Federal Aviation Administration
Bringing Safety to America's Skies

2006 Pacific Aviation Directors Workshop

Flight Standards Service

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FLIGHT STANDARS SERVICE

Federal Aviation Act of 1958

- Gave birth to the Federal Aviation Agency (FAA)
- In 1967 became the Federal Aviation Administration (FAA) under the Department of Transportation (DOT)

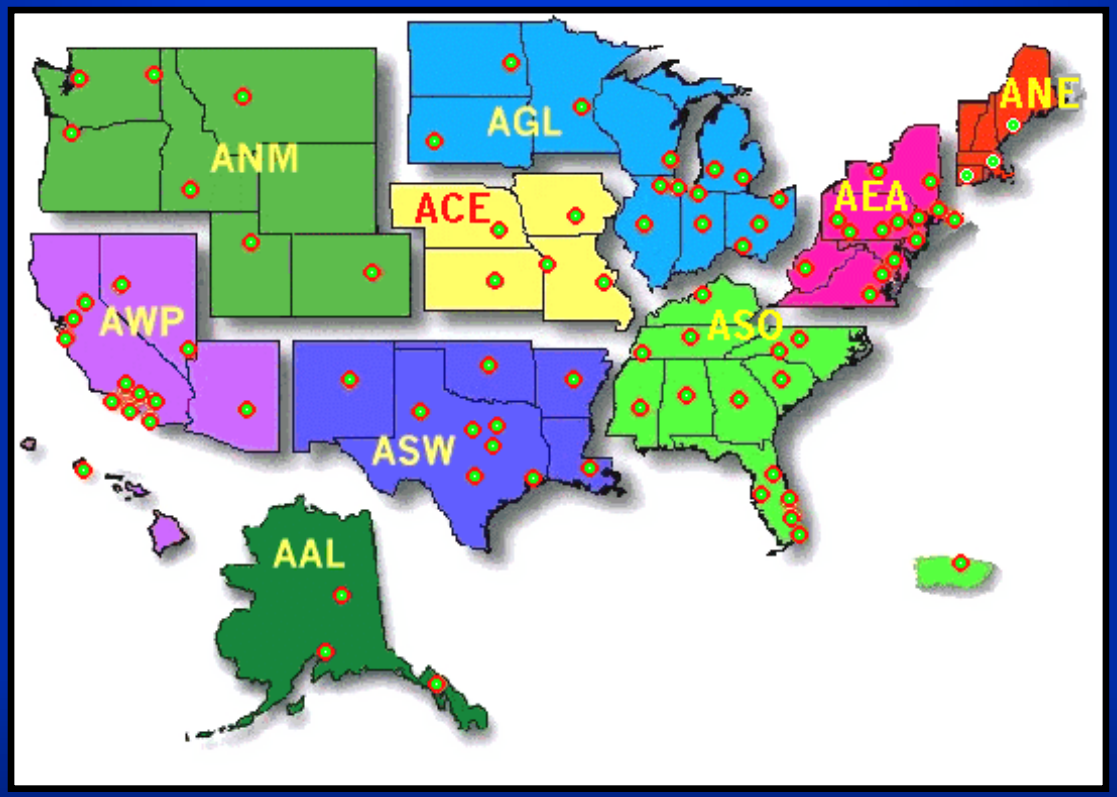
The FAA has many hats:

- Conducting Air Traffic Control
- Maintaining Airways Facilities
- Performing flight check of navigation aids
- Oversight of aircraft and component manufacturing
- Regulation & certification of airports
- **Regulation and certification of airmen, air carriers, industrial operators, general aviation** (Flight Standards Service)

Flight Standards Service

- Responsible for the certification and regulation of the users of the National Airspace System
- Carried out nationwide by a workforce of 3,300 aviation safety inspectors and support personnel

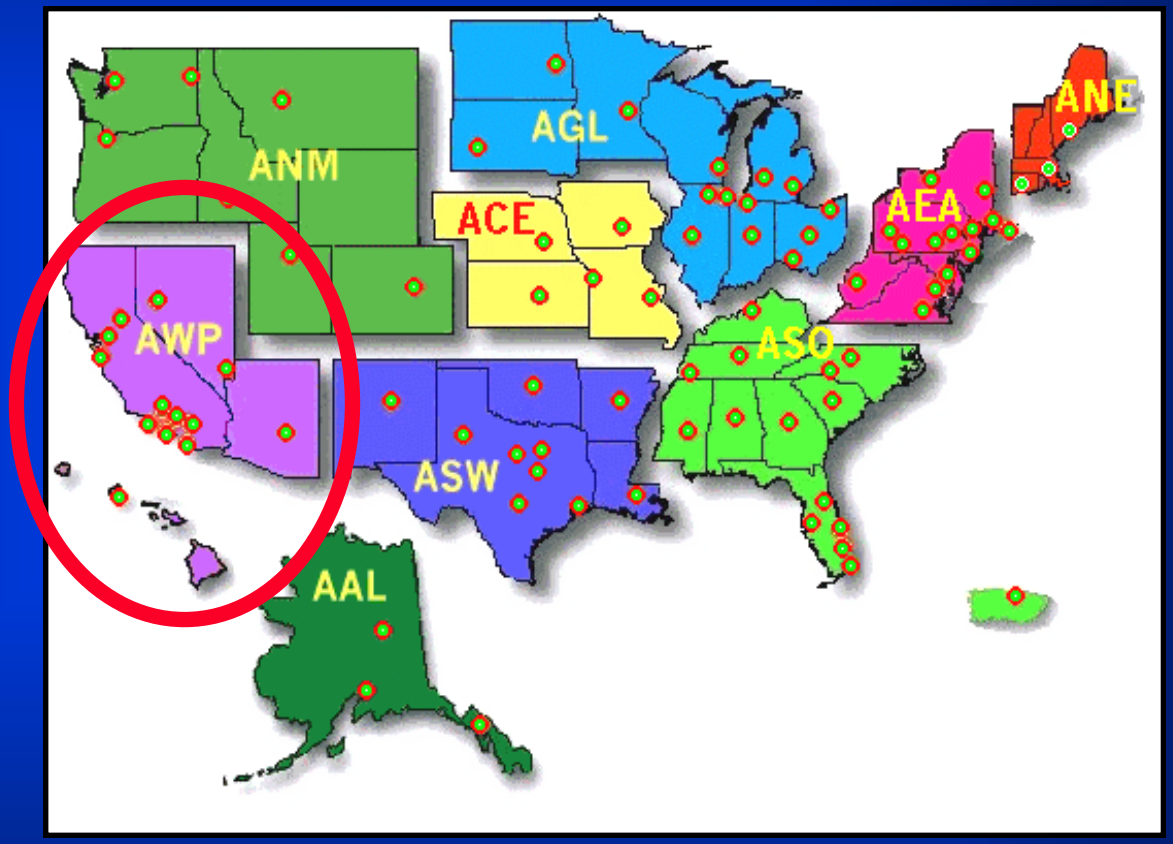
Flight Standards layout:



9 Regions

98 FSDO's

- Fresno (FAT) FSDO
- Honolulu (HNL) FSDO
- Las Vegas LAS) FSDO
- Long Beach (LGB) FSDO
- Los Angeles (LAX) FSDO
- Oakland (OAK) FSDO
- Reno (RNO) FSDO
- Riverside (RAL) FSDO
- Sacramento (SAC) FSDO
- San Diego (SAN) FSDO
- San Jose (SJC) FSDO
- Van Nuys (VNY) FSDO
- Scottsdale (SDL) FSDO
- San Francisco (SFO) IFO
- Singapore IFO



Honolulu FSDO

- HNL FSDO is located at the Honolulu International Airport
  - Area of responsibility: State of Hawaii, Wake Island, American Samoa, Guam and the Commonwealth of the Northern Marianas

Honolulu FSDO Responsibilities

- Surveillance
- Certification
- Accident, Incident, Occurrence Investigations
- Compliance Investigations

Accident, Incident, Occurrence Investigations

Was there a violation of the regulations?

"Nothing happens until something moves"

Albert Einstein

$E = mc^2$

Flight Standards Service is changing how we fulfill our mission

Flight Standards is moving and something important for aviation safety is happening

The "old way" of conducting the business of air carrier safety

- Planned surveillance programs
- Perform inspections looking only for compliance with the Regulations
- Violation investigations as part of accident, incident, or occurrence investigations

Flight Standards Service Mission

Enforcing the Federal Aviation Regulations and the standards necessary for air carriers to operate in the public interest at the highest possible degree of safety

- Routine spot Inspections
  - Operations Inspections
  - Maintenance Inspections
  - Avionics Inspections
  - Cabin Safety Inspections

Violation Investigations

- No Action
- Administrative Action
- Enforcement Action

Enforcing the Federal Aviation Regulations

- Certificate suspension
- Monetary fines
- Revocation of certificate(s)
- Inspectors acted in the public interest to reduce violations
- Safety compliance thru enforcement

Compliance-only approach to aviation safety
Separate cases of non-compliance
Piecemeal approach

1996 FSDO “stand down”
FAA 90-Day Safety Review
Safer Skies Initiative in 1997

Reduce air carrier accidents by 80% by 2007
Reduce general aviation accidents by 20% by 2007

SASO
System Approach to Safety Oversight Program

Collaborative approach with industry
Strengthen the relationship between air carriers and the FAA
SASO Phase I (in progress)
SASO Phase III complete by 2017

SASO VISION

- To share data, processes, and tools between the FAA and the Industry
- To empower the Industry with more responsibility for safety management
- To make System Safety based regulatory reforms

The System Safety approach

- Goes beyond checking on compliance with the regulations
- Identify system-wide safety hazards prior to their occurrence

What is the goal of System Safety?

- To reduce accidents to an acceptable level (zero accidents)

Acceptable Risk

Unacceptable Risk

The FAA's safety responsibility
To reduce or eliminate the possibility of aircraft accidents

The Operator's safety responsibility
To perform their services with the highest possible degree of safety in the public interest

System Safety states:
Safety must be designed into an air carrier business

Hazard

A hazard is anything that contributes aircraft accident

System Safety Tools

- SEP
- CSET
- ATOS

SEP

- Surveillance and Evaluation Program
- Part 135 air taxi and commuter operators
- Identify operator risks
- Operator 30-day action plan

CSET

- Certification Surveillance Evaluation Team
- New entrant part 121 air carriers
- Team of national experts
- Monitor new airlines for the first 5 years

ATOS

- Air Transportation Oversight System
- Part 121 Air Carriers
- Ensures that safety is built into an air carrier's operating system

Seven major air carrier systems

- Aircraft Configuration Control
- Manual System
- Flight Operations
- Personnel Training and Qualifications
- Route Structure
- Airman and Crewmember Flight, Rest, and Duty Time
- Technical Administration

ATOS results in a proactive approach to reduce 121 air carrier hazards and risks

- Use ATOS tools to find hazards
- Monitor the hazard
- Transfer the hazard
- Mitigate the hazard

MITIGATE THE HAZARD

- Action Plan
- What, how, where, and when

Ultimate goal of SET, CSET, and ATOS
Enhance the safety culture of every airline

$$E = mc^2$$

$$A = ft^t$$

Flight Standards new way of doing business

- SASO (the new way)
  - System Safety approach
    - SEP for part 135 operators
    - CSET for "new entrant" part 121 operators
    - ATOS for existing part 121 operators

Questions ???