



Winter Update

Volume 1, Issue 1

A Message from the Director on AIR's Transformation

The Aircraft Certification Service continues to pursue the vision of [AIR:2018](#) aligned with the [FAA Strategic Initiatives](#) of Safety, NAS, Globalization and Workforce of the Future. This issue highlights recent transformational changes that utilize the safety management principles of risk management and safety assurance to optimize our effectiveness in achieving our safety mission.

The revision to part 21 eliminates the need for certain exemptions, while new governance and tools utilize risk management to reduce the need for FAA involvement in certification programs. Accountability for compliance and conformance is managed through post audit safety assurance tools, providing applicants with more control over program schedules and focusing FAA resources on high risk compliance activity and continued operational safety. Finally, accepting European and Canadian Technical Standard Order (TSO) approvals capitalizes on strong international relationships to achieve seamless transfer of products and approvals. Eliminating fees and reducing FAA workload.

It is through confidence in industry's compliance culture that we will leverage resources and become more efficient and effective. Thank you for your continued support, cooperation, and commitment to safety.

Dorenda D. Baker

Part 21 Update Improves Efficiency

AIR took a major step forward in improving the quality standards for manufacturers to ensure that products and articles are produced as designed, and are safe to operate. On October 1, 2015, the FAA [published the final rule](#) amending Title 14 Code of Federal Regulations Part 21, which governs certification procedures for products and articles, and the FAA's requirements for identification and registration marking.

The new final rule improves efficiency and effectiveness for both industry and the FAA by:

- Establishing a single FAA touchpoint to eliminate delays in the certificate management process.
- Allowing a production certificate holder to manufacture and install interface components under certain conditions and limitations.
- Permitting Production Approval Holders (PAHs) with an FAA-approved process in the quality system to issue authorized release documents for new and used aircraft engines, propellers, and articles produced by that PAH. This provision provides the PAH with privileges similar to those afforded European- and Canadian-approved manufacturers.
- Amending Part 45 to exclude fixed-pitch wooden propellers from the requirement that a propeller, propeller blade, or propeller hub be marked using an approved fireproof method. This exclusion allows manufacturers to mark their products in a practical manner without obtaining an exemption.

The implementation date for some parts of the rule is January 4, 2016.

In the News:



AIR meets with regulatory authorities EASA and TCCA in Brazil

Streamlining the Validation Process

New FAA safety agreements [allow reciprocal acceptance](#) of Technical Standard Order (TSO)-approved articles. This change benefits U.S., Canadian, and European aerospace industries organizations by eliminating the need for applications, additional validation and administrative review by each party. Ultimately, this translates to savings in both time and money for industry and the FAA.



Watch the [video](#).

Compliance Philosophy Order Enables [Risk-Based Decision-Making Approach to Compliance](#)

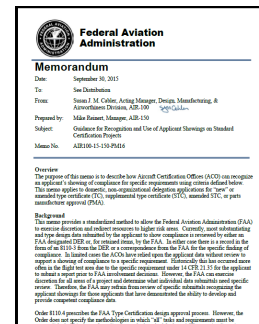
Risk-Based Tools Help Determine FAA Involvement

AIR recently deployed two new tools designed to easily assess the complexity of a project and the experience of an applicant. Risk Based Resource Targeting Alternative (RBRTa or "Roberta") and Risk Based Resource Targeting ODA (RBRTo or "Roberto") provide a recommended level of FAA involvement on a rule-by-rule basis. Local offices have all been trained and equipped to implement the new guidance applying RBRTa or RBRTo. Incorporating these as a normal part of business in the ACOs will help standardize the level of FAA involvement.

Applicant Showing Only

On September 30, 2015, AIR published new guidance for the recognition and use of applicant showings of compliance on [standard certification projects](#) and [organization designation authorization \(ODA\) projects](#) that are considered low risk.

For those low risk areas where applicants have demonstrated the competence to develop and provide compliance data, the FAA can recognize the applicant's showings of compliance without further FAA or designee review.



FAA and Industry Focus on Helicopter Safety

In response to the FAA's 2013-2014 post-crash fire and blunt force trauma [study](#), along with concerns raised by the National Transportation Safety Board (NTSB), the FAA tasked the Aviation Rulemaking Advisory Committee's (ARAC) Rotorcraft Occupant Protection Working Group to [take a new look](#) at the airworthiness standards for older helicopter type designs. This work will focus on solutions that give helicopter occupants the greatest possible chance of surviving an emergency landing or accident.