NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

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08/03/08

SUBJ: Establishment of the Office of Aviation Safety Analytical Services

1. Purpose of this notice. This notice establishes the Office of Aviation Safety Analytical Services (ASA). The office is headed by the Director of the Office of Aviation Safety Analytical Services (ASA–1) and reports to the Associate Administrator of Aviation Safety (AVS–1).

2. Who this affects. This notice is distributed to the branch level within the Aviation Safety (AVS) line of business with distribution to all AVS field offices. An informational copy will be provided to all Federal Aviation Administration (FAA) Associate and Assistant Administrators.

3. Where you can get a copy of this notice. Go to FAA Directives Management System at https://employees.faa.gov/tools_resources/orders_notices/.

4. Reasons for creating the Office of Aviation Safety Analytical Services. AVS–1 is regularly required to make multiple high consequence decisions affecting the safety of the entire air transportation system and industry. To support these decisions and to facilitate the AVS migration toward a systems approach to safety, it is imperative to establish an enterprise-level capacity to respond to the systemic analytical needs of AVS and the FAA with sound safety analyses based on data and information from a variety of sources. To further this objective and take advantage of emerging safety management capabilities, and to prepare the industry and the FAA for the future safety management system (SMS), AVS–1 is integrating several safety data, analysis, and SMS functions within a single office, ASA. The office develops, coordinates, directs, controls, and ensures the adequacy of national programs, plans, policies, procedures, and priorities that govern the integration of key safety data/analysis and safety decision support across the AVS enterprise. In addition, ASA coordinates SMS activities across the cabinet-level agencies involved in the Joint Planning and Development Office (JPDO).

5. Mission. ASA's organizational mission is to establish in AVS, a world-class, analytical capability based on SMS principles and sound safety data/information analysis and sharing processes, incorporating future hazard/emerging risk assessment. By leveraging the skill sets and talents of some of the AVS leading experts in these areas, ASA will operate as an analytical unit and as a catalyst for change within AVS and the FAA that will result in an improved safety business model and culture. The office will strengthen management of AVS safety programs by providing the AVS Management Team (AVSMT), and AVS services and offices with clear safety analysis on high priority safety issues. ASA will focus on safety issues that are of a

systemic nature, or specifically assigned by the AVSMT and at the AVS level as opposed to safety issues that are specific to an individual office or product.

6. Functions and general organization.

a. Overall organization. ASA will consist of three divisions, which are discussed in detail in paragraph 7 of this notice. Appendix A contains an organizational chart of the organization. There are no field elements to this organization.

b. Support. AVS will provide ASA with support in all phases of planning, contracts, financial management, human resources management, information technology services, and administrative activities.

c. Reporting. ASA–1 reports to AVS–1. A critical component to accomplishing the ASA mission is the ability to quickly leverage technical expertise and databases within AVS organizations and ASA will request temporary assistance as needed from AVS organizations to accomplish this task. These requests are typically for the purpose of accessing safety information or databases and to request on occasion the analytical assistance of the AVS individuals who have expertise with the safety information or subject under review. ASA will coordinate these requests with AVSMT for the appropriate service organizations.

d. Responsibilities:

(1) ASA is authorized to access, use and analyze all data/information residing within the operational control of AVS organizations as needed to fulfill its mission.

(2) ASA–1 will provide AVS support to the Commercial Aviation Safety Team (CAST) as directed by AVS–1. This support will include but not be limited to technical, organizational and strategic support of AVS-2, as Government Co-chair of CAST.

(3) ASA-1 will provide AVS support and coordination for the AVS JPDO activities.

Responsibilities may be adjusted or modified by AVS-1.

7. Office of Aviation Safety Analytical Services Divisions. ASA will consist of the following three divisions.

a. Aviation Safety Information Analysis and Sharing Division (ASA–100). ASA–100 will—

(1) Provide AVSMT, and AVS services and offices with clear safety analysis on high priority or systemic safety issues.

(2) Lead the development of an Aviation Safety Information Analysis and Sharing (ASIAS) program to accomplish the transformation from diagnostic to prognostic analysis. Transformation to a new SMS business model requires AVS to develop and implement a comprehensive safety information analysis and sharing capability — a broad multidimensional Government-industry effort to enhance significantly the safety performance of the national civil aviation system through the development of state-of-the-art incident analysis methodologies,

analytical tools, and sharing capabilities. The division will explore the potential for viable partnerships for access to sources of relevant data and analytical tools and methodologies throughout the aviation community. The division will work with the AVSMT, the AVS Integrated Safety Council (ISC), individual AVS services and offices, the Joint Planning and Development Office (JPDO), and other AVS and FAA organizations to plan the transformation to an information sharing system with prognostic capabilities.

(3) Be responsible for the operation and oversight of the Analytical (non-IT) components of the AVS ASIAS Center. AQS will manage the IT components based upon the business requirements provided by ASA. ASIAS operations provide the automation infrastructure, database archiving, and analytical automated tools methodologies to search and establish both a baseline and the trending capability of specific safety metrics. This includes building upon and extending existing capabilities for managing and processing flight-recorded data, textual data, air traffic control radar data, data based on statistically sound surveys, and other relevant aviation performance data, and new sources of information relevant to system safety. Research with each data source will further the science of managing and processing quantitative, numerical, and textual data to facilitate detection of safety risk.

(4) Provide training and budget requirements management and support to other elements of ASA.

b. Strategic Investment Analysis and Planning Division (ASA–200). ASA–200 will—

(1) Provide AVSMT, and AVS services and offices with clear strategic investment strategies and plans for key safety initiatives.

(2) Establish policy, standards, and procedures governing the development and research activities for safety data/information systems, analytical tools and methodologies, and SMS activities across the AVS enterprise.

(3) Align at a national level AVS research, engineering, and development programs with and across other Government/industry safety initiatives (for example, CAST, General Aviation Joint Steering Committee, Department of Defense, MITRE, and National Aeronautics and Space Administration). ASA will coordinate with R & D work managed by each Office of Primary Interest (OPI) in the field and rolled up at the AVS level.

(4) Advise and consult with the AVSMT as the AVS organization's SMS subject matter expert. It is AVS doctrine to adopt and implement an AVS SMS to define and govern the AVS internal management and external regulatory missions. Implementing this order will require a major transformation in the AVS business model. To accomplish this transformation, AVS will develop strategies and plans, and manage the implementation of the new SMS business model. ASA will develop technical source materials and supporting SMS guidance and will assist AQS who will manage the integration of SMS throughout AVS.

(5) Lead the effort to develop the requirements for aviation safety sharing and analysis, and SMS and aircraft centric operations across government agencies involved in the JPDO.

c. Emerging Risk Assessment and Forecasts Division (ASA–300). ASA–300 will—

(1) Provide AVSMT, and AVS services and offices with clear identification and analysis of emerging risks, and future hazards and trends in the air transportation system.

(2) Develop and implement the capability to forecast, identify, and analyze future trends and hazards as an integral part of the AVS SMS.

(3) Establish the analysis and assessment capability to provide AVS–1 with the risk information required by the SMS standards and good management practices. ASA–1 will advise and consult with the AVSMT, FAA and industry stakeholders on the identification of systemic hazards, risks, and recommended options.

8. Documentation. The next revision to FAA Order 1100.2, Organization – FAA Headquarters, will document this organizational change.

Marion C. Blakey

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Administrator

Appendix A. Organizational Chart — Office of Aviation Safety Analytical Services

