

Aircraft Certification Service Makes Major Organizational Changes

On July 23, 2017, the FAA Aircraft Certification Service (AIR) implemented the first phase of a 2-phased major organizational change. The first phase will have limited impact on day-to day operations of existing FAA field offices, but sets the stage for a more functional approach to FAA aircraft certification activities in the months to follow. This first phase of changes established new functional divisions within AIR and changes the FAA's internal management reporting structure. As a result, the former AIR product based Directorates no longer exist. The key objectives of the reorganization are to better position AIR to refresh our certification strategy, invest in our management systems to improve performance, and to improve the efficiency of our workforce.

As shown in the organization chart, the new Policy and Innovation (P&I) Division (AIR-600) is responsible for both procedural and technical policy. All of the existing Aircraft Certification Offices (ACO), the Engine Certification Office (ECO), and the Delegation Systems Certification Office (DSCO) in Ft. Worth now report to the new Compliance and Airworthiness (C&A) Division (AIR-700). The existing Manufacturing Inspection Offices (MIO), Manufacturing Inspection District Offices (MIDO), and the Boeing Aviation Safety Oversight Office (BASOO) all report to the new System Oversight (SO) Division (AIR-800). The International Division (AIR-400) retained responsibility for all international policy and foreign affairs.

Designees should see no change in how they interface with the FAA as a result of this most recent organizational change. Your advisor, managing specialist or relevant OMT members will continue to report to their respective ACO or MIDO during this phase of the AIR reorganization. The one exception to this is flight test. As part of the current change, all FAA flight test and flight analysis personnel that used to report through their respective ACOs are now part of a separate Flight Test Branch (AIR-710) in the C&A Division. As a result, DER advisors and Organization Management Team (OMT) members for the flight test and flight analyst functions will no longer report through the ACOs.

To help facilitate the transition of this first phase of the AIR reorganization, the FAA published Order 8100.18, Aircraft Certification Service Organizational Realignment References. This order is a supplement to all AIR orders and Advisory Circulars that refer to the former product Directorates and individual AIR offices by office symbol. Since most AIR office symbols have changed, this order provides a cross reference from the office names and symbols published in current directives and advisory materials to the new office designations. The FAA office references will be updated in these documents as each order or Advisory Circular is revised.

The second phase of the AIR reorganization will have a more significant impact on our policy and will likely have a greater impact on the work you perform and how we manage you as a designee. Additional communication updates will be provided ahead of these changes. More information and updates on the AIR Transformation is published on the web at:

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/air/transformation/.

