Joint Planning and Development Office
Safety Working Group
Survey of Aviation Stakeholders for Current and Future Aviation Safety Issues

OVERVIEW

In this survey, we endeavor to elicit information regarding your organization's top safety concerns. This Survey is being provided to all major aviation stakeholders and represents a range of aviation interests. We anticipate this will take approximately two hours to complete.

Step 1:

You will be asked to **identify** and describe your current safety concerns, and to:

- **Prioritize** these concerns;
- Indicate the **basis** for the concerns;
- **Categorize** these concerns within a prescribed hierarchy.

Step 2:

You will be introduced to the United State's Joint Planning and Development Office (JPDO) Next Generation Air Transportation System (NextGen) and the European Union's Single European Sky- ATM Research (SESAR) Air Transportation System Modernization Plans, and be asked to:

- Repeat the above process for **future** anticipated safety concerns.

Step 3:

You will be presented with strategies from the JPDO's National Aviation Safety Strategic Plan (NASSP), and be asked to:

- Identify which **strategies** will help **mitigate** your identified concerns; and
- **Prioritize** the NASSP strategies.

Step 4:

Finally, you will be asked to provide some **demographic** information regarding:

- Type and area of interest of your organization
- Your position and tenure within the organization

For the purposes of this survey, please use the following definition of **"safety concern"**:

An issue of critical importance to maintaining or increasing your organization's operational safety performance

Step 1: Current Aviation Safety Concerns:

Please refer to the above definition of "safety concern" when answering the following questions:

- List the five (5) top **current** aviation safety concerns of your organization and describe them in the boxes provided.
- List them in **priority** order (1 = most important or pressing safety concern)
- Select the basis for each concern.

Concern 1 (Most Important): _____

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 1 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Concern 2 (Second-Most Important): _____

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 2 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Concern 3 (Third-most important): _____

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 3 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Concern 4 (Fourth-most important):

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 4 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Concern 5 (Fifth most Important):

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 5 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

If you would like to provide any additional information in explaining your rank orderings, please do so here:

Now that you have identified your **top current safety concerns**, please categorize them using the following table:

- Decide which of the four Level 1 categories each concern is best aligned with:
- **Aircraft, Personnel, Environmental** or **Organizational**
- Within the selected Level 1 category, select the most appropriate Level 2 category
- Within the selected Level 2 category, select the most appropriate Level 3 category
- Although there may be more than one Level 2 or 3 category associated with your concern, please **choose the one category that best represents your concern.**

For example, below is how a participant may indicate that their agency's top safety concern (Concern 1) falls under the area of Aircraft > Aircraft Handling Service > Loading.

There is a **general category** option for Level 2, if you believe your concern spans all of the issues listed. Here is an example of how to respond in this situation for Concern 5.

If your concern doesn't fit into any Level 1, 2 or 3 category, there are rows at the bottom of the relevant sections for you to **fill in your own**. Here is an example of how to respond in this situation for Concern 3.

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
Aircraft	Aircraft Handling/Service	General	5
		Maintenance/Inspections	
		Towing and Taxing	
		Parking and Securing	
		Loading	1
		Other : Write Details Here	3

PLEASE CATEGORIZE YOUR TOP 5 CURRENT SAFETY CONCERENS IN THIS TABLE:

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
Aircraft	Aircraft Handling/Service	General	
		Maintenance/Inspections	
		Towing and Taxing	
		Parking and Securing	
		Loading	
		Other	
	Aircraft Systems	General	
		Air Conditioning System	
		Auto Flight System	
		Communications System	
		Electrical Power System	
		Equipment/Furnishings	
		Fire Protection System	
		Flight Control System	
		Fuel System	
		Hydraulic Power System	
		Ice/Rain Protection System	
		Landing Gear System	
		Lighting System	
		Navigation System	
		Oxygen System	
		Pneumatic System	
		Vacuum System	
		Water and Waste System	
		Central Maintenance Computer	
		Airborne APU System	
		Other:	
	Aircraft Structures	General	
		Balloon/Dirigible Structures	
		Doors	
		Fuselage	
		Nacelles/Pylons Structure	
		Empennage Structure	
		Windows/Windshield System	
		Wing Structure	
		Other :	
	Aircraft Propeller/Rotor	General	
Aircraft		Propeller System	
		Main Rotor System	

CATEGORY LEVELS			CONCERN
Level 1	Level 2	Level 3	#
		Main Rotor Drive	
		Tail Rotor	
		Tail Rotor Drive System	
		Rotorcraft Flight Control	
		Other :	
	Aircraft Power Plant	General	
		Power Plant	
		Engine (Turbine/Turbo)	
		Engine Fuel and Control	
		Ignition System	
		Engine Bleed Air System	
		Engine Controls	
		Engine Indicating System	
		Engine Exhaust	
		Engine Oil Sys (Airframe Furnish)	
		Engine Starting	
		Turbo-charging (recip only)	
		Water Injection	
		Accessory Gear Boxes	
		Engine (Reciprocating)	
		Other:	
	Aircraft oper/perf/capability	General	
		Aircraft Capability	
		Performance/Control Parameters	
		Other:	
	Fluids/Misc Hardware	General	
		Fluids	
		Misc Hardware	
		Other:	
	Other Level 2:		
Personnel	Physical	General	
		Physical Characteristic	
		Sensory Ability/Limitation	
		Health/Fitness	
		Alertness/Fatigue	
		Other :	
	Psychological	General	
Personnel		Personality/Attitude	
		Attention/Monitor	
		Perception/Orientation/Illusion	
		Mental/Emotional State	

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
		Cognitive Limitation	
		Other:	
	Experience/Knowledge	General	
		Experience/Qualifications	
		Training	
		Knowledge	
		Other:	
	Action/Decision	General	
		Info Processing/Decision	
		Other:	
	Miscellaneous	General	
		Intentional Act	
		Other:	
	Task Performance	General	
		Planning/Preparation	
		Inspection	
		Maintenance	
		Record-Keeping	
		Use of Equipment/Info	
		Communication (Personnel)	
		Workload Management	
		Other:	
	Other Level 2:		
Environmental	Operating Environment	General	
		En Route Navaid Coverage/Availability	
		Approach Aid Coverage/Availability	
		Meteorological Services	
		Air Traffic Operating Procedures	
		Radar Services Coverage	
		Communication System	
		Airport Facilities/Design	
		Other:	
	Physical Environment	General	
		Terrain	
		Object/Animal/Substance	
		Runway Land/Takeoff/Taxi/Surface	
		Other:	
	Conditions/Weather/Phenomena	General	
		Temp/Humidity/Pressure	
		Turbulence	

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
		Convective Weather	
		Wind	
		Ceiling/Visibility/Precipitation	
		Light Condition	
		Other;	
	Task Environment	General	
		Physical Workspace	
		Pressures/Demands	
		Other:	
	Other Level 2:		
Organizational	Development	General	
		Design (task/policy/info/equip)	
		Selection/Certification (personnel/equip/policy)	
		Manufacture/Production (equip/tool/document)	
		Other:	
	Management	General	
		Policy/Procedure (availability/adequacy)	
		Resources	
		Scheduling	
		Culture	
		Communication (Org)	
		Other:	
	Support/Oversight/Monitoring	General	
		Training	
		Oversight	
		Documentation/Record-Keeping	
		Enforcement	
		Safety Program	
		Other:	
	Other Level 2:		
Other Level 1			

Step 2: Anticipated Future Aviation Safety Concerns:

In this step you will be introduced to the U.S. JPDO NextGen and the E.U. SESAR air transportation system modernization plans.

Following this, you will be asked to repeat the process used in Step 1 to document your safety concerns associated with these **future** system constructs.

Both the U.S. NextGen and European Union SESAR initiatives anticipate a long-term need to increase system capacity to accommodate three-times the demand for aviation operations present in 2004, by 2025. Each recognizes that transforming the framework for aviation will require major changes, and each is working to coordinate with the other to ensure harmonization of regulations and procedures. Flight procedures will be tailored to aircraft and aircrew performance. Increased automation combined with airspace that is independent of geography will permit new procedures. The combination of automation and procedures will overcome the complex issues associated with allowing all operators continued access in a mixed environment of commercial, military, and general aviation aircraft with differing levels of capability, including unmanned aircraft systems. The result of these changes will allow closer spacing of aircraft, which, in turn will increase capacity. International standardization of the procedures and technology developed under an integrated safety management approach will create an equivalent level of safety across the globe.

These next generation air transportation systems must accommodate an increasing number and variety of aerospace vehicles (e.g., unmanned aircraft systems, very light jets), a broader range of air and space operations (e.g., point-to-point, space launch and re-entry), and a variety of business models (e.g., air taxis, regional jets). They will do so across all airspace, all airports, space launch and re-entry sites, and in all weather conditions, while simultaneously improving system performance and ensuring safety and security.

When answering the following questions, please refer to the definition of "safety concern" provided, as well as the information provided regarding NextGen/SESAR. Additional information on NextGen may be found at http://www.jpdo.gov/, and at http://www.faa.gov/about/initiatives/nextgen/. Additional information on SESAR may be found at http://www.eurocontrol.int/sesar/public/subsite_homepage/homepage.html.

Please refer to the above definition of "safety concern" when answering the following questions:

- List the five (5) anticipated **future** aviation safety concerns of your organization and describe them in the boxes provided.
- List them in **priority** order (1 = most important or pressing safety concern)
- Select the basis for each concern.

Future Concern 1 (Most Important):

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 1 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Future Concern 2 (Second-Most Important):

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 2 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Future Concern 3 (Third-most important):

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 3 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Future Concern 4 (Fourth-most important):

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 4 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

Future Concern 5 (Fifth most Important): _____

Provide a short description or clarification of the concern (if needed):

What is the basis for Concern 5 *(please check only one choice)*.

a) _____ Concern has been experienced or is ongoing concern for your organization

b) _____ Perception of risk to safety (e.g. have heard or read about concern)

If you would like to provide any additional information in explaining your rank orderings, please do so here:

Now that you have identified your **top anticipated FUTURE safety concerns**, please categorize them using the following table:

- Decide which of the four Level 1 categories each concern is best aligned with:
- **Aircraft, Personnel, Environmental** or **Organizational**
- Within the selected Level 1 category, select the most appropriate Level 2 category
- Within the selected Level 2 category, select the most appropriate Level 3 category

- Although there may be more than one Level 2 or 3 category associated with your concern, please **choose the one category that best represents your concern.**

For example, below is how a participant may indicate that their agency's top anticipated future safety concern (Concern 1) falls under the area of Aircraft > Aircraft Handling Service > Loading.

There is a **general category** option for Level 2, if you believe your concern spans all of the issues listed. Here is an example of how to respond in this situation for Concern 5.

If your anticipated future safety concern doesn't fit into any Level 1, 2, or 3 category, there are rows at the bottom of the relevant sections for you to **fill in your own**. Here is an example of how to respond in this situation for Concern 3.

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
Aircraft	Aircraft Handling/Service	General	5
		Maintenance/Inspections	
		Towing and Taxing	
		Parking and Securing	
		Loading	1
		Other : Write Details Here	3

PLEASE CATEGORIZE YOUR TOP 5 FUTURE SAFETY CONCERENS IN THIS TABLE:

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
Aircraft	Aircraft Handling/Service	General	
		Maintenance/Inspections	
		Towing and Taxing	
		Parking and Securing	
		Loading	
		Other	
	Aircraft Systems	General	
		Air Conditioning System	
		Auto Flight System	
		Communications System	
		Electrical Power System	
		Equipment/Furnishings	
		Fire Protection System	
		Flight Control System	
		Fuel System	
		Hydraulic Power System	
		Ice/Rain Protection System	
		Landing Gear System	
		Lighting System	
		Navigation System	
		Oxygen System	
		Pneumatic System	
		Vacuum System	
		Water and Waste System	
		Central Maintenance Computer	
		Airborne APU System	
		Other:	
	Aircraft Structures	General	
		Balloon/Dirigible Structures	
		Doors	
		Fuselage	
		Nacelles/Pylons Structure	
		Empennage Structure	
		Windows/Windshield System	
		Wing Structure	
		Other :	
	Aircraft Propeller/Rotor	General	
Aircraft		Propeller System	
		Main Rotor System	

CATEGORY LEVELS			CONCERN
Level 1	Level 2	Level 3	#
		Main Rotor Drive	
		Tail Rotor	
		Tail Rotor Drive System	
		Rotorcraft Flight Control	
		Other :	
	Aircraft Power Plant	General	
		Power Plant	
		Engine (Turbine/Turbo)	
		Engine Fuel and Control	
		Ignition System	
		Engine Bleed Air System	
		Engine Controls	
		Engine Indicating System	
		Engine Exhaust	
		Engine Oil Sys (Airframe Furnish)	
		Engine Starting	
		Turbo-charging (recip only)	
		Water Injection	
		Accessory Gear Boxes	
		Engine (Reciprocating)	
		Other:	
	Aircraft oper/perf/capability	General	
		Aircraft Capability	
		Performance/Control Parameters	
		Other:	
	Fluids/Misc Hardware	General	
		Fluids	
		Misc Hardware	
		Other:	
	Other Level 2:		
Personnel	Physical	General	
		Physical Characteristic	
		Sensory Ability/Limitation	
		Health/Fitness	
		Alertness/Fatigue	
		Other :	
	Psychological	General	
Personnel		Personality/Attitude	
		Attention/Monitor	
		Perception/Orientation/Illusion	
		Mental/Emotional State	

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
		Cognitive Limitation	
		Other:	
	Experience/Knowledge	General	
		Experience/Qualifications	
		Training	
		Knowledge	
		Other:	
	Action/Decision	General	
		Info Processing/Decision	
		Other:	
	Miscellaneous	General	
		Intentional Act	
		Other:	
	Task Performance	General	
		Planning/Preparation	
		Inspection	
		Maintenance	
		Record-Keeping	
		Use of Equipment/Info	
		Communication (Personnel)	
		Workload Management	
		Other:	
	Other Level 2:		
Environmental	Operating Environment	General	
		En Route Navaid Coverage/Availability	
		Approach Aid Coverage/Availability	
		Meteorological Services	
		Air Traffic Operating Procedures	
		Radar Services Coverage	
		Communication System	
		Airport Facilities/Design	
		Other:	
	Physical Environment	General	
		Terrain	
Environmental		Object/Animal/Substance	
		Runway Land/Takeoff/Taxi/Surface	
		Other:	
	Conditions/Weather/Phenomena	General	
		Temp/Humidity/Pressure	
		Turbulence	

CATEGORY LEVELS			CONCERN
Level 1	**Level 2**	**Level 3**	**#**
		Convective Weather	
		Wind	
		Ceiling/Visibility/Precipitation	
		Light Condition	
		Other;	
	Task Environment	General	
		Physical Workspace	
		Pressures/Demands	
		Other:	
	Other Level 2:		
Organizational	Development	General	
		Design (task/policy/info/equip)	
		Selection/Certification (personnel/equip/policy)	
		Manufacture/Production (equip/tool/document)	
		Other:	
	Management	General	
		Policy/Procedure (availability/adequacy)	
		Resources	
		Scheduling	
		Culture	
		Communication (Org)	
		Other:	
	Support/Oversight/Monitoring	General	
		Training	
		Oversight	
		Documentation/Record-Keeping	
		Enforcement	
		Safety Program	
		Other:	
	Other Level 2:		
Other Level 1			

Step 3: National Aviation Safety Strategic Plan (NASSP) Strategy Applicability Rating

You will be presented with strategies from JPDO's National Aviation Safety Strategic Plan (NASSP), and be asked to:

- Identify which **strategies** will help **mitigate** your identified concerns; and
- **Prioritize** the NASSP strategies.

The NASSP strategies are listed, organized by the plan's three goal areas.

For each of the safety concerns you've identified, using the spaces provided to the left and right of the NASSP strategies**, please rate the degree to which each NASSP strategy applies to the concern.**

Place the letter corresponding to the strategy's applicability in the box below the concern's priority number. Please use the following scale and criteria in selecting your rating for just the strategies (*not* goals or objectives).

A	Applies Directly	The implementation of the strategy will have a direct effect (first order) on the issue described that will improve safety
B	Applies Indirectly	The implementation of the strategy will have an indirect (second or third order) effect on the issue described that will improve safety
C	Does Not Apply	The implementation of the strategy will have no effect on the issue described
D	Not Rated	You choose not to rate the applicability of the strategy, for whatever reason

The following table shows an **example** of the desired result. In this case, strategy 1 applies directly to current concerns 1 and 5, and future concern 4, it applies indirectly to current concern 4 and future concerns 2, 3 and 5, and does not apply to current concern 3 and future concern 1. For whatever reason, the respondent did not rate the applicability of current concern 2.

Current Concerns					National Aviation Safety Strategic Plan Element	Future Concerns				
					Goal 1: Safer …					
1	2	3	4	5	Objective 1a – Provide …	1	2	3	4	5
A	D	C	B	A	Strategy 1…	C	B	B	A	B

Current Concerns					National Aviation Safety Strategic Plan Element	Future Concerns				
					Goal 1: Safer Practices					
1	2	3	4	5	Objective 1a – Provide Consistent Safety Management Approaches that are Implemented throughout Government and Industry	1	2	3	4	5
					Implement the National Safety Management System Standard					
					Improve Safety Policy					
					Improve Safety Risk Management					
					Improve Safety Assurance Processes					
					Increase Safety Promotion					
					Objective 1b – Provide Enhanced Monitoring and Safety Analysis of the Air Transportation System					
					Increase Data Access for Safety Risk Management					
					Increase Data Analysis for Safety Risk Management					
					Develop Prognostic Methods to Assess Risks					
					Increase Confidence in Analytical Results					
					Objective 1c – Provide Enhanced Methods for Ensuring Safety Is an Inherent Characteristic of the Next Generation Air Transportation System					
					Advance Capabilities for Integrated Safety Assessment					
					Advance Complex System Validation and Verification Methods in Support of Operational Use					
					Enhance the Focus on Safe Operational Procedures					
					Advance Training Concepts for Safe System Operation					

A	Applies Directly	The implementation of the strategy will have a direct effect (first order) on the issue described that will improve safety
B	Applies Indirectly	The implementation of the strategy will have an indirect (second or third order) effect on the issue described that will improve safety
C	Does Not Apply	The implementation of the strategy will have no effect on the issue described
D	Not Rated	You choose not to rate the applicability of the strategy, for whatever reason

Current Concerns					National Aviation Safety Strategic Plan Element	Future Concerns				
					Goal 2 Safer Systems					
1	2	3	4	5	Objective 2a – Provide Risk Reducing Systems Interfaces	1	2	3	4	5
					Ensure the Availability and Accessibility of Required Information					
					Increase the Usefulness and Understandability of Information					
					Maintain Appropriate Human Engagement					
					Improve Operational Decision Aids					
					Objective 2b – Provide Safety Enhancements for Airborne Systems					
					Improve the Reliability and Airworthiness of Aircraft					
					Improve Vehicle Systems Health Management					
					Increase the Reliability and Accuracy of Airborne Systems Data and Information					
					Ensure Aircraft Conformance to More Stringent Operations Requirements					
					Increase Aircraft System Contributions to Survival in Crash Scenarios					
					Objective 2c – Provide Safety Enhancements for Ground-Based Systems					
					Improve Ground-Based Systems Health Management					
					Increase the Reliability and Accuracy of Ground-Based Systems Data and Information					
					Ensure Ground-Based System Conformance to More Stringent Operations Requirements					
					Increase Ground-Based System Contributions to Survival in Crash Scenarios					

A	Applies Directly	The implementation of the strategy will have a direct effect (first order) on the issue described that will improve safety
B	Applies Indirectly	The implementation of the strategy will have an indirect (second or third order) effect on the issue described that will improve safety
C	Does Not Apply	The implementation of the strategy will have no effect on the issue described
D	Not Rated	You choose not to rate the applicability of the strategy, for whatever reason

Current Concerns 1	2	3	4	5	National Aviation Safety Strategic Plan Element	Future Concerns 1	2	3	4	5
					Goal 3: Safer Worldwide					
					Objective 3a – Encourage Development and Implementation of Safer Practices and Safer Systems Worldwide					
					Promote Aviation Safety Internationally					
					Establish Safety-Enhancing International Aviation Partnerships					
					Support the Execution of the ICAO Global Aviation Safety Roadmap and Implementation Plan					
					Objective 3b – Establish Equivalent Levels of Safety across Air Transportation System Boundaries					
					Harmonize Safety Standards, Regulations, and Procedures					
					Improve the Implementation of Harmonized Safety Standards, Regulations, and Procedures					
					Harmonize the Standards for Handling Dangerous Goods Transported By Multiple Transportation Modes That Include Air					

A	Applies Directly	The implementation of the strategy will have a direct effect (first order) on the issue described that will improve safety
B	Indirectly Applies	The implementation of the strategy will have an indirect (second or third order) effect on the issue described that will improve safety
C	Does Not Apply	The implementation of the strategy will have no effect on the issue described
D	Not Rated	You chose to not rate the applicability of the strategy to the issue described, for whatever reason

Please rank the relative priority of each NASSP strategy.

(1 = most important; 32 = least important).

Strategy	Rank
Promote Aviation Safety Internationally	
Increase Ground-Based System Contributions to Survival in Crash Scenarios	
Improve the Reliability and Airworthiness of Aircraft	
Implement the National Safety Management System Standard	
Improve the Implementation of Harmonized Safety Standards, Regulations, and Procedures	
Advance Training Concepts for Safe System Operation	
Support the Execution of the ICAO Global Aviation Safety Roadmap and Implementation Plan	
Improve Operational Decision Aids	
Increase the Reliability and Accuracy of Airborne Systems Data and Information	
Improve Ground-Based Systems Health Management	
Harmonize Safety Standards, Regulations, and Procedures	
Ensure Aircraft Conformance to More Stringent Operations Requirements	
Advance Capabilities for Integrated Safety Assessment	
Increase Aircraft System Contributions to Survival in Crash Scenarios	
Maintain Appropriate Human Engagement	
Increase the Usefulness and Understandability of Information	
Ensure Ground-Based System Conformance to More Stringent Operations Requirements	
Ensure the Availability and Accessibility of Required Information	
Improve Safety Assurance Processes	
Improve Vehicle Systems Health Management	
Establish Safety-Enhancing International Aviation Partnerships	
Advance Complex System Validation and Verification Methods in Support of Operational Use	
Enhance the Focus on Safe Operational Procedures	
Increase Safety Promotion	
Increase Data Analysis for Safety Risk Management	
Increase Confidence in Analytical Results	
Increase the Reliability and Accuracy of Ground-Based Systems Data and Information	
Improve Safety Risk Management	
Increase Data Access for Safety Risk Management	
Harmonize the Standards for Handling Dangerous Goods Transported By Multiple Transportation Modes That Include Air	
Improve Safety Policy	
Develop Prognostic Methods to Assess Risks	

Step 4: Demographic Information

Organization Information

1. Please indicate the type of organization that best fits? (Please check only one)
   a) _____ Operator
      _____ Number of aircraft operated
      _____ Number of employees
   b) _____ Manufacturer
      _____ Number of aircraft sold yearly
      _____ Number of employees
   c) _____ Maintenance Organization
      _____ Number of aircraft maintained
      _____ Number of employees
   d) _____ Manufacturer Representative (Association)
      _____ Number of manufacturers represented
      _____ Number of employees
   e) _____ Operator Representative (Association)
      _____ Number of operators represented
      _____ Number of employees
   f) _____ Safety Promoting Agency
      Agency Mission: _____
      _____ Number of employees
   g) _____ Flight Training Organization
      _____ Number of students trained per year
      _____ Number of employees
   h) _____ Flight Operations Support (e.g., Fixed Base Operator)
      _____ Number of aircraft serviced per year
      _____ Number of employees

2. Please indicate the main area of interest(s)/operation(s) of your organization/association? (Please check ALL that apply)

   a) Type of Aircraft:
      _____ Part 25 Aircraft
      _____ Part 23 Aircraft
      _____ Part 27/29 Rotorcraft
      _____ Part 21 Aircraft

b) Type of Operation:

_____ Part 121

_____ Part 91

_____ Part 91 Subpart K

_____ Part 135

_____ Part 141

Respondent Information

3. Your position in organization/association:
   a) _____ CEO
   b) _____ Director of Safety
   c) _____ Director of Operations
   d) _____ Director of Maintenance
   e) _____ Public Relations
   f) _____ Legal Representative
   g) _____ Chief Pilot
   h) _____ Other: _____

4. How long have you been in this position? _____ (number of years)

5. How long have you been with this organization/association? _____ (years)

6. How long have you been in the aviation industry? _____ (years)

7. Prior to reading this survey, how familiar were you with NextGen plans? *(Please check one only)*

   _____ Extremely familiar – *Involvement in several related joint industry/govt committees*

   _____ Very familiar

   _____ Somewhat familiar – *Have read and discussed NextGen plans with colleagues*

   _____ Minimally familiar

   _____ Not familiar – *Not previously familiar with the specifics of the plans or process*

Once you have completed the survey, please return your responses to:

Debbie Derman, QED Consulting LLC, 2300 Clarendon Blvd, STE 1000 Arlington, VA 22201

Thank you *sincerely* for your efforts in participation. We will mail you the results once we have compiled and placed them in a group format. In the meantime, if you have any questions regarding this survey or any of the questions, please contact:

Debbie Derman, 703-525-5333 x1169.