# FAA Regulatory Update

Presented to:  NATA

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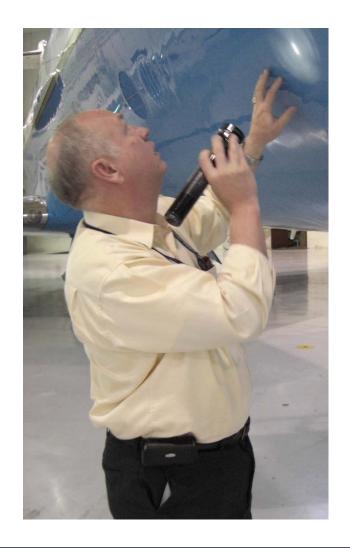
　　　FAA Flight Standards Service

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# Today's Aviation Regulatory Environment: "ABC" Challenges

- Accountability is increasing

  - Congress, other government agencies

  - Media and the public

- Budgets are shrinking

  - Focus on areas of real risk

  - Work smarter – make appropriate use of resources

- Change is accelerating

  - Recognize shifts in airman experience, aircraft, avionics, airspace

  - Hire ASIs with the right skills, experience; train in accordance with evolving regulatory posture

# Traditional Role of the Aviation Regulator



- To "inspect safety into the system" by:

  - Inspecting airmen, aircraft, operators, etc.

  - Enforcing the regulations

  - Pursuing enforcement action for any transgression

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# Government's Evolving Role: Safety Management Systems

- More efficient

    - Requires more transparency of data and information to denote risk and hazards by all stakeholders

- More effective

    - Refocused enforcement program can enhance SMS effectiveness

- More capable

    - SMS plus greater use of designees is a force multiplier

# Government's Evolving Role: Use of Designees

- Direct inspection vs. designees
  - Cannot "inspect safety into the system"

- Shift to training, managing, overseeing those who act for FAA

- Effective processes and tools for designees – but also for FAA ASIs.

- Still ensure that ASIs "touch metal"





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# Government's Evolving Role: Enforcement Posture

- Now refocusing ASI (and manager) approach to enforcement

- There is an important distinction between an *unintentional infraction* and a *non-compliant attitude*.

- The key question is what best serves and achieves our safety assurance mission.

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# Government's Evolving Role: Consistency & Standardization

- Lack of standardization is one of industry's most persistent complaints against the FAA.

- Section 313 of the FAA Reauthorization bill required the Administrator to establish an advisory panel to address this subject.

- A key potential action - review FAA guidance to verify that it is consistent with the regulation it is intended to support.

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# Key Provisions of P.L. 111-216 Regulatory Update

- Safety Management Systems (SMS)

  - Comprehensive, process-oriented approach to managing safety throughout an organization.

- Pilot Certification & Qualification

  - Requires the FAA to complete rulemaking to require all part 121 pilots to hold an ATP. (216)

  - Requires the FAA to revise requirements for an Airline Transport Pilot (ATP) certificate. (217)

# Key Provisions of P.L. 111-216 Regulatory Update

- Pilot Training

  - Scheduled publication date for final rule - October 2013.

  - Requires the FAA issue the crewmember and aircraft dispatcher training and qualification rule. (N&O) (209)

  - Requires rulemaking to ensure part 121 air carriers provide stall, upset recovery and recovery training; and remedial training. (208)

- Pilot Fatigue (Flight Duty & Rest)

  - Published Jan 4, 2012 - implementation Jan 2014.

  - Two rulemakings in progress concerning tail end ferry for 121 and 135 carriers. NPRMs Dec 2013/Aug 2014.

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