



Spring Update

A Message from the Executive Director on AIR Transformation Progress

Volume 3, Issue 2

It's been a busy Spring in the Aircraft Certification Service, and we have several accomplishments that we are proud to share with you.

We continue to make significant progress streamlining the certification of small aircraft. First, we rewrote the Part 23 rule from top to bottom and cut about 80 pages. Now [we've accepted 63 new means of compliance](#), most from ASTM.

We're also working with industry to optimize our processes and how we interact through the Safety Oversight and Certification Aviation Rulemaking Committee. In addition, we're supporting innovation in the market, whether it's folding wingtips or urban mobility aircraft.

We celebrated the 20th anniversary of our Asia Pacific Dialogue Meeting this Spring, and South Korea is now positioned to use a risk-based validation process that will eliminate technical review of part 23 and part 27 aircraft. In Latin America, early engagement and collaboration led to concurrent certification of the Embraer E190-E2 by three authorities.

This is what AIR Transformation is about — changing our processes and procedures so that we create the environment for enhanced safety, efficiency and innovation. I'm looking forward to more great work this summer.

— Dorenda D. Baker, Executive Director of AIR

What's New?

We reached a major milestone in streamlining certification of Part 23 aircraft by accepting new methods of compliance. Please take a moment to read the [Notice of Availability](#) in the Federal Register. Comments due by July 10.



FAA issued [special conditions](#) for folding wingtips for the Boeing 777-8 and 777-9. These airplanes are constructed with new carbon-fiber-reinforced plastic (CFRP) wings. When folded on the ground, they will reduce the wingspan from 235 to 212 feet. The conditions take effect June 18.



FAA Acting Administrator Dan Elwell spoke with Uber Chief Product Officer Jeff Holden at the Uber Elevate Conference in May. He reiterated the commitment of the FAA to support the introduction of urban mobility aircraft into our nation's airspace.

For the latest news, visit the [AIR Transformation public website!](#)

AIR and Industry Kick-off Safety Oversight and Certification Aviation Rulemaking Committee (SOC-ARC)



AIR leadership and industry representatives met April 3 to discuss how to enhance safety while also fostering innovation and streamlining certification. It was the first meeting of the Safety Oversight and Certification Aviation Rulemaking Committee (SOC-ARC).

All 18 industry representatives attended, along with AIR leadership and union representatives. The meeting was hosted at MITRE in McLean.

Dorenda Baker, Executive Director of AIR, the group's sponsor, opened the meeting with a greeting and a call for

transformation in both AIR and industry.

"AIR is transforming to become more efficient and effective in certification and oversight functions," she said.

"This will affect how we interact with industry and why it's important that this group understand where we are going and help us mitigate unintended consequences in transforming," Baker said.

Chris Carter, Deputy Executive Director of Strategic Initiatives for AIR, is the government co-chair of the committee. "We had a robust dialogue about how we can work together to define and measure success in transforming our certification system," he said.

Michael Thacker, Executive Vice President of Technology and Innovation for Bell, is the industry co-chair. During the next two years the ARC will meet to identify near term actions that will enhance safety, foster innovation and streamline processes.

Questions or comments? Email us at NATL-AVS-AIR-Communications@faa.gov



20th Anniversary of Asia Pacific Bilateral Partners Dialogue Meeting

We met with our partner authorities and industry in Canberra, Australia in March to work toward streamlining certification and enhancing global aviation safety. Fifteen delegations from the region attended. It was a productive and inspiring meeting as always.

We are working toward a risk-based approach to validation of aerospace products with our counterparts around the world. We will see the latest benefit in action this summer.

South Korean legislation will enable that country to import U.S. general aviation airplanes and helicopters without further technical review, relying on FAA approval.



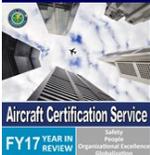
Cessna Caravan is one example of a Part 23 GA aircraft with streamlined certification with S. Korea.

The decision reached by the South Korean government in December is an outcome of the validation risk model advocated by the FAA and global partners in the Asia Pacific Region.



Representatives Attending APAC 20th Anniversary

[AIR's FY 2017 Year in Review](#) is available now. Read about our accomplishments as a Service in the last year, including efforts to modernize the GA fleet with life-saving safety equipment, the new Certification Process Guide, and our Blueprint for AIR Transformation.



Embraer Makes History with Simultaneous Certifications

The Embraer E190-E2 made history this year as the first commercial aircraft to receive three simultaneous certifications. Members of the FAA, the European Aviation Safety Association (EASA) and the Agência Nacional de Aviação Civil (National Civil Aviation Agency of Brazil, ANAC) celebrated this honor in a ceremony in São José dos Campos Feb. 28.



Members of the FAA, EASA and ANAC celebrate the newly certified Embraer E190-E2

The certification project was hailed as a success by all three authorities. Embraer CEO Paulo Cesar Silva said the design of the new medium-range passenger jet was certified "on schedule and on budget."

Victor Wicklund of AIR's Policy and Innovation Division, Transport Standards Branch, presented the US Type Certificate and spoke at the ceremony. Wicklund touted AIR's Transformation, which encourages early engagement, in contributing to the project's success.

Embraer embraced the opportunities AIR laid out to engage in very early stages of product development, even before submitting a formal application, Wicklund said. This is when challenges can be identified and resolved while minimizing project risks, he said.

The International Section of AIR's Transport Standards Branch led the effort to validate the E190-E2, collaborating with ANAC and Embraer.

The team adhered to the FAA's bilateral agreement with Brazil, focused on critical areas identified up front, closed issue papers in a timely manner and relied on ANAC's findings and oversight of Embraer.

Despite a number of challenges, including the position of the flaps and the design of the openings in the leading edge of the wing, the certification was completed in just 56 months. The E2 will join Embraer's fleet of over 1,400 aircraft, with the first orders delivered in April to the Norwegian airline Widerøe, the largest operator in Scandinavia.