

Partnership for Safety (PFS)

Charter

Between

Flight Standards Service (FS) and the Professional Airways Systems Specialists (PASS/FS)

Purpose: To review current guidance and develop uniform implementation procedures and processes for performing and authorizing Enroute Inspections; and to maximize the impact of the Flight Standards safety mission, while minimizing the effect of external perceptions.

Team Composition:

1. The Director of the Flight Standards Service (AFS-1) and his PASS/FS partner will be responsible for the work group charter and implementation of recommendations.
2. The work group will be composed of the following:
 - a. The regional partner pair from the Central Region, as team leaders.
 - b. Eight team members selected equally from management and from PASS. Selections to be made by the team leaders.
 - c. Subject Matter Experts (SME's) as required.

Team Authority: To make recommendations regarding the Enroute Policy.

Limitation and Considerations:

Limitations:

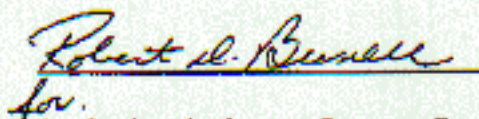
1. Recommendations should be developed from existing Enroute Policy guidance.
2. The Team Leaders will prepare a report of recommendations to the chartering partner pair by March 31, 2000.
3. This Charter shall remain in effect until June 30, 2000, with extensions available after proper justification to the chartering members.
4. Decisions made under this charter must not be in conflict with existing laws, regulations, or the Flight Standards/PASS Collective Bargaining Agreement (CBA) as described in the PFS Order 8000.78.

Considerations:

1. Prudent cost controlling measures should be implemented to derive maximum benefit from time and resources
2. Work group activities shall satisfy all obligations contained in the PASS/Flight Standards Collective Bargaining Agreement (CBA) regarding this subject with respect to notifications, etc.
3. Official time, travel and per diem for bargaining unit members will be considered as official FAA duty.
4. The work Group will be facilitated using PFS models.
5. Team members will be selected by the team leaders based on actual experience, knowledge of the subject, ability to work within a group, and reasonableness on the issue.
6. Recommendations will include an evaluation process to ensure continuous improvement.
7. Recommendations should emphasize the safety mission of Flight Standards personnel and the roll of the Aviation Safety Inspector during an Enroute Inspection.
8. Advantages to the American flying public should be stressed and perceptions of abuse minimized.
9. Procedures to address potential abuses should be developed.
10. A work group product should be a document with language suitable for incorporation into the proposed PASS/Flight Standards CBA.

Date: 12/6/99

Director, Flight Standards Service
AFS-1


for

Professional Airways Systems Specialists

Date: 12/6/99