



Fall Update

Volume 3, Issue 4

A note from the Executive Director on AIR's leadership change



I'm both honored and excited to succeed Dorenda Baker as the [new Executive Director](#) of the Aircraft Certification Service (AIR). This is truly a homecoming for me, having previously managed the Small Airplane Directorate and served as Acting AIR Deputy Director. My hiatus from AIR over the past three years -- establishing and operationalizing the Unmanned Aircraft System (UAS) Integration Office -- has solidified my commitment to proactively anticipating and addressing - not just keeping-up with - the rapid pace of change in the aviation industry. I look forward to working together with all of you to ensure we accomplish this goal successfully.

Understanding the current environment - both inside and out of the FAA - is crucial. To that end, I have spent my first two weeks as Executive Director working closely with my AIR leadership team, discussing our strategic focus areas and goals and identifying decisions that are key to success. I also began engaging with industry to understand your priorities, so we can continue our strong collaborative efforts to close gaps and make improvements. I'm eagerly anticipating the report and recommendations from the [Safety Oversight and Certification Aviation Rulemaking Committee \(ARC\)](#) at the end of December. I want to ensure a clear path to compliance for all products, new and old, and I am confident that with your support and collaboration we can continue to advance safety in today's innovative aerospace environment.

- Earl Lawrence, AIR Executive Director

What's New?

FAA Reauthorization Act of 2018 signed into law

FAA REAUTHORIZATION ACT OF 2018

On October 5th the [2018 FAA Reauthorization Bill](#) was enacted into law. The law gives the FAA the authority to operate and contains numerous directives that fall under the responsibility of AIR.

2017 ODA Scorecard Performance Report

On September 12th, AIR published the [2017 ODA Scorecard Performance Report](#). The report shows that the ODA Scorecard continues to drive constructive, meaningful dialogue that improves AIR-Industry relationships.

US and Canada sign new Validation Improvement Roadmap



On November 19th, the FAA and Transport Canada agreed to a shared [Validation Improvement Roadmap](#) that seeks to optimize the Implementation Procedures for Airworthiness between the US and Canada by increasing acceptance of the certifying authority approvals and findings of compliance involving minimal or no further technical review by the validating authority.

Read the [AIR Principles](#) developed by AIR's first director Craig Beard

Dorenda Baker retires after distinguished career leading AIR

On November 30th the FAA officially bid farewell to Dorenda Baker the Executive Director of the Aircraft Certification Service (AIR).

Since beginning her FAA career as an engineer in the Los Angeles Aircraft Certification Office 32 years ago, Dorenda has served in a multitude of aviation safety and oversight roles domestically and internationally. Over the course of three decades, Dorenda helped establish the blueprint for how aircraft are certified. She has made an indelible thumbprint on aviation safety across the globe.

The breadth of her experience and her resulting expertise earned Dorenda the respect and admiration of FAA employees, industry representatives, bilateral partners, and Congress. At a ceremony commemorating her career and impact on safety, Dorenda received a letter of bi-partisan recognition from members of Congress, a nomination for the Distinguished Career Service Award, and several honorary FAA titles.



Peter White to lead Center for Innovation and Emerging Concepts



Peter White will lead the Center for Emerging Concepts and Innovation. Peter is tasked with the development and implementation of the "Innovation Center" concept described in the Aircraft Certification Blueprint and Comprehensive Strategic Plan.

Peter has led the Alternative Fuels Program Staff since 2012. During this time, he also provided instrumental leadership for the Piston Alternative Fuels Initiative. The Alternative Fuels Program Staff and the Innovation Center will now both reside within AIR's Policy and Innovation Division.



AIR prepares for Brexit as UK and EU continue negotiations



The United Kingdom's (UK) official withdrawal from the European Union (EU) known as "Brexit" will occur on March 29, 2019. In November 2018, UK and EU negotiators agreed on a draft Withdrawal Agreement for the UK's exit from the EU (Brexit). The long awaited Withdrawal Agreement will now need to be approved by the UK and EU Parliaments before becoming final. The FAA and AIR continue to work with the UK Civil Aviation Authority (CAA) to prepare for two possible scenarios: 1) A UK-EU approved Withdrawal Agreement with an orderly UK exit from the EU and 2) A non-negotiated exit without an approved Withdrawal Agreement.

In the event the UK and EU Parliaments approve the draft Withdrawal Agreement before March 29, 2019, there will be an orderly exit with the possibility of a "transition period" until December 2020. During the transition period the EU may recognize the UK as a member state of the European Aviation Safety Agency (EASA), thus retaining EASA's services for aeronautical product certification and validation.

If the Withdrawal Agreement is not approved by the UK or EU parliaments the FAA looks to have a revised version of the existing FAA-CAA Implementation Procedures for Airworthiness from 2002 in place to support the transfer and validation of aeronautical products between the U.S. and UK. The FAA and AIR will continue to work with our international partners to prepare for any eventual outcome.

The FAA has been working with the UK Department for Transport and their Civil Aviation Authority (CAA) since July 2016 to develop necessary contingency measures to avoid any gaps in certification of aviation products and services after the UK exits the EU on March 29, 2019. Specifically, a FAA and CAA team is revising the 2002 FAA-CAA Implementation Procedures for Airworthiness (IPA) under the 1995 Bilateral Aviation Safety Agreement (BASA). The team is on track to have necessary documents ready, if needed, before the March 29, 2019 deadline for the UK to exit the EU.

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 and will continue to provide updates through this newsletter.



View the [2018 Aviation Safety Year in Review](#)



AIR engages with industry and foreign authorities at 2018 CMT meetings

The Certification Management Team (CMT) comprised of representatives of the FAA, European Aviation Safety Agency (EASA), Transport Canada Civil Aviation (TCCA), and Brazil's Agência Nacional de Aviação Civil (ANAC), held their 5th annual meeting this September in Washington, DC. The CMT's goal is to use confidence building initiatives and risk-based validation principles to accept partner certification activities with limited or no technical involvement. The week-long meeting consisted of series of bilateral, quadrilateral, and industry meetings that strengthen the working relationships of the partner authorities and industry.

The CMT devoted a full day to meeting representatives from the aerospace industry to listen to issues related to the transfer of products between countries and keep industry informed of the partner's progress towards system harmonization. This year, industry engaged the CMT in discussions on a variety of subjects including the status of the IPAs/ TIP, the continued review and reduction of the Special Emphasis Items List (SEIs), the development of validation performance measures, and continued confidence building between the CMT and industry. The authorities each presented their progress and future steps toward improving their Validation Improvement Roadmaps and listened to industry's perspectives on their experiences with validation, SMS, and the Complex Technical Standard Order process.

At this year's meeting ANAC and the FAA agreed to a revision (Rev. 2) to their Implementation Procedures for Airworthiness (IPA). The FAA and TCCA signed the "Shared Surveillance Management Plan" which defines the process by which the FAA and TCCA accept or provide assistance to each other's surveillance of approved manufacturers and their suppliers with Transport Canada. Next year's CMT meeting will be held in Brasilia, Brazil in September 2019.



FAA's Dorenda Baker and ANAC's Roberto Honorato sign Revision 2 to their IPA.