ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IR 1800.1

6/22/92

SUBJ: Aircraft Certification Service Public Service Indicators

1. PURPOSE. This order provides and explains Aircraft Certification Service public service indicators and requests all Aircraft Certification Division and Directorate Managers to submit a count of each indicator to the Planning and Program Management Division, AIR-500. This data will be required at least twice annually so as to be included in budget requests to Office of the Secretary Transportation, Office of Management Budget, and Congress.

2. DISTRIBUTION. This order is distributed to the division and directorate level in the Aircraft Certification Service.

3. BACKGROUND. As discussed in Appendix 1, Introduction to the Aircraft Certification Service Public Service Indicators, the 21 public service indicators have been selected to provide a quantified perspective on the kinds and levels of services provided to the public by the Aircraft Certification Regulatory Program. These indicators provide a measure of the major products of our program, a program which services its customers through the promotion of civil aviation safety by giving a perspective on the "returns" provided for the taxpayers' investment in the program. The indicators selected are not meant to represent a comprehensive list of all Aircraft Certification Regulatory Program services, nor were they intended to be used as "workload indicators." Appendix 2, gives a detailed list of the 21 public service indicators. Appendix 3, presents a narrative explanation of the individual indicators and includes organizational responsibilities for the national tabulation.

4. INFORMATION CURRENCY. Any deficiencies found, clarifications needed, or improvements to be suggested regarding the content of this order should be forwarded to the Aircraft Certification Service, Administrative Management Officer, AIR-500, for consideration. Your assistance is welcome. Federal Aviation Administration Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. If an interpretation is urgently needed, you may call the Program Planning and Analysis Branch, AIR-510, (202) 267-8623, for guidance, but you should also use the tearout sheet as a follow-up to verbal conversation.

M.C. Beard

Distribution: A-W(IR)-2; A-X(CD)-3; AEU-100

Initiated By: AIR-530

Appendix 1. INTRODUCTION TO THE AIRCRAFT CERTIFICATION SERVICE PUBLIC SERVICE INDICATORS

1. AVIATION SAFETY BEGINS WITH SAFE AIRCRAFT. The Federal Aviation Administration (FAA) Aircraft Certification Regulatory Program (ACRP) exists to serve the public by promoting civil aviation safety. The ACRP promotes aviation safety by regulating the design, the quality of construction, the conformity of individual aircraft to approved designs and the continued operational safety (airworthiness) of certificated civil aircraft. As used herein, the word "aircraft" means complete aircraft and the engines, propellers, appliances, materials, and replacement parts installed thereon that are approved separately by FAA.

a. All persons including private and public entities that benefit from or depend upon ACRP services are customers of the program. The ACRP customers are both external and internal to FAA. The ACRP customers include the general public, the aviation industry, other domestic Government entities, aviation safety regulatory authorities of other countries, and other organizations within the FAA.

b. Twenty one (21) public service indicators have been selected to provide a quantified perspective on the kinds and levels of services provided to the public by the ACRP, either directly or indirectly through other customers of the program. The ACRP services are the program's products. The service indicators selected do not represent a comprehensive list of all ACRP services, nor were the selected service indicators intended to be used as workload indicators. The service indicators were chosen to directly or indirectly provide a measure of the major products of the program that serve its customers by making a significant contribution toward promoting civil aviation safety. The indicators selected thus provide a perspective on the "returns" provided for the taxpayers' investment in the program. Care was taken to select service indicators that would not misrepresent activities (workload) for products. For example, the number of notices of proposed rulemaking (NPRM) issued, a "workload," are not counted; whereas, the final regulatory amendments (rules) issued, i.e. the final products emanating from the NPRM's, are counted.

c. Only national total counts per fiscal year for each service indicator are published. The counts are completed at the end of each fiscal year. Subtotals from each counting office and directorate are not published. That is because most final products of the ACRP are a result of a cooperative effort between several contributing offices. To publish individual office or directorate counts might create a tendency to misinterpret the reported data as workload indicators for the counting office. Also, comparisons of reported data between offices would be misleading.

d. The ACRP public service indicators are grouped under three public service areas. These are, in priority order: CONTINUED OPERATIONAL SAFETY; REGULATORY POLICY DEVELOPMENT; and, CERTIFICATIONS, APPROVALS, AND APPOINTMENTS. A more comprehensive list of ACRP products, grouped under the same three public service areas, is provided in Appendix 2. The significance of each public service indicator, a statement of what factors are counted, and office counting assignments are discussed in Appendix 3. Also, in Appendix 3, the public service area is cross-referenced to the authorizing legislation by Federal Aviation Act of 1958 sections.

Appendix 2. AIRCRAFT CERTIFICATION SERVICE PUBLIC SERVICE INDICATORS

1. CONTINUED OPERATIONAL SAFETY:

   a. Certificated Aircraft Types in Operation

   b. Airworthiness Directives Issued

   c. Active Prime Aircraft Manufacturers with Certificated Production Quality Assurance Systems

   d. Active Manufacturers of Aircraft Materials, Parts and Appliances with Certificated Production Quality Assurance Systems

   e. Active Representatives of the Administrator (Individuals)

   f. Active Organizations Holding Delegated Authority to Represent the Administrator

   g. Accidents and Major Incidents Investigated

   h. National Transportation Safety Board Recommendations Closed

   i. Airline and Maintenance Facility Audits and Inspections Supported

   j. Compliance and Enforcement Cases Closed

   k. Freedom of Information Act Requests Answered

2. REGULATORY POLICY DEVELOPMENT:

   a. Regulatory Amendments Issued

   b. Policy and Guidance Documents issued

3. NEW CERTIFICATIONS, APPROVALS, AND APPOINTMENTS:

   a. New Aircraft, Aircraft Engine, and Propeller Designs Certificated

   b. Significant Aircraft, Aircraft Engine, and Propeller Design Modifications Certificated

   c. Design Approvals for New Aircraft Materials, Parts, and Appliances

   d. New Prime Manufacturers' Production Quality Assurance Systems Certificated

   e. New Production Quality Control Systems Approved for the Manufacture of Materials, Parts, and Appliances

   f. New Organizations Granted New Delegation of Authority to Function as Representatives of the Administrator

   g. New Delegations of Authority Granted to Individuals to Function as Representatives of the Administrator

   h. Airworthiness Certificates Issued

Appendix 3. EXPLANATION OF THE AIRCRAFT CERTIFICATION SERVICE PUBLIC SERVICE INDICATORS

1. CONTINUED OPERATIONAL SAFETY:

a. Certificated Aircraft Types in Operations.

(1) This factor is an indicator of the level of public service provided by monitoring the safety performance of FAA-certificated aircraft designs ("type designs") currently in operation, including monitoring the safety performance of the engines, propellers and appliances incorporated in these aircraft. The safety performance of aircraft, engine, propeller, and appliance designs is continuously monitored by review of in service reported difficulties and manufacturers' service documents to determine what, if any, regulatory actions may be necessary to promote the continued safe operation ("airworthiness") of the affected aircraft.

(2) The number of active (still operating) FAA certificated type designs of aircraft on the U.S. Civil Aircraft Registry, as represented by separate FAA Type Certificates (TC), are counted. Derivative aircraft models approved under a single TC are not counted separately. For example, the entire family of Boeing Model 747 series airplane derivatives approved under the basic Boeing Model 747 TC are counted only as one "type". Because the number of basic aircraft types in service also provided an indirect measure of the number of separately certificated or approved engine, propeller, and appliance designs in operation, the number of engine, propeller, and appliance design types in-service are not counted separately. The number of Supplemental Type Certificates (STC) in service (modifications approvals) are not counted separately for the same reason. New aircraft type designs approved during the reporting fiscal year are not counted because these are accounted for under another indicator.

(3) The total national count is made by the Aircraft Engineering Division, AIR-100, in national headquarters using U.S. Civil Aircraft Registry data.

b. Airworthiness Directiveness Issued.

(1) This factor is an indicator of the level of public service provided by issuing regulations known as airworthiness directives (AD) to require modifications, special inspections, or special operating procedures to correct unsafe conditions that may exist or develop on aircraft, aircraft engines, propellers, or appliances in operation.

(2) The number of regulatory amendments promulgated to Federal Aviation Regulations (FAR), Part 39, Subpart B, entitled "Airworthiness Directives" are counted. Emergency AD's originally issued by telegram or priority letter are not counted at issuance because the product has not been completed until the final AD is published as an amendment to FAR Part 39 in the Federal Register. Also, NPRM's for AD's are not counted because the product has not been completed until the final AD is issued and published in the Federal Register.

(3) The total national count is made by AIR-100 in national headquarters by counting final rule amendments to FAR Part 39, Subpart B, published in the Federal Register.

c. Active Prime Aircraft Manufacturers with Certificated Production Quality Assurance Systems.

(1) This factor is an indicator of the level of public service provided through on-going ACRP surveillance, safety audits, and inspections of FAA-certificated production quality assurance systems at prime civil aeronautical product manufacturers including suppliers to those manufacturers. Prime manufacturers are manufacturers of complete aircraft, aircraft engines, or propellers. Surveillance, audits, and inspections of certificated production quality assurance systems are conducted to promote their continued compliance with the applicable FAA regulatory standards for certification.

(2) The number of active manufacturers that hold FAA Production Certificate (PC) or an Approved Production Inspection System (APIS) are counted. Inactive approval holders are not counted even though their certificates have not been withdrawn. New PC's and APIS's approved during the reporting fiscal year are not counted because these are accounted for under another indicator.

(3) Each Manufacturing Inspection District Office (MIDO) counts the active PC and APIS holders within their assigned geographical area of responsibility. The MIDO counts are consolidated by the directorates and reported to national headquarters (AIR-510).

d. Active Manufacturers of Aircraft Materials, Parts, and Appliances with Certificated Production Quality Assurance Systems.

(1) This factor is an indicator of the level of public service provided through ongoing ACRP surveillance, safety audits, and inspections of FAA certificated production quality assurance systems at manufactures of aircraft materials, replacement parts, and appliances. Surveillance, audits, and inspections of these certificated or approved production quality assurance systems are conducted to promote their continued compliance with the FAA regulatory standards for certification.

(2) The number of active manufacturers that hold a Technical Standard Order Authorization (TSOA) or Parts Manufacturing Approval (PMA) are counted. Manufacturers that hold more than one form of approval (e.g., both a TSOA and a PMA) or hold more than one approval of either kind (e.g., several TSOA's) at a common facility are only counted once. Suppliers to other certificate or approval holders that do not hold their own independent FAA production quality assurance system approval are not counted. Inactive manufacturers are not counted even though their certificates or approvals have not been withdrawn. New TSOA and PMA quality assurance systems approved during the reporting fiscal year are not counted because these are accounted for under another indicator.

(3) Each MIDO counts the companies holding at least one TSOA or PMA within their assigned geographical area of responsibility. The MIDO counts are consolidated by the directorates and reported to national headquarters (AIR-510).

e. Active Representatives of the Administrator (Individuals).

(1) This factor is an indicator of the level of public service provided by supervising the continued satisfactory performance of private individuals known as "designees." Designees are private persons delegated authority by the Aircraft Certification Service to perform certain aircraft certification functions (e.g., design data approvals, inspections, and certifications) as representatives of the Administrator.

(2) The number of active individuals appointed as Designated Engineering Representatives (DER) including flight test pilots, Designated Manufacturing Inspection Representatives (DMIR), and Designated Airworthiness Representatives (DAR) appointed and supervised by the Aircraft Certification Service are counted. The DAR's appointed and supervised by the Flight Standards Service are not counted. Persons holding more than one delegation are counted only once. Organizations that hold DAR authority are not counted under this indicator. Designees that have not exercised their authority at least once during the reporting fiscal year are considered inactive and are not counted. New designees appointed during the reporting fiscal year are not counted because these are accounted for under another indicator.

(3) Each field office (ACO and MIDO) counts the designees for which they have supervisory responsibility. The field office counts are consolidated by the Directorates and reported to national headquarters (AIR-510).

f. Active Organizations Holding Delegated Authority to Represent the Administrator.

(1) This factor is an indicator of the level of public service provided by supervising the continued satisfactory performance of organizations (e.g., manufacturers, airlines, repair stations) that have been delegated authority to perform certain aircraft certification functions (e.g., data approvals, inspections, and certifications) as representatives of the Administrator.

(2) The number of organizations that hold Delegation Option Authorizations (DOA), Designated Alteration Station (DAS) authorizations, Special Federal Aviation Regulation 36 (SFAR-36) authority, and DAR companies granted by the Aircraft Certification Service are counted. Organizations that hold more than one delegation of authority are counted only once. The DAR's granted by the Flight Standards Service are not counted. Organizations that have not exercised their authority at least once during the reporting fiscal year are considered inactive and are not counted. New organizations granted delegations during the reporting fiscal year are not counted because these are accounted for under another indicator.

(3) Each field office (ACO and MIDO) counts the organizations for which they have supervisory responsibility. The field office counts are consolidated by the directorates and reported to national headquarters.

g. Accidents and Major Incidents Investigated.

(1) This factor is an indicator of the level of public service provided by technically assisting the National Transportation Safety Board (NTSB) and the accident investigation authorities of other countries in their investigations to determine the probable cause of aircraft accidents or significant incidents. This participation also provides the Aircraft Certification Service with early information on likely causal factors of the event. This information, in turn, often makes it possible to direct corrective actions (e.g., issuance of an AD) that will reduce the probability of a recurrence pending formal determination of probable cause.

(2) Aircraft accidents or incidents are counted when ACRP technical assistance is provided to the NTSB, or another accident investigating authority, at an accident or incident site, or at any other locations where wreckage or involved hardware is examined or tested. Events that occurred both in and outside the United States are counted. Events that are not investigated by either the NTSB or the accident investigation authority of another country are not counted. Only events, not persons assigned, are counted.

(3) The counts are made by the national headquarters divisions and directorates that assigned persons to the investigation. If more than one organizational element assigns persons to a particular investigation, the directorate responsible for the aircraft category will make the count, and the event will only be counted once. Directorate counts are reported to national headquarters (AIR-510).

h. National Transportation Safety Board Recommendations Closed.

(1) This factor is an indicator of the level of public service provided by evaluating and acting on aviation safety recommendations made by the NTSB concerning aircraft certification issues.

(2) The number of NTSB safety recommendations assigned to the ACRP are counted when they are considered "closed" by the FAA Office of Accident Investigation (AAI) in their status records.

(3) The count is made by AIR-100 in national headquarters using the NTSB recommendation tracking records kept by AAI.

i. Airline and Maintenance Facility Audits and Inspections Supported.

(1) This factor is an indicator of the level of public service provided through aeronautical engineering or other ACRP support to the FAA Flight Standards Service (AFS), an internal customer, to assist them in their audits and inspections of airline maintenance facilities and repair stations. The AFS audits and inspectors of these facilities are conducted to promote their continued compliance with the applicable FAA regulatory standards for certification.

(2) The number of AFS audits and inspections are counted where ACRP technical support was provided on the audit or inspection. Only events, not persons assigned, and accounted.

(3) The counts are made by the national headquarters divisions and directorates that assigned persons to the audit or inspection. If more that one organizational element assigns persons to a particular audit or inspection, the directorate responsible for the product (aircraft, engine) category most affected will make the count, and the event will only be counted once. Directorate counts are reported to national headquarters (AIR-510).

j. Compliance and Enforcement Cases Closed.

(1) This factor is an indicator of the level of public service provided by taking whatever enforcement actions may be required to promote continued regulatory compliance by certificate holders with the terms and limitations of their certificates.

(2) The number of enforcement cases closed involving aircraft certification issues are counted.

(3) The number of enforcement cases closed will be counted by the directorates using data obtained from the automated national "Enforcement Information System" (EIS) data base and reported to national headquarters (AIR-510).

k. Freedom of Information Act Requests Answered.

(1) This factor is an indicator of the level of public service provided by responding to public requests for information on aircraft certification activities and issues made under the Freedom of Information Act (FOIA). This factor is listed under continued operational safety public service area because of the relatively high priority mandated by statute for responding to FOIA requests.

(2) The number of FOIA requests to organizational elements of the ACRP that have been closed by a final reply are counted. Follow-on actions or appeals for release of information to a higher decision authority are not counted as separate actions because the service is not complete until the appeal process is completed.

(3) The headquarters divisions and each of the directorates count the closed FOIA requests for which they have been assigned responsibility. Single letter requests involving more than one national headquarters division or directorate is only counted once. The national headquarters divisions should not count FOIA requests that are also processed (shared action) by a directorate since these actions are to be counted by the directorates. Directorate counts are reported to national headquarters (AIR-510).

2. REGULATORY POLICY DEVELOPMENT:

a. Regulatory Amendments Issued.

(1) This factor is an indicator of the level of public service provided by issuing and keeping current safety standards (regulations) governing the design, materials, workmanship, construction, and performance of civil aircraft including the engines, propellers, and appliances to be installed on such aircraft. The ACRP develops standards that are codified in FAR Parts 1, 21 through 39, 45, 91, 121, 125, 133, 135, 145, and 183 (14 CFR Chapter 1). These standards are amended continually to assure that they are kept current with the rapidity advancing technologies of aircraft design, production quality assurance, and operations. The standards are also amended to benefits from safety lessons learned through the analysis of civil aviation accidents and incidents experienced in service.

(2) The number of regulatory amendments issued, special conditions issued, petitions for rulemaking dispositions issued, and petitions for exemption dispositions issued are counted. If more than one FAR Part is amended in a single rulemaking project, the total amendment package is only counted once. The NPRM's are not counted. The AD's are not counted under this indicator because they are accounted for under another indicator. Petitions for reconsideration of either an exemption request or a rulemaking request are not counted as they are considered as an extension of the original petition.

(3) Amendments to the FAR are counted by the directorates or national headquarters divisions assigned principle responsibility for the rulemaking projects. Final dispositions of Special Conditions, petitions for rulemaking, and petitions for exemptions are counted by the headquarters division or directorates responsible for processing the dispositions. Directorate counts are reported to national headquarters (AIR-510).

b. Policy and Guidance Documents Issued.

(1) This factor is an indicator of the level of public service provided by developing, amending, and publishing regulatory policy guidance documents. These documents provide program direction to ACRP employees and provide the public with information on ACRP procedures and practices. These documents also promote proper and standard application of the FAR; they reduce certification costs to the Government (taxpayers); and they reduce costs for certificate applicants and holders by providing them with current guidance on acceptable means of compliance with the regulations. These materials also serve to promote international harmonization of aircraft certification policies and practices. Internal directives promote ACRP management effectiveness and efficiency, and thus serve to reduce program costs.

(2) The number of Advisory Circulars (AC), Directives (handbooks, orders, and notices), and Technical Standard Orders (TSO) issued, plus major revisions to these documents are counted. Draft directives circulated for public comment and to provide preliminary guidance are not counted until the guidance provided therein is published in its final policy form.

(3) The counts are made by the national headquarters divisions and directorates having policy formulation responsibility for the documents issued. Directorate counts are reported to national headquarters (AIR-510).

3. CERTIFICATIONS, APPROVALS, AND APPOINTMENTS:

a. New Aircraft, Aircraft Engine, and Propeller Designs Certificated.

(1) This factor is an indicator of the level of public service provided by evaluating regulatory compliance and granting certifications of new aircraft designs, the designs of new aircraft engines and propellers, and the designs of major new derivative models of existing designs.

(2) New TC's issued and amendments to existing TC's that add a new derivative model (e.g., the Boeing Model 747-400 airplane) are counted.

(3) The TC's and TC amendments are counted by the directorates having policy responsibility for the aircraft, engine, and propeller certifications counted. Directorate counts are reported to national headquarters (AIR-510).

b. Significant Aircraft, Aircraft Engine, and Propeller Design Modifications Certificated.

(1) This factor is an indicator of the level of public service provided by evaluating regulatory compliance and granting certifications of significant modifications to previously type certificated aircraft, aircraft engine, and propeller designs.

(2) The STC's issued are counted.

(3) The STC's issued are counted by the field offices (ACO's) that managed the projects. Field office counts are consolidated by the directorates and reported to national headquarters (AIR-510).

c. Design Approval of Aircraft Material, Parts, and Appliances.

(1) This factor is an indicator of the level of public service provided by evaluating regulatory compliance and granting certifications or approvals to designs for certain materials, replacement parts, and appliances to be installed on certificated aircraft, aircraft engines, or propellers.

(2) Letters of design approval issued for TSOA's and PMA's are counted. If a TSOA or PMA is issued without first issuing a separate letter of design approval, the TSOA or PMA is counted as though a separate letter of design approval had been issued.

(3) Letters of design approval are counted by the issuing field offices (ACO's). Field office counts are consolidated by the directorates and reported to the national headquarters (AIR-510).

d. New Prime Manufacturers' Production Quality Assurance Systems Certificated.

(1) This factor is an indication of the level of public service provided be evaluating regulatory compliance and granting certifications of the production quality assurance systems of new manufacturers of aircraft, aircraft engines and propellers, and for the production of new derivative model by existing manufacturers.

(2) The PC's issued, the APIS's granted, and amendments to Production Limitation Records (PLR) approved for the production of new or new derivative models of aircraft, aircraft engines, and propellers are counted.

(3) New PC's, APIS's, and PLR amendments are counted by the issuing field offices (MIDO's). Field office counts are consolidated by the directorates and reported to national headquarters (AIR-510).

e. New Production Quality Assurance Systems Approved for the Production of Aircraft Materials, Parts, and Appliances.

(1) This factor is an indicator of the level of public service provided by evaluating regulatory compliance and granting approval of the production quality assurance systems of new manufacturers of certain materials, replacement parts, and appliances intended for installation on certificated aircraft, aircraft engines, or propellers.

(2) New manufacturers authorized or approved to manufacture and mark aircraft materials, parts, or appliances as TSO or PMA approved are counted. Manufacturers that are granted both PMA and TSO authorizations are only counted once. Also, once a manufacturer is granted one PMA or TSO authorization, it is not recounted for subsequent approvals to manufacturer and mark additional materials, parts, or appliances unless that subsequent approval requires a substantial reevaluation of the quality assurance system. Suppliers to prime manufacturers that do not hold their own quality assurance system approval are not counted.

(3) The new TSO and PMA quality assurance system approvals are counted by the issuing field office (MIDO's). Field office counts are consolidated by the directorates and reported to national headquarters (AIR-510).

f. New Organizations Granted Delegation of Authority to Function as Representatives of the Administrator.

(1) This factor is an indicator of the level of public service provided by evaluating and approving organizations (e.g., manufacturers, airlines, repair stations) to perform certain aircraft certification functions (data approvals, inspections, and certifications) as representatives of the Administrator. By delegating authority to technically qualified private companies to perform certain aircraft certification functions, significant direct operating cost for ACRP services that would otherwise be born by the general taxpayers are avoided.

(2) The number of new DOA's, DAS's, DAR organizations, and SFAR-36 Authorization delegated issued are counted.

(3) New DOA's, DAS's, DAR's, and SFAR-36 Authorization are counted by the field offices (ACO's and MIDO's) responsible for supervision of the counted organizations. Counts made by the field offices are consolidated by the directorates and reported to headquarters (AIR-510).

g. New Delegations of Authority Granted to Individual to Function as Representatives of the Administrator.

(1) This factor is an indicator of the level of public service provided by evaluating and approving individual (private) engineers, flight test pilots, and inspectors to function as representatives of the Administrator. By delegating authority to such private individuals to perform certain aircraft certification functions (data approval, inspections, and certifications), significant direct operating costs for ACRP services that would otherwise be born by the general taxpayers are avoided.

(2) The number of new persons appointed as DER's, DMIR's, and DAR's are counted. Granting additional authority to an existing designee is not counted. DAR's appointed by the Flight Standards Service are not counted. If a new designee is granted authority to function as a multiple designee (e.g., as both a DER and a DAR), only one authorization is counted.

(3) New DER, DMIR, and DAR appointments are counted by the field offices (ACO's and MIDO's) responsible for the supervision of the designee. Counts made by the field offices are consolidated by the directorates and reported to national headquarters (AIR-510).

h. Airworthiness Certificates Issued.

(1) This factor is an indication of the level of public service provided by determining that an aircraft including the engines, propellers, and appliances installed thereon is properly registered, conforms to an FAA approved design and is a condition for safe operation before it is certificated for operations. Even though not counted separately, this criterion also indirectly measures the separate conformity and condition determinations made for the engines, propellers, and major appliances installed in the aircraft prior to certification of the completed aircraft. Export airworthiness certifications issued for complete aircraft to facilitate airworthiness certification of the affected product by an importing country are also counted.

(2) The number of airworthiness certificated, including export airworthiness certificates, issued for complete aircraft by either FAA inspectors or designees under the supervision of the ACRP are counted.

(3) The counts are made by the field offices (MIDO's) having management responsibility for either the FAA inspectors or the designees issuing the certificates. Field office counts are consolidated by the directorates are reported to national headquarters (AIR-510).

U.S. Department
of Transportation

**Federal Aviation
Administration**

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order _____

To: Directive Management Officer, AIR-530

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

☐ In a future change to this directive, please include coverage on the folowing subject
(briefly describe what you want added):

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

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