

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8000.83

9/27/04

SUBJ: FAA SAFETY TEAM (FAASTeam)

1. PURPOSE. This order establishes the Federal Aviation Administration (FAA) Safety Team (FAASTeam; formerly the Aviation Safety Program) and describes related responsibilities, authorities, and procedures. This order also establishes the executive oversight council and describes related duties and responsibilities.

2. DISTRIBUTION. This order is distributed to the heads of offices and services, regions and centers; to the branch level in the offices of the Associate Administrator for Regulation and Certification, Flight Standards Service, Aircraft Certification, Security and Hazardous Materials, Air Traffic Services, and Aviation Standards National Field Office; to the branch level in the regional Flight Standards, Aircraft Certification Directorates, Security and Hazardous Materials, and Air Traffic divisions; and to all International Aviation Field Offices.

3. BACKGROUND. The FAA established the General Aviation Accident Prevention Program in 1970 to provide general aviation with a safety program that was responsive to its needs. The program was based on the premise that general aviation accidents can be reduced by improving the attitude, knowledge, and proficiency of airmen and by reducing environmental hazards to aircraft operation by marking or removing such obstacles. The program initially demonstrated that these concepts and actions were effective in reducing accidents.

a. In 1985, an attempt was made to revitalize the program by changing the program name to the Aviation Safety Program. This attempt had a minimal effect on the program because it lacked the necessary conceptual and structural change.

b. In recent years, statistical reviews indicate that the reduction in the general aviation fatal accident rate has not continued its decline at an acceptable rate. For the safety program to further increase its effectiveness, conceptual and structural change must take place. These changes will use principles of risk management, system safety, and new technology concepts. Additionally, the FAASTeam will delve into new areas in the airworthiness arena, such as repair stations, that weren't previously addressed by the Aviation Safety Program.

c. This document describes the steps necessary to restructure program resources and achieve the maximum effect on accident reduction through implementation of risk management, system safety, and new technology concepts. Using highly skilled, motivated employees and detailed data analysis, the program will consider all areas of aviation and then focus on the areas prioritized by risk.

Distribution: A-WXYZ-1; A-W(VR/FS/IR/SH/AT/VN)-3;
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Initiated By: AFS-8

4. RESPONSIBILITY.

a. The Office of the Director of Flight Standards Service, AFS-1, is responsible for the FAAS Team and all related standards and guidance material.

b. The national FAAS Team manager is responsible for the implementation of all related national policies, standards, programs, and procedures that provide guidance to the regions, as directed by AFS-1.

c. The national FAAS Team assistant manager is responsible for providing assistance to the national FAAS Team manager.

d. Each AFS region is responsible for providing support for the FAAS Team in accordance with all related national policies, standards, and procedures. Regional Flight Standards Division (RFSD) managers are assigned administrative responsibility for the program and provide positive leadership and staff support to all suborganizational elements under their direction. RFSD managers are responsible for the completion of the goals and objectives of the FAAS Team.

e. The host AFS field office to which the FAAS Team manager domiciled is responsible to provide an office, storage space, furnishings, telephones, and appropriate vehicle and administrative services to FAAS Team manager.

f. The regional FAAS Team manager is responsible for the overall management of the regional FAAS Team and maintains supervisory authority over assistant FAAS Team regional managers and FAAS Team managers.

g. Each FAAS Team manager is responsible for a program area(s) assigned by the Regional FAAS Team manager. FAAS Team managers are experts in specific subjects associated with risk management, system safety, and new technology concepts. FAAS Team managers coordinate activities involving non-FAA FAAS Team members, such as industry partners and other volunteers. FAAS Team members are trained to promote higher standards of safety through effective dissemination of education on risk management, system safety, and new technology concepts. This training ensures standardization, consistent application of guidance, and the efficient use of available resources.

5. ORGANIZATION AND FUNCTIONS.

a. The FAAS Team external functions include:

(1) Disseminating aviation safety information to the aviation community on risk management, system safety, and new technology concepts.

(2) Serving as safety subject matter experts for all segments of aviation.

(3) Serving as the focal point for best practices in aviation safety.

(4) Providing aviation industry with expertise and expert guidance on safety issues as indicated by statistical analysis.

(5) Providing expertise and expert guidance to segments of aviation that request assistance managing safety concerns.

b. The FAASTeam internal functions may include:

(1) Establishing and maintaining a national airman e-mail notification system.

(2) Establishing and maintaining a national online educational library of safety materials and training products.

(3) Managing and producing educational safety materials and training products.

(4) Designating volunteers to help the FAASTeam as FAASTeam representatives or industry partners.

6. PROGRAM STAFFING. Staffing includes a full-time national FAASTeam manager reporting directly to AFS-1 and a national FAASTeam assistant manager reporting to the national FAASTeam manager. The assistant selected shall be of the opposite specialty (operations vs. airworthiness) from the national manager. However, a new national manager may be selected without regard to the assistant's specialty. Each RFSD establishes a regional FAASTeam manager. Assistant regional FAASTeam managers and FAASTeam managers are established as deemed necessary based on geographic diversity, customer base, and need. Each position is filled by a person of the appropriate specialty (operations or airworthiness) as determined by the assigned customer base. Each FAASTeam manager position is filled with experienced and qualified individuals.

7. EXECUTIVE OVERSIGHT COUNCIL.

a. Council Responsibilities. Guidance for the program is provided by an Executive Oversight Council (EOC). The Council makes recommendations to AFS-1/AFS-2 regarding FAASTeam planning and management. Specifically, the Council is directly responsible for:

(1) Overseeing the design and implementation of the Aviation Safety Program into the FAASTeam.

(2) Monitoring FAASTeam effectiveness to measure how well outcomes meet strategic goals and objectives.

(3) Developing performance metrics.

(4) Measuring the effectiveness of the FAASTeam.

(5) Informing the management and workforce about the Aviation Safety Program's transition to the FAASTeam.

- (6) Meeting quarterly (at a minimum).
- (7) Reviewing FAASTeam resource requirements and making recommendations to AFS-1.
- (8) Providing FAASTeam information/issues and special emphasis requirements to AFS-1/AFS-2, as needed.
- (9) Providing steering to the national FAASTeam manager, assistant manager, and safety program committees.
- (10) Reviewing FAASTeam position papers and making recommendations to AFS-1.

b. Council Membership. The EOC is comprised of senior managers and is appointed by AFS-1. The Council is chaired by a field division manager and consists of a balance of field division managers with operations and airworthiness backgrounds. In addition, the Council has an AFS headquarters senior executive representative. The Council will design mechanisms so that FAASTeam direction includes input from AFS-200, AFS-300, AFS-400, and AFS-800. Council members should rotate every 3 to 5 years.

/s/ James J. Ballough
Director, Flight Standards Service