



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

*make new order*

**ORDER**  
**1110.142**

Effective Date:  
10/26/05

**SUBJ:** Voluntary Safety Information Sharing Aviation Rulemaking Committee

**1. PURPOSE.** This order constitutes the charter for the Voluntary Safety Information Sharing Aviation Rulemaking Committee that is designated and established pursuant to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) § 106(p)(5).

**2. DISTRIBUTION.** This order is distributed to the director level in Washington headquarters; to the division level in the Flight Standards and Aircraft Certification Services; to the International Policy Office; to the Brussels Aircraft Certification Branch; to the Suspected Unapproved Parts Program Office; to all regional administrators; to all regional Flight Standards divisions; and to all Aircraft Certification directorates.

**3. CANCELLATION.** This order cancels Order 1110.129A, Aviation Safety Action Program Aviation Rulemaking Committee, dated July 3, 2003, and Order 1110.131A, Flight Operational Quality Assurance Aviation Rulemaking Committee, dated October 29, 2003.

**4. BACKGROUND.** The goal of voluntary safety information sharing programs is to enhance public safety by identifying potentially unsafe events, trends, and practices that may be occurring at more than an individual operator level and by implementing corrective action on a collaborative basis with appropriate parties, as needed, to mitigate them. Often, the information from individual operator voluntary safety programs, such as the Aviation Safety Action Program (ASAP) or the Flight Operational Quality Assurance (FOQA) program, may not be available from traditional sources, such as FAA surveillance activities. When information from a given voluntary program, such as FOQA, is aggregated across multiple operators, safety issues may emerge that otherwise may not be evident at an individual operator level. When information from multiple such programs, such as FOQA and ASAP, is both aggregated and cross-correlated, a comprehensive picture of safety issues at a national level becomes possible. The establishment of a systematic process for the aggregation and cross-correlation of such voluntarily provided safety information can benefit the public, the aviation industry, and the Federal Aviation Administration (FAA) by better enabling the identification and mitigation of safety hazards.

**5. OBJECTIVES AND SCOPE OF ACTIVITIES.** The Administrator has determined that a Government/industry forum is needed to provide the FAA with advice on FAA policy for voluntary safety information sharing programs and to prepare recommendations on whether rulemaking applicable to such programs would be appropriate. The Voluntary Safety Information Sharing Aviation Rulemaking Committee will serve as a forum for interaction among FAA, industry employee groups, airlines, and repair stations regarding the goals, issues, and concerns of the various parties to such programs. The Associate Administrator for Aviation Safety will assign the committee specific tasks.

Distribution: A-WX-1; A-W(FS/IR)-2; AIR-40 (1 cy);  
AEU-100 (2 cys); AVS-20 (1 cy); A-X(FS/CD)-2

Initiated By: AFS-230

## **6. DUTIES.**

**a.** The committee shall meet with such employees of the FAA as may be designated by the Associate Administrator for Aviation Safety and present whatever input, guidance, or recommendations the members of the committee consider relevant to the ultimate disposition of voluntary safety information sharing issues.

**b.** If directed to do so by the Associate Administrator for Aviation Safety, the committee shall conduct at least one public meeting to provide all interested parties an opportunity to present their views and recommendations on voluntary safety information sharing programs issues.

## **7. ORGANIZATION AND ADMINISTRATION.**

**a.** The Associate Administrator for Aviation Safety shall have sole discretion to appoint committee members. The committee shall consist of FAA employees and representative members of the various companies and labor associations involved in voluntary safety information sharing programs.

**b.** The Associate Administrator for Aviation Safety shall receive all committee recommendations and reports. The Associate Administrator shall also be responsible for providing administrative support for the committee.

**c.** The Associate Administrator for Aviation Safety is the sponsor of the committee and shall designate the committee chair from the membership of the committee. Once designated, the chair will:

**(1)** Determine, in coordination with other committee members, when a meeting is required and where it will be held;

**(2)** Arrange notification to all committee members of the time and place for any meeting;

**(3)** Formulate an agenda for each meeting and conduct the meeting; and

**(4)** Determine if one or more subcommittees are needed to develop recommendations to the committee and, if so, appoint the subcommittee members and a chairperson thereto.

**d.** The committee is not required to keep minutes but may elect to do so.

**e.** The committee's meetings shall not be open to the public.

**8. COMPENSATION.** Non-government representatives serve without Government compensation and bear all costs related to their participation on the committee.

**9. ESTIMATED COST.** The estimated operating cost (including pro rata share of salaries of FAA employees) is \$20,000. Approximately 0.5 person-years will be required to support the committee.

**10. PUBLIC PARTICIPATION.** Unless otherwise decided by the Associate Administrator for Aviation Safety, all meetings of the committee shall be closed. Interested persons wishing to attend a meeting who are not members of the committee must request and receive approval in advance of the meeting from the Associate Administrator.

**11. AVAILABILITY OF RECORDS.** Subject to the provisions of the Freedom of Information Act, Title 5 of the United States Code (5 U.S.C.) § 522, records, reports, agendas, working papers, and other documents that are made available to, prepared by, or prepared for the committee shall be available for public inspection and copying at the FAA Office of Rulemaking, 800 Independence Avenue, SW., Washington, DC 20591. Fees shall be charged for the information furnished to the public in accordance with the fee schedule published in Title 49 of the Code of Federal Regulations part 7.

**12. PUBLIC INTEREST.** The formation of the Voluntary Safety Information Sharing Aviation Rulemaking Committee is determined to be in the public interest in connection with the performance of duties imposed on the FAA by law.

**13. EFFECTIVE DATE AND DURATION.** This committee shall become effective upon the signature of the Administrator on this order for an initial duration of 2 years, unless terminated or extended by the Administrator.

ORIGINAL SIGNED BY:

Marion C. Blakey  
Administrator



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Marion C. Blakey  
Administrator

## **Voluntary Safety Information Sharing (VSIS) ARC**

There is no recommendation report for the VSIS ARC. It turned into the Aviation Safety Information Analysis and Sharing (ASIAS) system.