

## **CARGO**

### **Joint Safety Implementation Team as Modified by JIMDAT**

#### **Implementation Plan for Safety Enhancement 130 Cargo - Regulation and Policy - Oversight**

##### **Statement of Work:**

To provide adequate oversight, regulators should develop/enhance and implement a system that ensures appropriate inspector coverage for all airlines, sub-contracting, and leasing operations and assign highly-experienced inspectors (appropriate for the operation) to operators that require the most comprehensive oversight.

##### **Lead Organization for Overall Safety Enhancement Completion (LOOSEC):**

FAA AFS

##### **Safety Enhancement:**

Safety Enhancement 130 Cargo- Regulation and Policy - Oversight

To provide adequate oversight, regulators should develop/enhance and implement a system that ensures appropriate inspector coverage for all airlines, sub-contracting, and leasing operations and assign highly-experienced inspectors (appropriate for the operation) to operators that require the most comprehensive oversight.

##### **JIMDAT Score:**

DIP Stand Alone Fatality Risk Reduction:

2020 - (6.39) 100% - (6.39)

Differential beyond original 46 SE CAST plan:

2020 - (2.11) 100% - (2.11)

##### **Total Resource Requirements:**

\$100,000

##### **Completion Date:**

1 year following CAST approval.

##### **Output 1:**

Regulators review and revise as necessary the existing inspection system to ensure appropriate oversight for all airlines, with particular emphasis on sub-contracting and leasing operations.

##### **Resources:**

(LOOC) FAA AFS

FAA AFS-200, AFS-300

\$50,000 for administration.

**Timeline:**

1 year following CAST approval

**Actions:**

Although ATOS/SEP Systems presently exist and address many of these issues, FAA AFS-200/300 should review the existing system to ensure appropriate oversight for all airlines, with particular emphasis on sub-contracting and leasing operations.

**Output 2:**

Regulators develop a protocol that assigns highly-experienced inspectors (appropriate for the operation) to operators that require the most comprehensive oversight (i.e., have the highest risk). The current system applies the most experienced inspectors to the largest airlines, rather than against the highest assessed risk.

**Resources:**

(LOOC) FAA AFS  
FAA AFS-200, AFS-300

\$50,000 for administration.

**Timeline:**

1 year following CAST approval

**Actions:**

FAA AFS develop a protocol that assigns highly experienced inspectors (appropriate for the operation) to operators that require the most comprehensive oversight.

**Relationship to Current Aviation Community Initiatives**

**Impact on Non - Part 121 or International Applications:**