Aircraft Certification Service Update

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External Drivers of Change

Industry growth
- Industry expands and contracts much faster than the FAA can ever keep pace

Globalization of aviation
- Industry is made up of an international web of networks and complex business arrangements that are challenging our traditional regulatory model

Heightened expectations
- The public, industry, and government entities continue to increase their expectations of us to do things faster and without error

Velocity of change
- Technological advances and business model changes are precipitating higher rates of change and increasing the need for organizational agility and adaptability as our environment changes
What is AIR Transformation?

- Refresh certification strategy
- Invest in management systems to improve performance
- Improve the Organization & Invest in our People

Embrace Change Management

Secure Industry Commitment
AIR Transformation Strategy

Blueprint: Strategic Vision

Comprehensive Strategic Plan

Integrated Implementation Plan

Collaboration with stakeholders to identify requirements, including actions & timeframes

Detailed requirements for achieving transformational change across all components of the future Aircraft Certification Safety System

Detailed plans for ensuring successful implementations

High level messaging for broad audiences internal and external to the AIR Safety System
AIR Transformation Benefits

- Encourages early industry engagement and risk-based system surveillance to **eliminate barriers** from unnecessary FAA involvement during certification
- Improves **consistency and standardization** by establishing single functional lines for 1) certification, 2) standards, and 3) system oversight
- Fosters **innovation** by engaging industry applicants early to understand new concepts and ensure viable path to compliance
- Provides **agility and adaptability** to meet the challenges of the dynamic global aviation industry
- Establishes business practices for utilizing **metrics for determining efficacy** of Industry/FAA associated with compliance/safety and time to market
Organizational Realignment

Executive Technical Support Staff (AIR-10)

Fuels Program Staff (AIR-20)

International Division (AIR-400)
- Policy
- Foreign Affairs

Aircraft Certification Service
AIR-1, Executive Director

AIR-2a, Deputy Executive Director, Regulatory Operations

AIR-2b, Deputy Executive Director, Strategic Initiatives

Policy & Innovation Division
- Policy

Compliance & Airworthiness Division
- ACOs
- DSCO

System Oversight Division
- MIDOs
- MIOs
- BASOO

Organizational Performance Division
- AIR-300 Staff

Enterprise Operations Division
- Enterprise-wide Technical and Administrative Support
Validation Improvement

- Certification Management Team (CMT) Charter
  - FAA, EASA, TCCA, and ANAC formed the CMT in September 2015 to collaborate on multilateral topics
    - Resolve certification issues in a multi-lateral way
    - Greater emphasis on creating broad solutions
    - Promote seamless exchange of products from one State to another; more efficient for industry and authorities
    - Product groups to resolve technical issues and promote policy harmonization
  - Based on industry request for a multilateral agreement – achieve functional alignment by harmonizing principles/procedures in agreements
Validation Improvement cont.

• Certification Management Team Sub-Teams
  – Established based on policy and product type
  – Allows all CMT partners to refine strategies and address issues related to specific policies and specific product types

• CA Sub-Teams include:
  – Bilateral Agreement and Certification Policy (CABA)
  – General Aviation Products (CAGP)
  – Propulsion Products (CAPP)
  – Rotorcraft Products (CARP)
  – Transport Airplanes (CATA)
Validation Improvement cont.

• Roadmaps
  – Each bilateral authority pair will develop a roadmap for achieving CMT strategies
  – Certification Oversight Board (COB) Validation Improvement Roadmap (VIR) completed in February 2016 between the FAA and EASA
  – COB VIR provides strategic initiatives with associated timeline to drastically reduce or eliminate the validating authority’s technical involvement based on safety-risk and a system oversight approach
TIP Revision 5, Amendment 1

• To expedite issuing procedures on operational issues related to certification, an amendment to existing TIP revision 5 will be signed in March 2017. TIP 5 Amendment 1 will add procedures for:
  – Reciprocal acceptance of Maintenance Review Board reports
  – Validation of Master Minimum Equipment Lists, and
  – Application procedures for U.S. applicants to meet EASA’s Operational Suitability Data (OSD) requirements
  – Procedures were developed by FAA-EASA teams tasked to address each of the three areas listed. Teams included FAA and EASA management and subject matter experts
  – TIP Revision 5, Amendment 1, effective upon signature
TIP Revision 6

• Will implement several major objectives of the COB VIR

• Paves the way for other objectives planned for TIP Revision 7 and beyond

• Objectives to be achieved in TIP Rev 6
Commercial Parts

• AIR and industry worked collaboratively to relieve the most onerous demands on industry – though we know others exist
  – Industry coalition letter on commercial parts
  – AIR will work with AFS and EASA on a response and the path forward

• AIR will continue to work proactively with industry to gain feedback on FAA Form 8130-3 policy
Industry Commitment

- 14 CFR 21.20: Compliance with applicable requirements
  - The applicant for a type certificate, including an amended or supplemental type certificate, must—
    - (a) Show compliance with all applicable requirements and must provide the FAA the means by which such compliance has been shown; and
    - (b) Provide a statement certifying that the applicant has complied with the applicable requirements

Stay Informed

Learn more on the AIR Transformation website – www.faa.gov/go/AIRTransformation