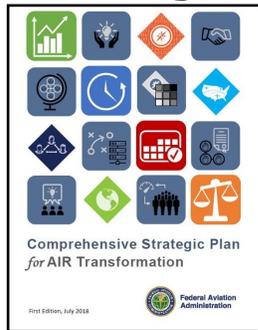




Summer Update

Volume 3, Issue 3

A message from the Executive Director on strategic planning



I'm excited to announce that on September 7th the Aircraft Certification Service (AIR) released our [Comprehensive Strategic Plan \(CSP\)](#). This is a significant milestone, marking the culmination of months of hard work and collaboration.

The CSP translates the *Blueprint for AIR Transformation* into a broad set of initiatives that, when fully implemented, will transform the Aircraft Certification Safety System. These initiatives touch every aspect of the System, from safety regulations and policies to how AIR and Industry must engage to achieve mutual objectives. The Safety Oversight and Certification Aviation Rulemaking Committee (SOC-ARC) provided an industry perspective and feedback throughout the CSP development process.

The CSP is a living document and we will continue to improve and update it periodically. Please read this strategic document to learn more about how we are transforming the System together. One area that you are sure to see evolve as a result of ongoing Aviation Safety (AVS) strategic planning efforts is the advancement of AIR and Flight Standards support of the "One AVS" collaboration initiative.

— Dorenda D. Baker, AIR Executive Director

Explore the interactive [CSP website](#)

AIR sees innovation firsthand at EAA AirVenture 2018



Mike Romanowski at AirVenture 2018

EAA's AirVenture once again temporarily transformed the Wittman Regional Airport in Oshkosh, Wisconsin into the busiest airport in the world. AIR leadership and staff used AirVenture as an opportunity to engage with industry and learn from the experts in forums and in hands-on workshops.

AIR's delegation at AirVenture, including Mike Romanowski (Director of Policy and Innovation), Mel Johnson (Deputy Director of Policy and Innovation), Lance Gant (Director of Compliance and Airworthiness), Tim Smyth (Chicago ACO Manager), and Brian Cable (Manager of the Airworthiness Certification Section in Policy and Innovation), saw

firsthand the innovative ideas developing in industry. Innovative thinking is needed to help the aging GA fleet gain access to life-saving safety enhancing equipment that is helping to decrease the fatal accident rate. AIR is implementing the Innovation Center concept to facilitate the certification of new product concepts. This engagement will also facilitate the development of new policies, standards, and guidance that will continue to enable the safe and efficient adoption of future technology and processes for aviation applicants.

The Small Airplane Standards Branch, led by Pat Mullen, has already developed policies that encourage the development of low cost avionics. Lowering the cost of these safety enhancing technologies decreases a barrier to owners upgrading to newer and safer equipment. Over the last year AIR has approved several manufacturer's systems, like low cost angle of attack indicators and autopilots that have gone to market to enable significant safety improvements. Tim Smyth presented the concepts around the [Industry Guide to Product Certification](#) and engaged in dialogue with industry discussing how both the FAA and industry can improve communication. This was Tim's 43rd year in attendance as both an FAA employee and aviation enthusiast. Brian Cable met with the attendees to discuss changes in policy for issuance of special airworthiness certificates. He met with kit manufacturers, organizations that represent amateur homebuilders, and groups that restore and fly vintage military aircraft. These meetings are essential to help AIR refine policies that ensure that these aircraft continue to be safely maintained and operated.

What's New?

John Duncan selected as next AVS-2



[John Duncan](#) will serve as the new Deputy Associate Administrator for Aviation Safety (AVS-2). John will provide executive direction for the achievement of the Aviation Safety Organization's objectives and priorities. He previously led the FAA's Flight Standards Service.

SOC-ARC Progress

The SOC-ARC met in September to review the progress of its three subteams. The Compliance Assurance System subteam is currently developing the critical elements of the system while the Performance Measures subteam is working on measuring the progress of AIR Transformation, which aims to improve both industry and the FAA's accountability in the certification process. The Flight Standards Integration subteam is developing recommendations to enhance FS integration into the TC and STC processes and improve project predictability. All three subteams anticipate finishing their work by November 16, 2018, enabling the full SOC-ARC to review the recommendations before submitting them to the FAA.



FAA hosts 17th Annual FAA-EASA Safety Conference in Washington, DC

More than 300 members of the aviation safety industry came to Washington, DC June 19-21 to attend the FAA-European Aviation Safety Agency (EASA) International Safety Conference. This year's theme was "Achieving Safety Success in a Connected World." Acting FAA Administrator Dan Elwell gave the keynote speech at the beginning of the conference, while Aviation Safety (AVS) Associate Administrator Ali Bahrami gave opening remarks. The purpose of this longstanding annual conference is for aviation professionals to discuss issues surrounding global aviation safety. Attendees represented regulators, manufacturers, airlines, and associations from around the world. AIR's Executive Director Dorenda Baker provided her insights on developing and maintaining confidence in risk-based systems in a panel discussion along side industry and CAA representatives. AIR's Director of Policy and Innovation Mike Romanowski participated in a panel on ensuring the system's readiness for new aviation technology and products. Outside the events on the conference's formal agenda, the meeting provides the opportunity for AIR and our industry partners to have open dialogue on the issues that are most important to them in less formal side conversations.



AIR Executive Director Dorenda Baker participated in a panel discussion on maintenance of confidence in risk-based systems with CMT and industry partners.

Prior to the conference, the FAA and European Commission formalized the Bilateral Oversight Board Decision 0008 (BOB 0008). BOB 0008 allows further recognition of the reduced involvement of the validating authority and may lead to the lowering of certain fees for validation services. The signing of BOB 0008 is a result of the FAA and EASA fully subscribing to the philosophy that safety in today's global aviation market depends to a great extent on international partnerships between aviation regulators.

FAA and EASA signed the [Validation Improvement Roadmap](#) on August 24, 2018.

Brexit is coming: AIR prepares for the UK's exit from the EU

The United Kingdom's (UK) official withdrawal from the European Union (EU) known as "Brexit" will occur on March 29, 2019. In preparation, AIR has been working with the UK's Civil Aviation Authority to ensure a smooth transition. The United Kingdom will continue to participate in the European Aviation Safety Agency (EASA) until the Brexit occurs.



The UK and EU are currently negotiating the terms of the Brexit and the nature of the final exit agreement is still unclear. The FAA and AIR are proactively preparing for two likely Brexit scenarios:

Scenario 1: The EU and UK reach a negotiated exit agreement. The UK will officially exit the EU on March 29, 2019, but could remain covered under EU laws and regulations during a possible transition period ending December 31, 2020. This could include 3rd country agreements, such as the US-EU safety agreement. The FAA will need to understand the nature of the UK's future relationship with EASA after that period. The UK could remain aligned to the EASA system post-Brexit.

Scenario 2: The EU and UK fail to reach agreement on the UK exit or the terms of an agreement are such that the UK will no longer be party to the US-EU safety agreement or part of the EASA system. The CAA would need to function as an independent civil aviation authority apart from EASA, and would need to re-establish its aircraft certification capability.

The FAA and UK have been working to draft revisions of the US-UK Implementation Procedures for Airworthiness (IPA) from 2002 to address both of these possible scenarios as appropriate. These efforts are on track to have the necessary documents ready for internal FAA coordination this fall, and if necessary, signed by March 29, 2019.

The U.S. and the UK have a long-standing partnership based on confidence in each other's certification systems. The FAA and AIR will continue to monitor the Brexit situation closely and will work with our international partners to prepare for any eventual outcome of the UK-EU Brexit negotiations.

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