

## **Relationship of current CAAM work to, and Applicability of, prior published data**

Consistent with historic CAAM practices, the current effort is not intended to supersede or invalidate prior work, but rather to build upon, supplement, and advance what has come before.

No single CAAM report or activity can be taken in isolation. The published CAAM reports<sup>1,2,3</sup> provide a valuable history and will remain an integral part of current and contemplated committee work for the foreseeable future. As new data sets are developed, published, and updated the companion background and guidance material will, as applicable, indicate what prior work it may replace or obsolete (if that is the case). While some data/information may be supplanted, familiarity with topic evolution through prior work will still have relevance and value. **Users of any CAAM data are encouraged to become familiar with the entire body of work as the current effort is inextricably tied and related to previous work.** As the current committee continues to work its way through new and existing subjects on a prioritized basis, until such time as new data is published, the existing reports will still contain information that is the most current for many topics.

[1] Technical Report On Propulsion System and Auxiliary Power Unit (APU) Related Aircraft Safety Hazards; A joint effort of The Federal Aviation Administration and The Aerospace Industries Association; October 25, 1999

[2] 2nd Technical Report On Propulsion System and Auxiliary Power Unit (APU) Related Aircraft Safety Hazards; A joint effort of The Federal Aviation Administration and The Aerospace Industries Association; January 31, 2005

[3] 3rd Technical Report On Propulsion System and Auxiliary Power Unit (APU) Related Aircraft Safety Hazards; A joint effort of The Federal Aviation Administration and The Aerospace Industries Association; March 30, 2017