

CHAPTER 3. TECHNICAL GROUPS, BOARDS, AND NATIONAL RESOURCES

SECTION 2. AIRCRAFT EVALUATION GROUPS (AEG)

211. GENERAL. This section contains information and guidance for operations inspectors on the services that an AEG can provide to inspectors and on the purposes and functions of the boards managed by AEG's. As a member of the Flight Standards Service, an AEG serves as a liaison with the aircraft certification office (ACO), which begins during the initial certification of an aircraft and continues throughout the service life of the aircraft. In addition, the AEG is responsible for providing guidance to Flight Standards field offices on flight crewmember qualification requirements, requirements for dispatching aircraft with equipment inoperative, and for required operational and maintenance procedures for such a dispatch.

A. AEG Inspector Role. AEG specialists are fully qualified Flight Standards aviation safety inspectors (ASI) for either the operations, airworthiness, or avionics specialties, with extensive experience in their fields. These inspectors work directly with the ACO during the certification process. An AEG is responsible for providing technical expertise during certification activities to ensure that an aircraft design may be operated in compliance with the Federal Aviation Regulations (FAR). The AEG inspectors advise manufacturers during the design and certification process of operational requirements, minimum flightcrew complement, recommended flight crewmember training, and other procedural requirements. The inspectors participate in engineering activities by evaluating items such as flight characteristic differences from the base aircraft, the operational impact of new aircraft equipment, and proposed master minimum equipment list (PMMEL) items.

B. AEG Liaison Role. An AEG serves as a liaison between Flight Standards and the ACO. For example, if an operator requests a procedure that changes the airplane's takeoff performance, the AEG acts as liaison between the principal operations inspector (POI) and the ACO.

213. AEG RESPONSIBILITIES. An AEG has a variety of responsibilities, which include the following:

- Providing operational input to FAA engineering offices and to the manufacturer during the aircraft design and type certification process
- Evaluating the aircraft, its systems, and the manufacturer's recommended procedures for unique operational characteristics
- Determining recommended minimum flight crewmember training, checking, and currency requirements
- Establishing pilot type rating needs and requirements
- Participating in crew complement determinations
- Establishing special training requirements (such as dutch roll training in a B-727)
- Developing and revising master minimum equipment lists (MMEL)
- Developing maintenance program requirements and reviewing maintenance programs to determine whether there are adequate instructions for the procedures being used
- Providing operational guidance for airworthiness directives (AD), service difficulty reports (SDR), and supplemental type certificates (STC)
- Convening and providing a chairperson to flight standardization boards (FSB), flight operations evaluation boards (FOEB), and maintenance review boards (MRB)
- Conducting initial flight checks of Flight Standards operations inspectors, the aircraft manufacturer's initial pilot cadre, initial operator pilots, and Federal Aviation Administration (FAA) engineering flight test pilots, if necessary, for a new aircraft type
- Coordinating with the National Simulator Team on the evaluation of data packages for flight simulator acceptance

215. ACCIDENT OR INCIDENT INVESTIGATION SUPPORT. When accidents or incidents

involving AEG-assigned aircraft occur, investigating Flight Standards District Offices (FSDO) may use the experience of AEG inspectors to support the investigation or to develop corrective actions. These AEG inspectors are assigned to aircraft types and are able to address operational safety concerns such as crew procedures, flight operations, maintenance, and, to a limited extent, human factors.

217. BOARDS CONDUCTED BY THE AEG. The AEG provides many of its technical services through the FOEB's, FSB's, and MRB's. Operations inspectors may be invited to participate as members of the FOEB and the FSB. Membership on MRB's, however, is restricted to airworthiness and avionics inspectors.

219. DUTIES OF THE AEG OPERATIONS SPECIALISTS. The duties of an AEG operations specialist vary according to the complexity of the aircraft and the regulations under which the aircraft is certified. They work directly with ACO personnel to provide operational guidance during the certification process. Participation in engineering test flights allows these inspectors to become familiar with the aircraft.

221. POI ASSIGNED TO A SPECIFIC MANUFACTURER (RESERVED).

223. LOCATIONS. The locations of AEG's are as follows:

A. MKC-AEG, Kansas City, Missouri, is responsible for those airplanes certified under FAR Part 23,

including commuter category airplanes and Special Federal Aviation Regulation (SFAR) 41 airplanes, and some small airplanes certificated under FAR Part 25, also gliders and blimps.

B. FTW-AEG, Fort Worth, Texas, is responsible for rotorcraft certificated under FAR Parts 27 and 29, and vertical lift.

C. BOS-AEG, Burlington, Massachusetts, is responsible for aircraft engines and propellers certificated under FAR Parts 33 and 35.

D. SEA-AEG, Seattle, Washington, is responsible for FAR Part 25 airplanes; for example, Boeing and Airbus.

E. LGB-AEG, Long Beach, California, is responsible for FAR Part 25 airplanes; for example, Douglas and Lockheed.

F. AFS-60, Aircraft Evaluation Program Staff, Washington Headquarters, is responsible for oversight of the administrative and technical programs within the AEG.

NOTE: FAA certification of foreign-built aircraft is handled by the AEG responsible for that particular aircraft (for example, ASW-270 for foreign-built helicopters).

224. -234. RESERVED.

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