

Federal Aviation Administration

## Memorandum

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To: Aviation Safety (AVS) Services and Offices

From: Ali Bahrami, Associate Administrator for Aviation Safety, AVS-1

Subject: Aviation Safety Research Portfolio Development Guidance for Fiscal Year (FY) 2022

Thank you for your support in developing the FY 2021 aviation safety research portfolio. Balancing competing safety requirements against limited resources is a huge challenge. That is why it is extremely important to ensure our aviation safety research leads to safety enhancements that benefit the flying public.

This memo serves as the guidance to develop the FY 2022 aviation safety research, portfolio. Use of this guidance supports the achievement of our regulatory objectives.

- 1. The aviation safety research portfolio must reflect a data-driven, risk-based approach that:
  - a. Represents the highest priority safety needs that lead to safety enhancements benefiting the flying public.
  - b. Balances the need for research concerning potential safety issues from future changes in the aerospace system with the need for research addressing emerging risks from the existing hazards in the current system.

Potential Safety Issues: Innovations introduce potential hazards (previously unidentified hazards) with undefined standards for safety and little guidance regarding mitigations to reduce risk. The aviation safety research portfolio should support AVS objectives by engaging in research activities that will provide the knowledge necessary to ensure that the innovations brought about by the aviation industry are safely integrated into the aviation system.

Known Safety Issues: The aviation safety research portfolio should support the continued development of effective data-driven means to provide longterm solutions to address known safety issues for continued safety improvement. AVS Services and Offices should utilize existing initiatives and collaborative processes, such as the Commercial Aviation Safety Team (CAST), General Aviation Joint Safety Committee (GAJSC), United States Helicopter Safety Team (USHST), and Unmanned Aircraft Safety Team (UAST), to identify research requirements.

2. The aviation safety research portfolio must align with all applicable FAA, DOT, and Administration guidance, as well as applicable Congressional direction.

AVS Services and Offices review existing research plans, regulations, standards, and policies to develop research proposals. AVS will work together to manage the process and develop the best safety portfolio. Once the portfolio has been established, AVS will track the performance of the research projects, which will support development of, or revision to, regulations and standards to achieve our safety objectives.

I want to thank everyone in the aviation safety research community for your diligence and hard work. We would not be able to maintain the world's safest aviation system without your dedicated efforts.

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