

# FAA Updates & Perspectives

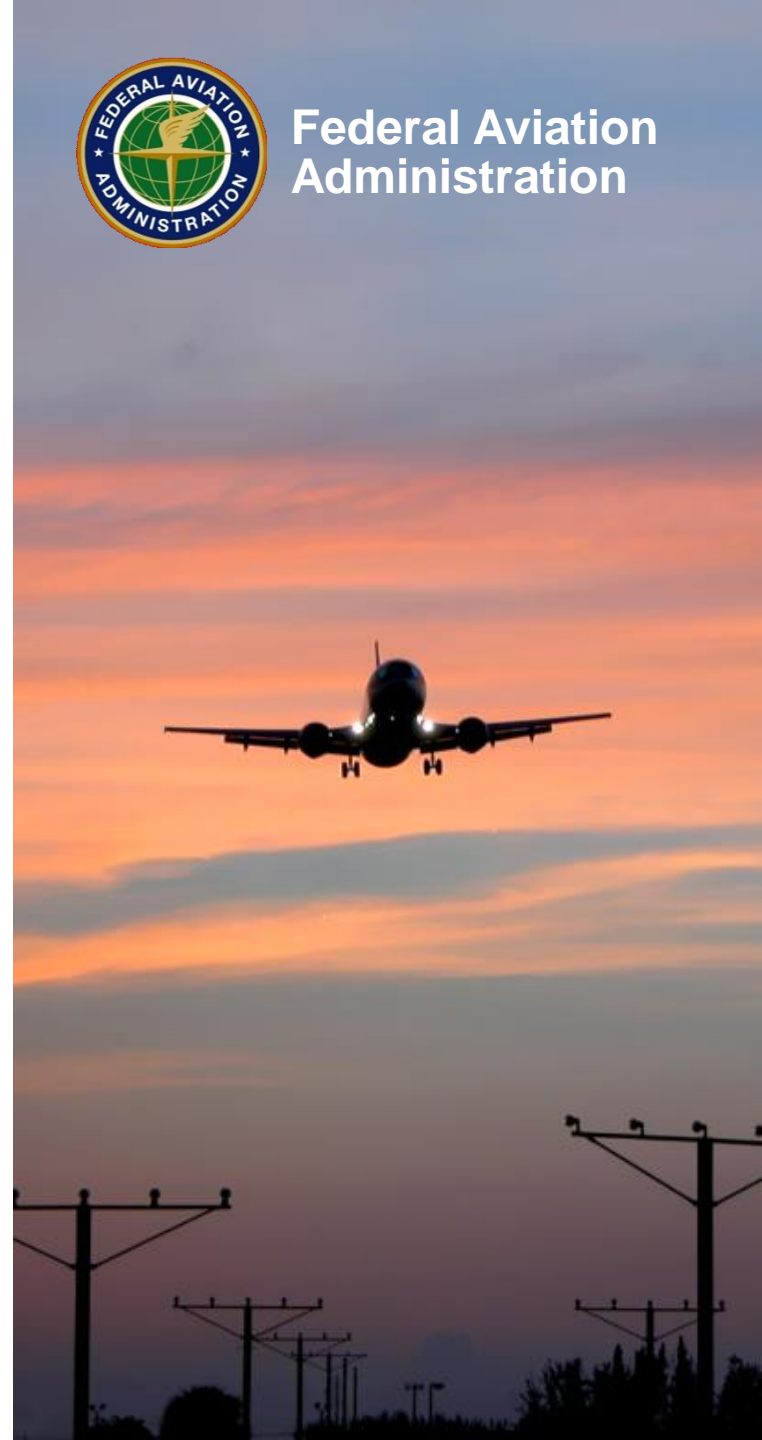
Presented to: A4A NDT Forum

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Date: September, 2017



Federal Aviation  
Administration



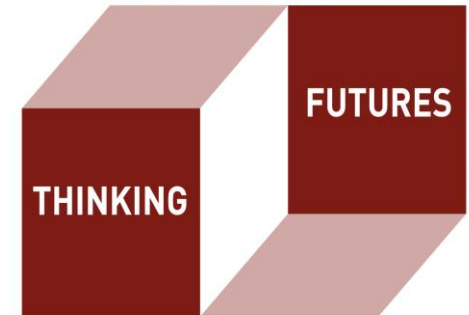
# Why are we here?

- **Information Sharing;**

- Reorganizations
- ICA Issues
- ASAP Program

– **I learn from you!!**

- Where do we focus our energies (limited resources)
- What do you see as additional guidance needs?



# AIR Transformation

Improving Efficiency and Effectiveness

## AIR Transformation



**Refresh  
certification  
strategy**



**Invest in  
management  
systems to improve  
performance**



**Improve the  
Organization &  
Invest in our  
People**

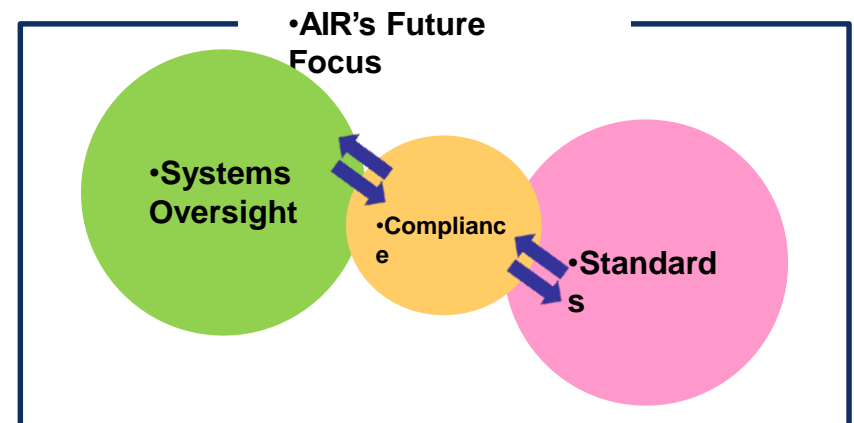
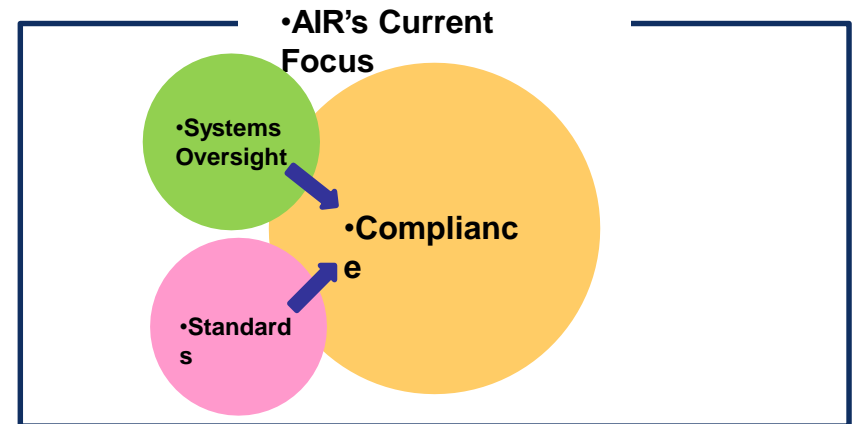
**Embrace Change Management**

**Secure Industry Commitment**

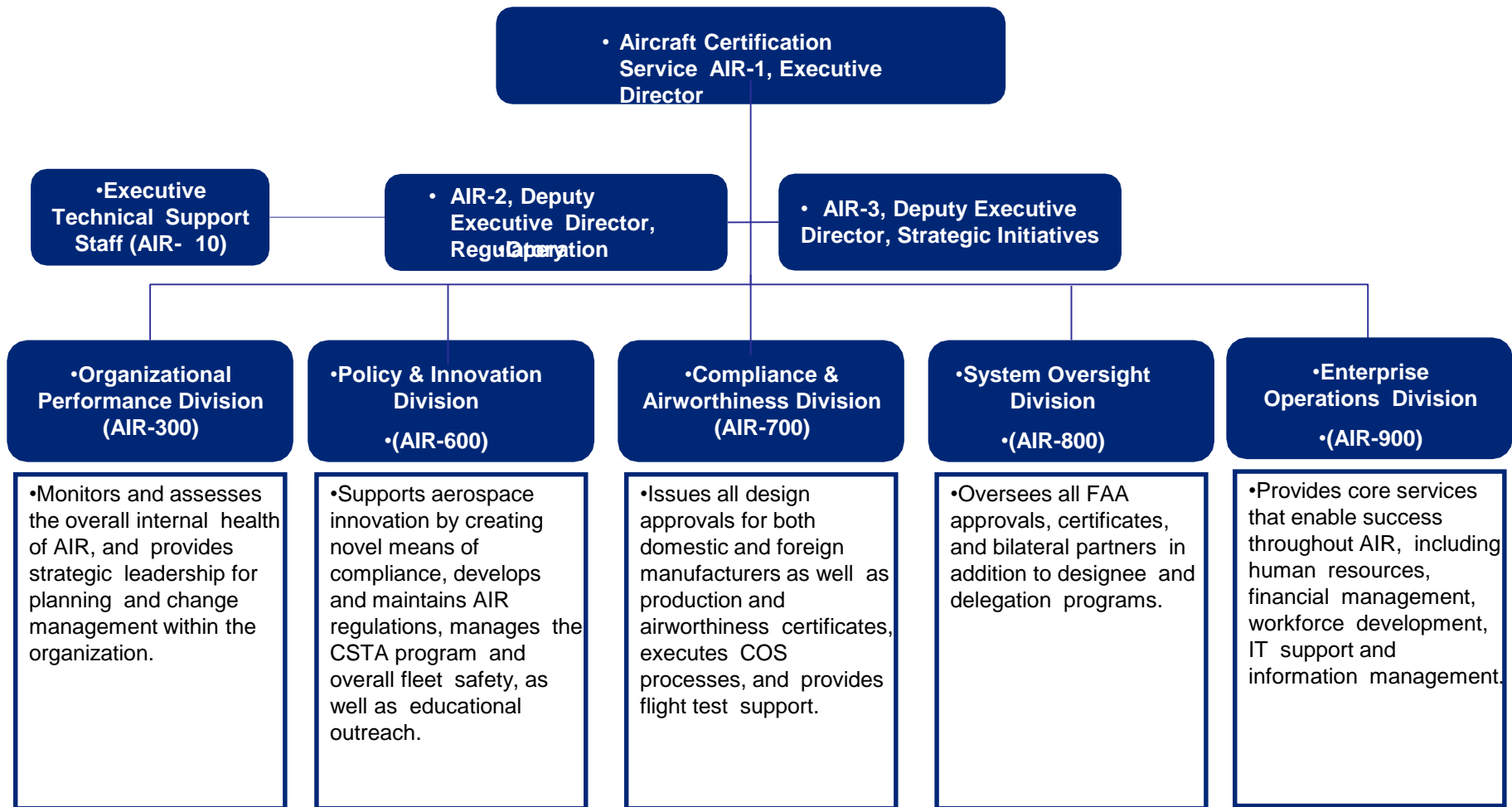
•Additional information can be found on the AIR Transformation website: [www.faa.gov/go/AIRTransformation](http://www.faa.gov/go/AIRTransformation).

# Benefits of AIR Transformation

- 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



# Functional Division End State



# Examples of AIR Initiatives

## AIR Transformation



### Refresh certification strategy

- Rewrite Part 23
- Update Part 21
- Develop Guidance for New Entrants
- Leverage bilateral partnerships



### Invest in management systems to improve performance

- Establish consistent performance metrics
- Rollout and institutionalize tools like the ODA Scorecard
- Develop and implement agile IT tools



### Improve organization and invest in our people

- Reorganize Structure
- Build the workforce of the future

### Change management

Help organization embrace holistic transformation by creating clear communication channels with our people

### Industry commitments

Embrace systems safety with a compliance culture, engage FAA early on innovation, and work with FAA on performance management

# Flight Standards Reorganization

- **Transform the culture of Flight Standards into an organization that facilitates critical thinking, interdependence, and consistency**
- **Eliminate redundancies and promote greater efficiency and agility by realigning Flight Standards organizations,**



# Organizational Changes

- **Elimination of regional Flight Standards offices (08/20/2017)**
- **Creation of four functional organizations within Flight Standards:**
  - Air Carrier Safety Assurance
  - General Aviation Safety Assurance
  - Safety Standards
  - Foundational Business





# Reorganized Flight Standards

- **Streamlined structure that will allow for:**
  - faster response times,
  - single points of accountability in each functional organization,
  - greater agility,
  - consistency

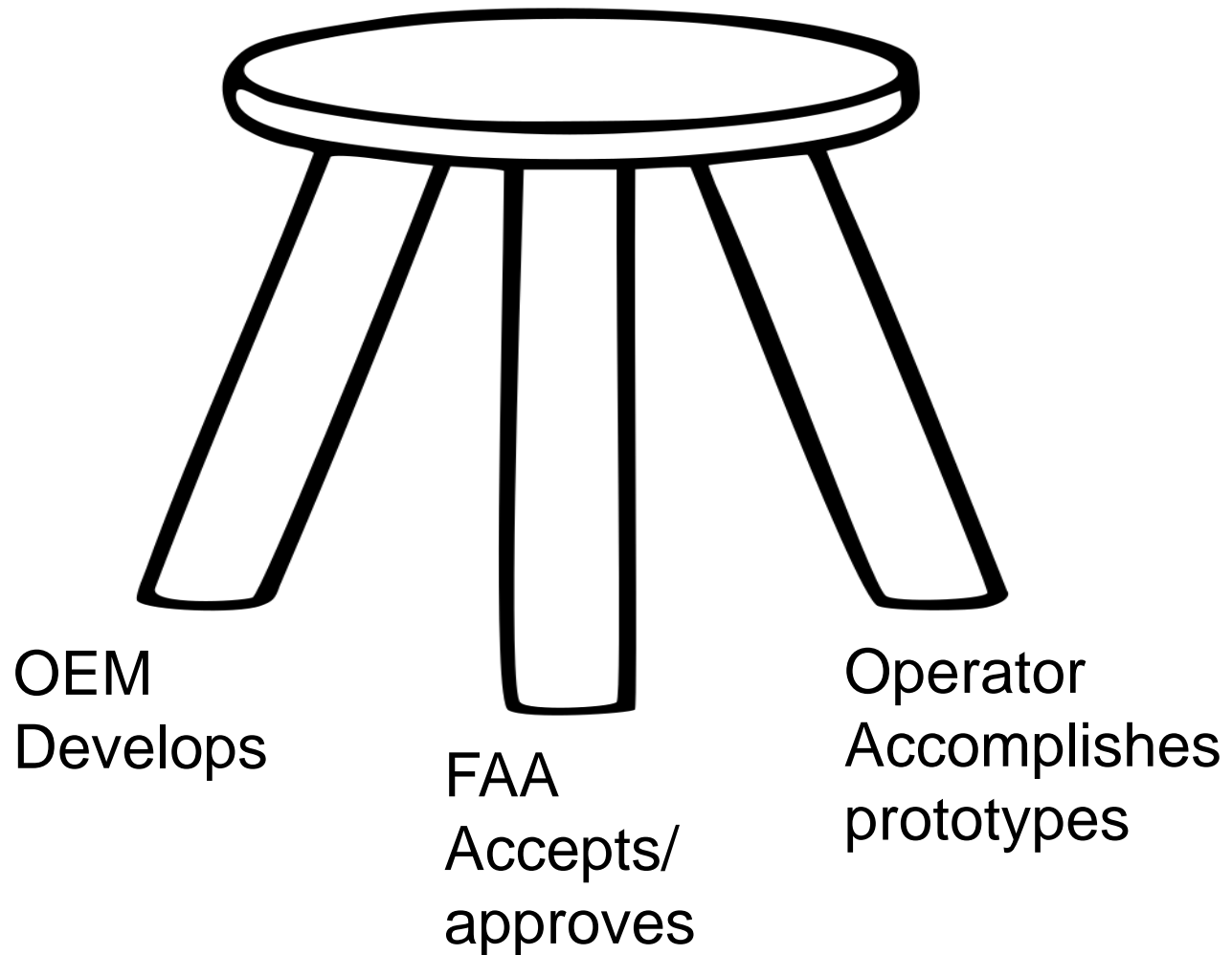


# Instructions for Continued Airworthiness

- **§21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.**
- **ICA's must include among other items:**
  - d) Details for the application of special inspection techniques including radiographic and ultrasonic testing where such processes are specified
  - 1) Each mandatory modification time, replacement time, structural inspection interval, and related structural inspection procedure approved under §25.571.

**These are often neglected or poorly documented!!**

# ICA Responsibilities



# New Challenges:

- **Additive Manufacturing (not as simple as publicity departments make it out to be).**
  - Types and sizes of defects
  - Accept/reject criteria
  - Failure modes
- **Repairs to Composite Primary Structure**
  - Extremely process dependent
  - Size of bonded are currently limited by the inability to determine actual bond strength.

# Training Updates

- **NPRM to revise 14 CFR 147 which governs Aviation Maintenance Technician Schools.**
  - Major goal is to update curriculums and allow more flexibility in the extend that various subject matters are taught.
  - AC 147-3 will be updated to reflect potential curriculums.
    - Composite Maintenance
    - NDI
    - Others

# AVIATION SAFETY ACTION PROGRAM (ASAP)

- The objective of the ASAP is to encourage air carrier and repair station employees to voluntarily report safety information that may be critical to identifying potential precursors to accidents.
- Over 500 active Memorandums of Understanding (MOU) across the nation
  - Almost 100,000 reports annually
- All records and information submitted to the FAA related to an accepted ASAP Report are protected from release to the public.
- Information obtained from these programs will permit ASAP participants to identify actual or potential risks throughout their operations.
  - identify actual or potential problems from the information contained in the reports, and
  - propose solutions for those problems

# AVIATION SAFETY ACTION PROGRAM (ASAP)

- **ASAP reports today are utilized by local regulatory authorities in evaluating risks.**
- **Safety Issue Identified: Conflicting guidance between the Operator NDT Manual and the Job Procedure Card. The Operator NDT Manual Does not depict the entire inspection area.**
- **Corrective Action Taken: A Quality Control Alert was issued to notify everyone that the Job Procedures Cards take priority over the Operator NDT Manual.**

# AVIATION SAFETY ACTION PROGRAM (ASAP)

- **So how can this affect training?**
  - One means of implementing a comprehensive fix
  - Training may be required for Tech Writers, engineers and NDI technicians for review of all pertinent documents.





# Service Information

- **How do we get OEM's to start incorporating the "RC" notations into their SB's more prominently for AD related issues?**
- **Can the FAA be more proactive in kicking back SB's before the NPRM that don't include it?**



**Retirement  
Only Means  
That It Is  
Time  
For a New  
Adventure**