

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8400.59

1/26/04

Cancellation
Date: 1/26/05

**SUBJ: SURVEY BY INSPECTORS OF PART 121 OPERATORS: VOLUNTARY
IMPLEMENTATION OF HIGH-LEVERAGE SAFETY ENHANCEMENTS**

1. PURPOSE. This notice encourages principal inspectors (PI) to support the high-leverage safety enhancements of the Federal Aviation Administration's (FAA) Safer Skies agenda and implements the survey proposed at three meetings for PIs held during the summer of 2003, namely: Los Angeles, CA, July 23-24; Atlanta, GA, July 30-31; Fort Worth, TX, August 13-14. A beta test of the survey, comprising 34 questions derived from the first 13 Flight Standards Service safety enhancements, was conducted from October 7 to November 7, 2003.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the FAA's Web site at: <http://www.faa.gov/avr/afs/notices/N8400.59.doc>.

3. BACKGROUND. Origins of the survey described in this notice.

a. The Gore Report. Safer Skies traces back to a report delivered to former President Clinton in February 1997, titled, "White House Commission on Aviation Safety and Security." Former Vice President Al Gore chaired that commission. The report became widely known as the Gore Report, and its central message was a challenge to U.S. Government and industry organizations to work together to reduce the commercial aviation (airline) fatality rate by 80 percent over the next 10-year period.

b. The Commercial Aviation Safety Team (CAST). Government and industry answered the challenge by joining together to pool their expertise and resources in a way that would identify safety measures with the highest possible payoff in safety using the time and resources available. Partners in CAST include the FAA, the National Aeronautics and Space Administration, and Department of Defense, representing U.S. Government, and many industry organizations, including the Air Line Pilots Association; the Allied Pilots Association; the International Federation of Air Line Pilots; the National Air Traffic Controllers Association; the Aerospace Industries Association; the Airbus Industries; the Air Transport Association; The Boeing Company; the Flight Safety Foundation; Pratt & Whitney (also representing General

Electric and Rolls-Royce); the Regional Airline Association; and the International Air Transport Association. Some other non-U.S. organizations also participated, including Transport Canada, Joint Aviation Authorities of Europe, and the International Civil Aviation Organization.

c. FAA's Safer Skies Agenda. As a principal member of CAST, the FAA adopted most of the strategies developed with the other CAST members. The FAA named its own part of the CAST agenda Safer Skies. Safer Skies would permit the FAA to focus on the biggest threats in commercial aviation by using data-driven methodology to identify the major causes of fatalities, the most effective countermeasures, and those countermeasures that would be feasible to implement. In determining feasibility, all of the most restrictive factors would be considered, notably technical and financial constraints. Those countermeasures surviving this rigorous screening process were ratified as safety enhancements for immediate, voluntary implementation by all of the CAST members, including virtually all of the U.S. air carriers operating under Title 14 of the Code of Federal Regulations (14 CFR) part 121.

d. More Information. More information on Safer Skies and CAST is available at: <http://www.faa.gov/>, under Safety, click on Safer Skies. Details of the safety enhancements covered by this survey are available at: <http://fsaic.avr.faa.gov/survey>.

e. This Survey. This survey runs from 1/30/04 through 2/29/04. It is a tool to measure the degree to which U.S. air carriers have voluntarily implemented the high-leverage safety enhancements ratified under CAST and promoted under Safer Skies. The FAA's PIs are the key agents in gathering the data targeted by the survey.

4. ACTION.

a. Operators. Air carriers, including their management, employees, and trade associations, have already ratified the safety enhancements indicated in the associated survey. That ratification signified their intention to launch immediate, voluntary implementation of those safety enhancements.

b. PIs. PIs (operations and airworthiness, as indicated in the survey form) should measure that implementation by the following steps:

- (1) Refer to the following FAA intranet Web site: <http://fsaic.avr.faa.gov/survey>.
- (2) Open the Survey. To the left, opposite "Cast Team Survey," click on the link in blue text, "Take Survey."
- (3) Print the survey for portability and for later use when you meet with your operator.
- (4) Conduct the survey with your operator, marking the appropriate block for each question.

5. TRACKING. Upon completing the applicable survey questions, PIs should enter the data handwritten on the printout of the Safety Enhancement Effectiveness Plan survey into the special Web-based electronic tracking system. PIs should coordinate their entries so that just one person enters the data from the completed survey form for each 14 CFR part 121 operator, using the following FAA intranet Web site (same as above): <http://fsaic.avr.faa.gov/survey>. To summarize findings, the Flight Standards Certification and Surveillance Division, AFS-900, will query the database comprising the data and will report findings to the Director, Flight Standards Service, AFS-1.

6. PROMOTING THE SAFETY ENHANCEMENTS. The FAA, including managers, inspectors, and inspectors' bargaining unit representatives, have unanimously endorsed the importance of promoting the high-leverage safety enhancements reflected in this notice and the associated survey. While these safety enhancements are not specified in the regulations, they are viewed across a broad spectrum of industry stakeholders as measures they all wish to implement voluntarily because they are effective and feasible, without undue economic burden. Each inspector is asked to engage with representatives of the assigned operator to promote the operator's implementation of these safety enhancements as promptly and effectively as possible.

7. PROBLEMS ACCESSING THE SURVEY WEB SITE. Most attempts to access the survey Web site are successful. However, the survey beta test revealed that some persons could not open the survey Web site due to local LAN network settings. In the event that you cannot open the Web site listed above, try the following procedure:

- a. Select "Tools" on the Internet Explorer task bar.
- b. Select "Internet Options" on the drop-down menu.
- c. Select "Connections" tab.
- d. Select "LAN Settings" block.
- e. In the Proxy server area, either click in the open block or click on the checkmark, depending on your specific configuration. This changes this setting.
- f. Click the "OK" button to close the two open screens.
- g. Follow the steps in paragraph 4b to access the survey form. Following these steps, you should be able, first, to print the survey form, and, second, to enter the data collected on the form into the tracking system.
- h. After entering the data in the Web-based tracking system, again follow the procedure in paragraph 7 to either recheck or uncheck the Proxy server box. This step is necessary to place your computer back in its original configuration in order to access all of your programs.

i. If this procedure does not fix the survey access problem, contact your local LAN administrator for assistance.

8. DISPOSITION. This notice will not be incorporated into Order 8400.10, Air Transportation Operations Inspector's Handbook. Questions concerning this notice, including problems accessing the survey site, should be directed to Keeton Zachary at Keeton.Zachary@faa.gov, or by telephone at (425) 917-6601, or Jerry Tegen at Jerry.Tegen@faa.gov, or by telephone at (214) 277-0284.

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