

CHAPTER 3. TECHNICAL GROUPS, BOARDS, AND NATIONAL RESOURCES

SECTION 1. BACKGROUND INFORMATION

195. CHAPTER CONTENTS. This chapter contains information for operations inspectors on the purpose and function of aircraft evaluation groups (AEG's) and the boards managed by AEG's. It also contains guidance, direction, and information to be used by inspectors concerning existing and newly certified aircraft. This chapter addresses inspector duties when serving as board members or technical advisors to a board managed by an AEG. This chapter is structured as follows:

(a) Section 1 contains background information and definitions of AEG boards and certain technical terms that may be useful to inspectors when using sections 2 through 5.

(b) Section 2 contains guidance for inspectors on the services available from an AEG and a listing of AEG locations.

(c) Section 3 contains descriptions of the purpose, composition, and responsibilities of flight operations evaluation boards (FOEB's) and a brief explanation of the minimum equipment list (MEL) approval process from the master minimum equipment list (MMEL).

(d) Section 4 contains a description of the purpose, composition, and responsibilities of flight standardization boards (FSB's) and a description of the general process used to determine pilot type ratings and recommended minimum training program requirements.

(e) Section 5 contains general information for inspectors on the purpose and function of maintenance review boards (MRB's).

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DEFINITIONS. Background information is contained in the definitions of the following terms, which are used throughout this chapter.

A. Aircraft Certification Directorates. The formation of aircraft certification directorates in the New England, Central, Southwest, and Northwest Mountain regions was

established by FAA Order 8000.51, "Aircraft Certification Directorates." These directorates were established to maintain or enhance air safety and public service, and to standardize the application of airworthiness standards. An aircraft certification directorate has general responsibilities for the initial certification of aircraft, for accepting any significant changes to existing aircraft, for establishing the airworthiness standards of aircraft in operation, and for developing airworthiness directives (AD's) as required.

B. Aircraft Certification Offices (ACO's). Aircraft certification offices (ACO's) perform aircraft certification duties under the guidance of an aircraft certification directorate. ACO's administer most type certification and continuing airworthiness program activities. ACO's also establish standards and procedures and recommend regulations governing the type design and certification of aircraft, engines, and propellers. ACO's administer follow-on activities related to certification such as the evaluation and issuance of supplemental type certificates (STC's) and the issuance of AD's. They may provide expert technical support for aircraft accident/incident investigation and for service difficulties. An ACO often works directly with manufacturers and is normally located in a region that contains one or more aircraft or engine manufacturers.

C. Aircraft Evaluation Groups (AEG's). Aircraft evaluation groups (AEG's) are units of the Flight Standards Service (FSS) and are usually collocated with and work closely with ACO's. An AEG provides initial operational evaluation of aircraft for FSS approval in the aircraft certification process. Following the certification and evaluation of an aircraft, the AEG is involved in monitoring the fleet service experience to help maintain continued airworthiness.

D. Flight Operation Evaluation Boards (FOEB's). Flight operation evaluation boards (FOEB's) are made up of technically qualified specialists, engineering representatives, and aviation safety inspectors (ASI's). FOEB's are responsible for developing master minimum equipment lists (MMEL's) from proposed master minimum equipment lists (PMMEL's) provided by the aircraft manufacturer. These

MMEL's are usually developed for and timed to initial aircraft certification. FOEB's are also responsible for developing revisions to MMEL's. FOEB's may review proposed configuration deviation lists (CDL's) when requested by the ACO.

E. *Flight Standardization Boards (FSB's)*. Flight standardization boards (FSB's) are responsible for formally evaluating training, checking, and currency for flight crewmembers, and for establishing pilot type rating requirements for new aircraft and variants of each aircraft type. FSB's also develop recommended minimum training requirements used for flight crewmember qualification.

F. *Maintenance Review Boards (MRB's)*. Maintenance review boards (MRB's) are responsible for the development of FAA maintenance requirements for a new aircraft type. An MRB approves the initial maintenance and inspection requirements for new, large turbojet aircraft to be used in air transportation.

G. *Make/Model/Series/Variant*. The meaning of these terms may be seen in the example of a Boeing 727-231, where Boeing is the make, 727 is the model, 200 is the series, and 31 is the variant.

H. *Type*. The following descriptions of "type ratings" and "type certificates" are an amplification of the definitions found in FAR 1.1.

(1) *Type Ratings*. A pilot type rating is an endorsement on a pilot certificate. It is an authorization to serve as pilot-in-command (PIC) of a large (over 12,500 pounds GTOW) aircraft, a turbojet aircraft, or other aircraft when determined necessary by the Administrator. These type ratings may be a single aircraft type (such as the BA-3100), or may include a group of two or more aircraft types (B-757/767), or may include only one of a group of similar aircraft types (B-747-400). The holder of a Boeing 757/767

type rating may act as the PIC of each of those aircraft even though the two aircraft do not share a common type certificate. In the case of the Boeing 747, however, because of a determination by the AEG, different models require different type ratings. The B-747-100, -200, and -300 models require one pilot type rating, but the B-747-400 requires a unique pilot type rating.

(2) *Type Certificates*. An aircraft type includes all aircraft that are similar in design produced under a single type certificate issued, according to Part 21, Subpart B. Each aircraft type must have a type certificate before it can be used in air transportation. As in previous examples, the Boeing 757 would be built under a different aircraft type certificate than the Boeing 767, even though each may be flown under the same pilot type rating. Conversely, the Boeing 747 models are built under the same type certificate, even though two unique type ratings are required. Aircraft type determinations are established by an ACO.

I. *New Aircraft*. A new aircraft is an aircraft that has been certified under a new type certificate.

J. *Follow-on Aircraft*. Follow-on aircraft are aircraft that are certified under an amendment to an existing type certificate. An operator may have a follow-on aircraft certified without having to repeat all of the flight tests required for original certification. Examples of follow-on aircraft include the Boeing 747-400 aircraft.

FYI: Discussions of base aircraft, variant aircraft, and differences training are contained in volume 3, chapter 2, section 9 of this handbook. Inspectors should refer to volume 3, chapter 2 of this handbook before approving an operator's training program, and to volume 4, chapter 4, section 3 before approving an operator's MEL.

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