

NASA Safety Review/Risk Analysis as described in the NASA NPD 7900.4 NASA Aircraft Operations Management

Contractor-owned and contractor-operated: If the aircraft is owned by a contractor and operated for NASA under a Federal Aviation Administration (FAA) Operating Certificate (such as Federal Aviation Regulation [FAR] Part 119, 121, 125, 133, 135.) as a civil aircraft, the aircraft shall be operated in accordance with the appropriate FARs and within the limitations imposed by the FAA Operating Certificate or Certificate of Authority. Prior to agreement award, a risk analysis of the final candidates shall be conducted by the flight operations office at the NASA Center that manages the agreement. The risk analysis shall include a review of the terms of the agreement, the risks to NASA, the hazards associated with the proposed flight operation, the airworthiness of the aircraft, and the capabilities of the contractor. The results of the risk analysis shall be incorporated into the contractor selection process. At least one NASA flight operations officer shall be a member of the selection board or team. If the Center has no flight operations office, support from another NASA flight operations office shall be coordinated by the Aircraft Management Office (AMO) through the Enterprises and the Intercenter Aircraft Operations Panel (IAOP). If the agreement is expected to provide long-term, continuous support (greater than 1 year), the aviation program shall be subject to the IAOP review process in the same manner as NASA Centers.

- a. If the contractor's aircraft has an FAA Standard Airworthiness Certificate with appropriate maintenance/configuration documentation showing satisfactory condition, and if the risk analysis permits, the reviewers may accept the condition of the aircraft as documented.
- b. If the aircraft has a Limited or Restricted Category Certificate, the operation must be restricted to the limitations imposed by the certificate, and if the risk analysis permits, the reviewers may accept the condition of the aircraft as documented.
- c. If the aircraft has a temporary Experimental or Provisional Certificate over a standard Airworthiness Certificate, the configuration and airworthiness of the specific experimental system must be reviewed and approved by the Center's airworthiness certification board.
- d. If the contractor-owned aircraft has no FAA certificate, the aircraft configuration and airworthiness must be reviewed and approved by a formal NASA airworthiness certification program.

Other civilian or foreign non-agreement aircraft: Occasional or short-term use of aircraft that includes high-value equipment or NASA personnel onboard including NASA contractor must be evaluated and approved by the flight operations office at the Center responsible for the project. If that Center has no flight operations office, support from another Center's flight operations office is required. This review should be commensurate with the scope of the planned activity and shall be approved by the chief of the flight operations office performing the review and forwarded to the AMO.

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Exhibit 4

The above review/risk analysis will be conducted during a 4 hours visit at the site of the company. The review team will walk through the aircraft, and inspect the engine compartments. This aircraft inspection will take no more than 30 minutes. In addition, the team will request access to the aircraft log books, to ascertain compliance with aircraft inspection requirements.

The successful completion of the review/analysis is a Go, No-Go criteria for award of a Blanket Purchase Agreement (BPA).