design, production, operation, and maintenance focus areas.

   b. When conducting the review in item 1a, identify standards that are applicable to all stakeholders responsible for making applications, certificating, continued compliance and oversight of certificates and approvals, particularly delegated activities in design, production, operations and maintenance, and provide recommendations for common criteria or standards.

(Staff Skillset Recommendations)

   c. Using the review conducted in item 1a, provide recommendations on personnel knowledge and skill to sustain both traditional and evolving regulatory roles and responsibilities. For those identified as evolving or non-traditional, provide recommendations on roles and responsibilities.

   d. Provide recommendations, including barriers and potential solutions under which the FAA may quickly supplement its staff with subject matter expert assistance on an as needed basis.

(Learning Opportunities)

   e. Identify opportunities for the FAA, industry, and other aviation stakeholders to develop and exchange knowledge. Identify barriers that may restrict learning experiences and recommend methods by which those barriers can be overcome. The goal is to provide

training and experience to agency, industry, and other aviation stakeholder personnel to meet current and emerging needs.

f. Propose methods for mutually and collaboratively developing and providing educational experiences that can be found acceptable for compliance with 14 CFR requirements and for encouraging continued education for stakeholders responsible for making applications, certificating, continued compliance and oversight of certificates and approvals or delegating in design, production, operations and maintenance activities in—

i. Regulatory compliance,
ii. Technical knowledge, and
iii. Professionalism.

In completing this task, SOCAC should explore the creation of partnerships with universities and other external educational organizations.

SOCAC should make recommendations related to performance measures that provide a means to evaluate the effectiveness of these learning opportunities on the knowledge and skills required to meet the recommended standards.

2. Develop a report containing recommendations on the findings and results of the tasks explained above.

a. The recommendation report should document both majority and dissenting positions on the findings and the rationale for each position.
b. Any disagreements should be documented, including the rationale for each position and the reasons for the disagreement.

SCHEDULE: The recommendation report should be submitted to the FAA no later than 12 months from the first meeting of the subcommittee.

SUBCOMMITTEE ACTIVITY: The subcommittee must comply with the procedures adopted by SOCAC and as follows:

1. Conduct a review and analysis of the assigned tasks and any other related materials or documents.

2. Provide a status report at each SOCAC public meeting.

3. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.

4. Present the recommendation report at the SOCAC public meeting.

PARTICIPATION OF SUBJECT MATTER EXPERTS: Unless a current SOCAC member, an individual must be invited as a subject matter expert (SME) to assist with the tasking. A SME is not considered a member and must be invited to attend meetings for the purpose of providing SOCAC with technical assistance. Individuals interested in serving as subject matter experts for the Workforce Development and Training tasking may submit a résumé or curriculum vitae to the FAA. See "Nomination Process" for details.

The provisions of the August 13, 2014, Office of Management and Budget guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." (For further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

NOMINATION PROCESS: Interested individuals should submit, in full, the following materials to be considered for SME membership. Failure to submit the required information may disqualify a candidate from the review process.

1. A résumé or curriculum vitae.
2. A statement describing the candidate's interest in the task and the expertise the candidate would bring to the tasking.

Nominations must be submitted electronically (by E-mail) to [name] at [email]. The subject line should state "Workforce Development and Training Tasking SME Nomination." The FAA must receive all requests by **[day], [date] at [time Eastern Daylight Time]**. The SOCAC Subcommittee and FAA will review the requests and select SMEs as needed.

Confidential Information

All final work products submitted to the SOCAC are public documents. Therefore, it should not contain any nonpublic proprietary, privileged, business, commercial, and other sensitive information (collectively, Confidential Information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share Commercial Information within the working group for purposes of completing an assigned tasked. Members must not disclose to any third party, or use for any purposes other than the assigned task, any and all Confidential Information disclosed to one party by the other party, without the prior written consent of the party whose Confidential information is being disclosed. All parties must treat the Confidential Information of the disclosing party as it would treat its own Confidential Information, but in no event shall it use less than a reasonable degree of care. If any Confidential Information is shared with the FAA representative on a working and/or task groups, it must be properly marked in accordance with the Office of Rulemaking Committee Manual, ARM-001-15.

The Secretary of Transportation determined the formation and use of the SOCAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

SOCAC meetings are open to the public. However, subcommittee and task group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of these meetings.

FOR FURTHER INFORMATION CONTACT: [Name], Federal Aviation Administration, [Address]. Telephone [Number]; [Email].