FAA Aircraft Certification Reorganization

Presented by: Steve Van Trees
Policy and Integration Division
FAA Aircraft Certification Reorganization

What did we do?
• Aligned Certification with Functional Tasks, Rather Than The Old Product-Centric Structure – Directorates No Longer Exist

Why did we do it?
• Will Help The FAA Respond More Quickly To New Technology, And Be More Agile
• Will Assist in Resource Management and Standardization of Policy
Product Centric Division “Before” State

Aircraft Certification Service
AIR 1, Director, Dorenda Baker
AIR 2, Deputy Director, David Hempe

Executive Support Staff (AIR 10)
Brian Morris

Alternative Fuels Program Staff (AIR 20)
Peter White

Design, Manufacturing & Airworthiness Division (AIR 100)
Susan Cabler, Acting
- Policy
- Technical and Administrative Support

International Division (AIR 400)
Chris Carter
- Policy
- Foreign Affairs

Planning & Program Management Division (AIR 500)
Mike Linegang
- Technical and Administrative Support

Transport Directorate (ANM 100)
Jeff Duven
- Policy
- ACO’s
- MDO’s
- Technical and Administrative Support

Small Airplane Directorate (ACE 100)
Mei Johnson, Acting
- Policy
- ACO’s
- MDO’s
- Technical and Administrative Support

Engine and Propeller Directorate (ANE 100)
Colleen D’Alessandro
- Policy
- ACO’s
- MDO’s
- Technical and Administrative Support

Rotorcraft Directorate (ASW 100)
Lance Gant
- Policy
- ACO’s
- MDO’s
- Technical and Administrative Support
AIR’s functionally aligned organization promotes early industry engagement, risk-based monitoring and deepens functional expertise to improve organizational efficiency and effectiveness.

- **Executive Technical Support Staff (AIR-10)**
  - AIR-1, Executive Director
  - Dorenda Baker

- **Policy & Innovation Division**
  - Michael Romanowski

- **Compliance & Airworthiness Division**
  - Lance Gant

- **System Oversight Division**
  - Jeff Duven

- **Organizational Performance Division**
  - Colleen D’Alessandro

- **Enterprise Operations Division**
  - Suzanne Chandler

**Aircraft Certification Service**
- AIR-2a, Deputy Executive Director, Regulatory Operations
- Dave Hanpe

**AIR-2b, Deputy Executive Director, Strategic Initiatives**
- Chris Carter

- **Supports aerospace innovation by creating novel means of compliance, develops and maintains AIR regulations, manages the CSTA program and overall fleet safety, as well as educational outreach.**

- **Issues all design approvals for both domestic and foreign manufacturers as well as production and airworthiness certificates, executes COS processes, and provides flight test support.**

- **Oversees all FAA approvals, certificates, and bilateral partners in addition to designee and delegation programs.**

- **Monitors and assesses the overall internal health of AIR, and provides strategic leadership for planning and change management within the organization.**

- **Provides core services that enable success throughout AIR, including human resources, financial management, workforce development, IT support and information management.**
Transformation: AIR’s comprehensive approach to becoming a more effective and efficient organization. To achieve the future vision, AIR is refreshing the certification strategy, investing in management systems to improve performance, improving our organization and investing in our people. To accomplish these goals successfully, AIR must manage the change and secure industry commitment.

Refinement: Realignment and Refinement refer to changes in the organizational structure. Refinement is the second stage of AIR’s reorganization, the first stage being the Realignment. Refinement is an inclusive, collaborative refining of the detailed design and permanent placement of staff necessary to operationalize AIR’s functional division.

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**AIR Transformation**

- **Refresh certification strategy**
  - Ensure appropriate support of standards activities
  - Minimize unnecessary involvement in critical path
  - Implement risk-based systems oversight

- **Invest in management systems to improve performance**
  - Measure performance with goals and targets
  - Improve governance and operating norms
  - Invest in new tools and infrastructure

- **Improve organization and invest in our people**
  - Adapt organization to execute on certification strategy
  - Help organization embrace holistic transformation by creating clear communication channels with our people
  - Embrace systems safety with a compliance culture, engage FAA early on innovation, and work with FAA on performance management

- **Industry commitments**
  - Embrace systems safety with a compliance culture, engage FAA early on innovation, and work with FAA on performance management
Drivers for Change

- Industry growth
  - Industry expanding and contracting much faster than AIR’s structure could manage
  - Moving to performance-based rules

Skycourier will take advantage of the new part 23

Boeing projects continued fleet growth (from their 2017 Market Outlook Report)
Drivers for Change

• Velocity of change
  o Technological advances and business model changes precipitating higher rates of change and increasing the need for organizational agility and adaptability
  o Innovation in aviation and other industries continues to accelerate and drive change

FAA & EASA Type Certified the Pilatus (PC-24) - combining the versatility of a turboprop with the cabin size of a medium-light jet, and the performance of a light jet.

All-electric “Surefly” octocopter receives experimental airworthiness certificate.

Growing interest in areas like additive manufacturing, supersonic, electronic propulsion, and unique interiors that mimic features of private use aircraft.
Drivers for Change

- Globalization
  - Industry is made up of an international web of networks and complex business arrangements that were challenging our traditional regulatory model
  - Risk-based monitoring allows AIR to focus resources on safety outcomes and promote system reliance.
Drivers for Change

• Heightened expectations
  o The public, industry and government entities continued to increase their expectations of us to do things faster and without error
  o AIR created the Organizational Performance Division (AIR-300) to assess organizational health and promote continuous improvement
  o We’ve committed to collaborating and developing joint performance measures with Industry. The ODA Scorecard Performance Report shows progress using a data-driven tool to secure industry commitment and strengthen FAA-Industry relationships.
AIR’s Functional Organization

The functional organization will streamline compliance activities and promote early and iterative actions between industry partners and AIR.

- Helps AIR to move from a transactional model to a systems approach

- Better enables a shift in focus of AIR resources

- Encourages innovation through upfront engagement on new products and capabilities

- Uses early industry engagement and risk-based monitoring to promote continued focus on safety outcomes and system reliance

- Helps streamline existing processes and empowers the workforce through a focus on organizational performance
The rest of the afternoon!

- **Special Session on Certification**
- **Wednesday, April 11, 3:30-5:30 PM**
- FAA/AIR-6B2 (formerly part of FAA/AIR-130) is the policy group for CNS in the FAA. This special session on certification will impart new information on the AIR reorganization, AIR regulatory approach to full capability for UAS, and current CNS project presentations.
- Stephen Van Trees will present the AIR reorganization. The reorganization seeks to deploy AIR resources earlier in the development cycle; using standards bodies and research involvement to eliminate reactive approval critical paths for industry.
- Ravi Jain will present the regulatory basis for the UAS certification path evolving from uncertified sUAS (Part 107) to full capability (part 25) type cargo UAS. This includes discussion of the risk-based approach for certification.
- David Robinson will present a current standards project. The project involves dual SatCom installation. He will discuss carriage requirements.
- AIR's intent is to make this an annual ICNS track, so that industry and research organizations can track the AIR certification vision, organization, and interesting policy and innovation aspects.