AFS-300 - Aircraft Maintenance Division, Regulations & Policy Updates

Presented to: Airline Suppliers Association

Date: June 2012

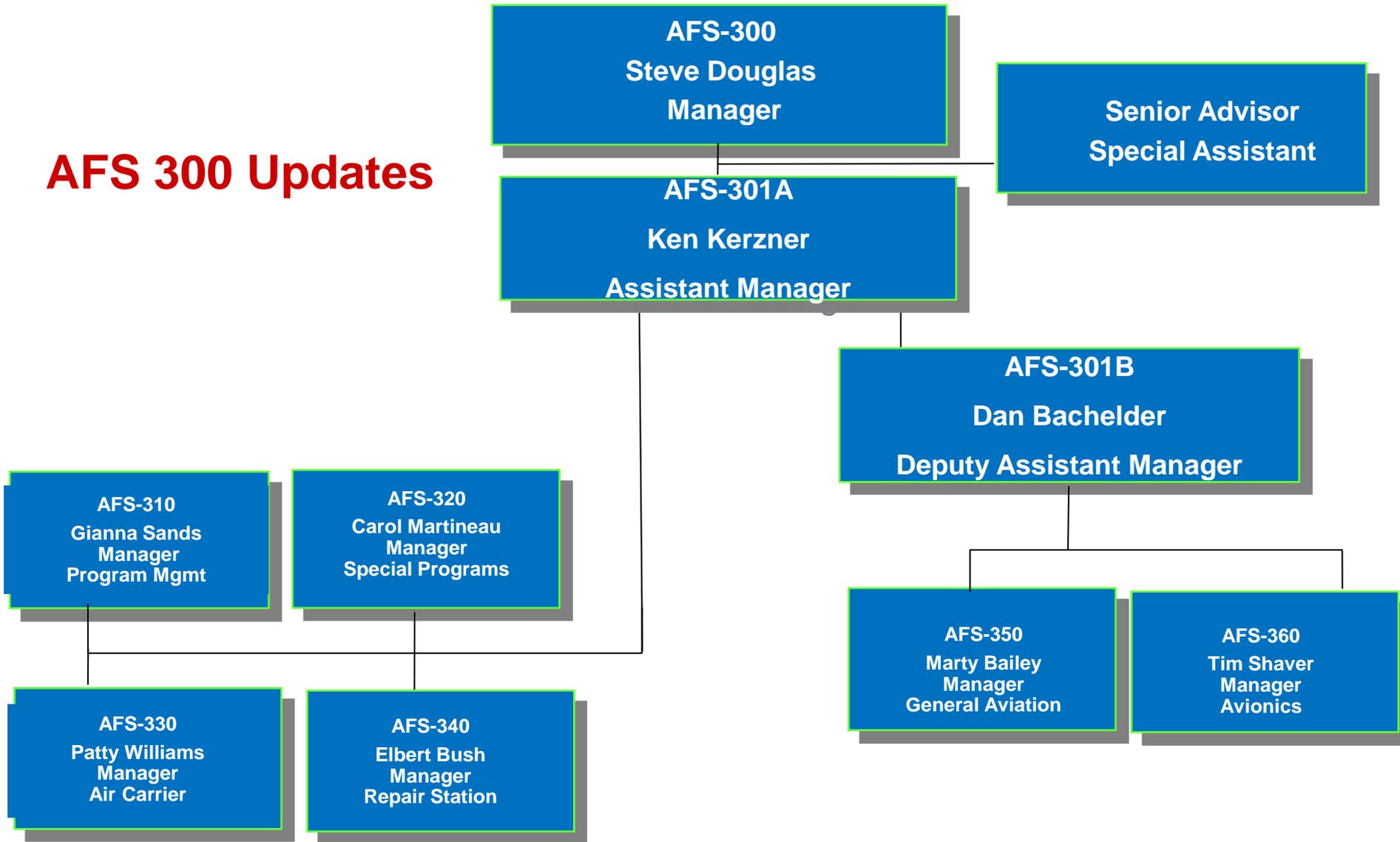Presented by: Kenneth L. Kerzner

Overview

- **Division Updates**
- **Regulations in work**
- **Policy/Guidance Updates**
- **ICA/ODA**
- **What's New**

AFS 300 Updates

AFS-300
Steve Douglas
Manager

Senior Advisor
Special Assistant

AFS-301A
Ken Kerzner
Assistant Manager

AFS-301B
Dan Bachelder
Deputy Assistant Manager

AFS-310
Gianna Sands
Manager
Program Mgmt

AFS-320
Carol Martineau
Manager
Special Programs

AFS-330
Patty Williams
Manager
Air Carrier

AFS-340
Elbert Bush
Manager
Repair Station

AFS-350
Marty Bailey
Manager
General Aviation

AFS-360
Tim Shaver
Manager
Avionics

Total 65

New in AFS-300

- **Designated ASI to work with Human Factors Chief Scientist Technical Advisor (CSTA)**

- **Established Senior Technical Advisor (STS) position to work:**
  - Composites and Non-Destructive Inspection (NDI)
  - Provides guidance to industry and FAA
  - Acts as a bridge from certification to the in-service operational world

Maintenance Human Factors

New video on Human Factors in Maintenance

Maintenance Human Factors

Newsletters Published

Regulations In Work

Safety Management Systems (SMS) for Part 121 Certificate Holders

- **FAA Aviation Safety and its Lines of Business to develop & implement Safety Management Systems (SMS) requirements for:**

  - FAA certificate holders' service providers
  - Applicants
  - Products

Status: DOT review

Regulations In Work

Air Carrier Maintenance Manual

- Amend Title 14 CFR Part 121, (new section) to require air carriers to include provisions in their maintenance manuals regarding the performance of contract maintenance work. Bridge FAR 121 and 145. Consider OIG recommendations

Status: Pending NPRM

Regulations In Work

Air Carrier Maintenance Training Programs

- **Mandate FAA approval of all 14 CFR Part 121 and Part 135 - 10 or more air carrier maintenance-training programs**

- **This would amend §121.375 and §135.433, creating new FAA training programs which would include Human Factors requirements**

Status: Pending NPRM

Regulations In Work

Pilot Uploading of Navigation Databases

- **Section 43.3 and appendix A section (c), which defines preventive maintenance actions, includes item (c)(32) - Update easily replaceable databases**

- **Rulemaking extends the ability to upload databases pilots of aircraft operated under 14 CFR parts 121, 129 and 135**

Status: Publish Final Rule Aug/Sept of 2012

Regulations In Work

Part 145 Repair Stations

- **Original rule withdrawn because of comments received**

- **Prescribe a new system of ratings**

Status: NPRM

Changes from Current Regulation

➢ **A new system of ratings**

➢ **Revised certification requirements**

➢ **Revised rules for repair stations performing maintenance for air carriers**

Rating System

CURRENT	PROPOSED
Airframe Class 1 Composite Small 2 Composite Large 3 All-Metal Small 4 All-Metal Large	**Airframe Category** 1 FAR Part 23, 27 2 FAR Part 25, 29 3 All others
Powerplant Class 1 Recip 400 HP or less 2 Recip more than 400 HP 3 Turbine engines	**Powerplant Category** 1 Recip 2 Turbine 3 APU 4 All others
Propeller Class 1 All Fixed and Ground Adjustable 2 All other propellers	**Propeller Category** 1 Fixed Pitch and Ground Adjustable 2 Variable Pitch 3 All others

Ratings System

CURRENT	PROPOSED
Radio, Instrument, Accessory Classes	**Component**
Limited Rating Specialized Service	**Specialized Services**
Limited Ratings (145.61(b) lists 12 possible limited ratings)	**Revised to Ratings with Limitations**

Certification Requirements

§ 145.1012   Repair Station Records: Falsification, reproduction, or alteration

Fraudulent entry on application for repair station certificate will be basis for suspending or revoking any certificate issued by the FAA.

§ 145.1051   Application for certificate

Certificate may be denied if a previous repair station certificate was revoked or fills a management position with a person who was in a similar position with a repair station whose certificate was revoked.

Work Preformed for Air Carriers (retained)

CURRENT	PROPOSED
When performing maintenance for 121 air carriers or 135 air operators, the repair station must follow the carrier's or operator's program and applicable sections of its maintenance manual.	When performing maintenance for an air carrier or commercial operator, the repair station must comply with instructions provided by the carrier.
When performing maintenance for 129 foreign operators or inspections for 125 operators the repair station must follow the approved maintenance program for the 129 operator or approved inspection program for the 125 operator.	When performing inspections for an operator with an approved inspection program, the repair station must comply with the approved program.

Work Preformed for Air Carriers

CURRENT	PROPOSED
Notwithstanding the housing requirement, FAA may grant approval for line maintenance authorization	**Revised to a rating limitation**
Line maintenance means **(1) Any unscheduled maintenance resulting from unforeseen events; or** **(2) Scheduled checks that contain servicing and/or inspections that do not require specialized training, equipment, or facilities.**	*Line Maintenance* - **Maintenance performed for an air carrier certificated under part 121 or part 135, or a foreign air carrier or foreign person operating a U.S.-registered aircraft in common carriage under part 129, which is generally performed at the ramp, parking area, or gate, and typically will not exceed 72 continuous hours per aircraft.**

Transition

- **Will include both rules for 24 months**

- **Current repair stations may comply with old rule for 24 months**

- **New applicants and repair stations requesting a change must comply with new rule**

- **After 24 months the original rule will expire and be removed**

Repair Station Security Rule

TSA Security Rule Timeline

US President signs Vision 100 (Century of Aviation)	ATA Survey 1/3 of heavy airframe checks at non US RS	Legislation post 9-11 Commission	TSA rule time limit expires – no new FAA FRS certificates	TSA familiarization visits (>75 FRS) & Data collection	Draft NPRM published	Public Comment Period Ends	Projected Release Dates ????
12/2003	2005	8/2007	8/3/2008	2006-09	12/2009	2/2010	**?**
Requires TSA "to issue final regulations" to ensure the security of foreign and domestic aircraft repair stations?		TSA has 1 yr to issue security regulations or no new FAA FRS Mandates TSA audits cpt. w/in 6 mos of security rule		TSA, Office of Global Strategies, benchmarked 7 GE FAA certificated Repair Stations in UK in 2009	TSA coordinated with Department of Homeland Security	New TSA Administrator appointed in August	New Rule Released **Projected END of 2012**

General Categories:

- Employee Background Checks
- Security Program
- Security Awareness Training

- Access Control
- Security Coordinator
- Contingency Planning

Interim Proposal

Based on the NEW U.S./EU Safety Agreement and the TSA Rule delay we are proposing:

- **Follow certification process in the Maintenance Annex Guidance (MAG), Section C**
  - Applicant for FAA part 145 submits application directly to the NAA
  - NAA may begin the process, up to issuing the final certificate

NEW AGREEMENT

BETWEEN THE UNITED STATES AND THE EUROPEAN COMMUNITY

IN THE REGULATION

OF CIVIL AVIATION SAFETY

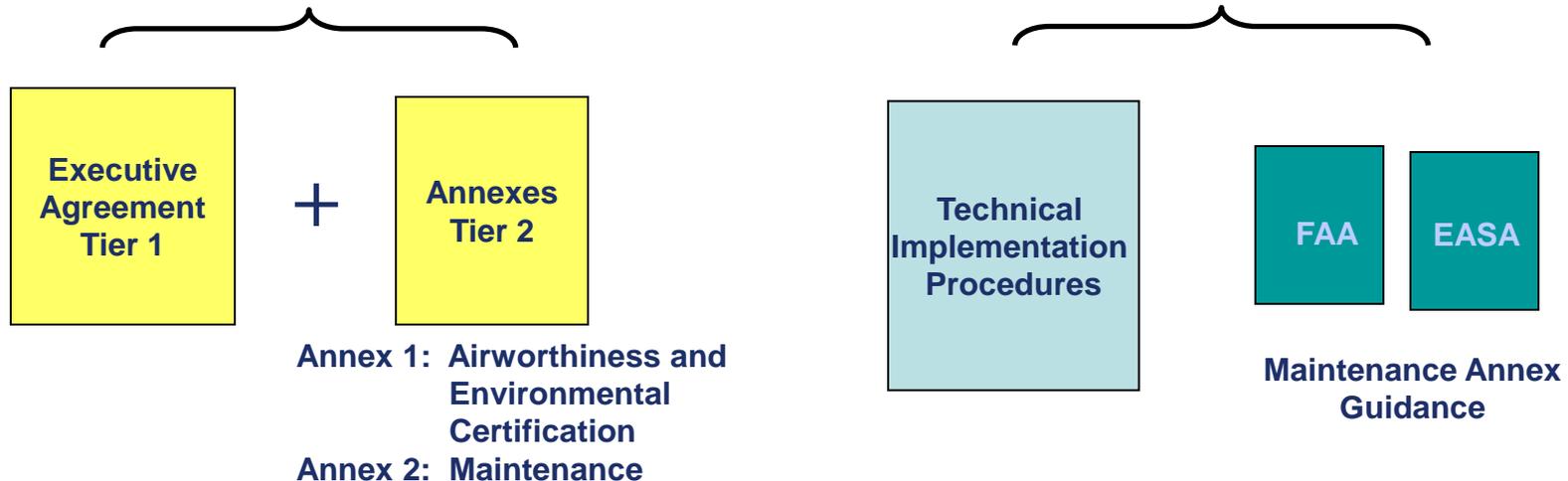# Bilateral Agreement - U.S. and Europe

FAA and EASA – Common Goal

To minimize disruptions in aircraft maintenance activities between the United States and the European Community

Components of the <u>New</u> Aviation Safety Agreement Format

Safety Agreement between the United States and European Community

Between the FAA and EASA Tier 3

Executive Agreement Tier 1

+

Annexes Tier 2

Technical Implementation Procedures

FAA

EASA

Annex 1: Airworthiness and Environmental Certification

Annex 2: Maintenance

Maintenance Annex Guidance

Level of detail increases with each tier

The US/EC Aviation Safety Agreement

- **The agreement with the European Community is an agreement "On Cooperation in the Regulation of Civil Aviation Safety."**

- **The Agreement and its Annexes may be found at**

  - http://www.faa.gov/aircraft/repair/

  - http://easa.europa.eu/approvals-and-standardisation/organisation-approvals/CAO-foreign-part-145-organisations-located-in-the-united-states.php

  - http://www.faa.gov/aircraft/air_cert/international/bilateral_agree

  The Executive Agreement and its Annexes are

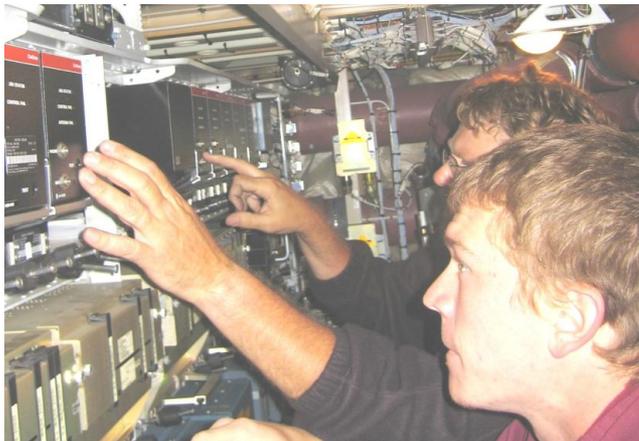 **BINDING** in international law

The US/EC Aviation Safety Agreement

Field Briefings/Workshops **Completed**

- **US /European Audience**
  - Aviation Safety Inspectors & National Aviation Authorities with part 145 (FAA & EASA) certificate responsibilities
  - **Industry Representatives**
  - **Briefed over 1300**

Policy/Guidance Updates

Policy and Guidance

Policy/Guidance Updates

Directive Type	CY 2012 As of 3/27/2012 Projects in Work	CY 2011	CY 2010
8900.1	90/23	64	41
Other Orders	4/1	5	1
Notices	6/2	4	9
ACs	23/3	7	8
InFOs	3/2	2	7
SAFOs	4/1	4	12
JTAs	2/19	5	6

Published Documents

Policy/Guidance Updates

- **Information for Operators (InFO) 2/15/2012 regarding 121.703 "Service Difficulty Reports**
  - explained the agency's position regarding aircraft undergoing scheduled maintenance, preventive maintenance and alterations that have been out of service for more than 72 hours

- **When an aircraft is out-of-service for more than 72 hours due to scheduled maintenance, preventive maintenance or alteration activity then the reporting requirement will be within 96 hours after the work on the aircraft is approved for return to service**

Policy/Guidance Updates

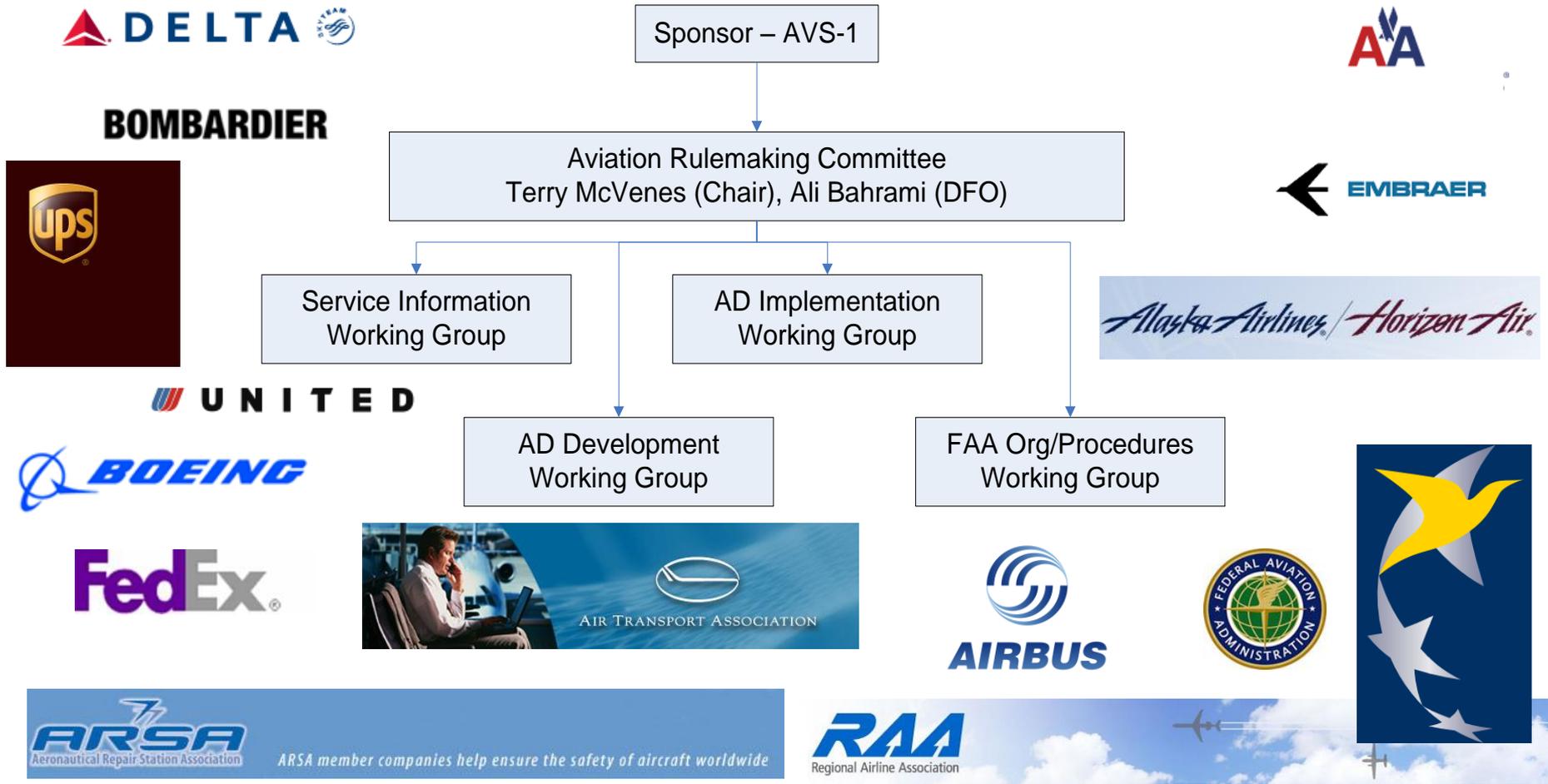**AIRWORTHINESS DIRECTIVE IMPLEMENTATION**
AVIATION RULEMAKING COMMITTEE

FINAL REPORT
August 2011

AD ARC Background

- **The AD CRT reports were released in September 2009**
  - Task 1 Report: AD 2006-15-15 (dated 6/3/09)
  - Task 2 Report: AD process (dated 7/8/09)

- **The reports concluded**:
  - AD processes have worked well.
  - Technical collaboration between the FAA and industry enhances ADs and safety.
  - Fundamental changes are not needed, but there are opportunities for improvements.

AD ARC Structure & Membership

Sponsor – AVS-1

Aviation Rulemaking Committee
Terry McVenes (Chair), Ali Bahrami (DFO)

Service Information
Working Group

AD Implementation
Working Group

AD Development
Working Group

FAA Org/Procedures
Working Group

AD ARC - Key Objectives

- Service Information: Revise the way service bulletins are written to avoid mandating actions that are not required to meet the safety intent of the AD.

- AD Development: Ensure the AD development process is effective and efficient.

- AD Implementation: Identify and develop guiding principles, processes, procedures, and best practices for implementing and maintaining compliance with AD's to ensure a safe product.

- FAA Organization/Procedures: Define decision making processes for compliance versus non-compliance that can be used by FAA and Industry in any situation.

Federal Aviation Administration

Key AD ARC Accomplishments

Service Information:

- Separating critical from non-critical tasks
- Using general notes for flexibility

AD Development:

- Allowing use of later approved parts
- Clarifying when part 43 maintenance can be used after AD accomplishment

AD Implementation:

- Promoting standardized AD compliance planning and implementation processes

FAA Organization/Procedures:

- Aviation Safety Inspector (ASI) decision making process for compliance versus non-compliance that can be used by FAA and Industry in any situation

Key AD ARC Deliverables

- **25 documents and training courses developed or revised**
  - Final report or AD ARC website for full list

- **Revised ATA Specification 111**
  - To be issued in 2012
  - Reflects today's Design Approval Holder (DAH) and air carrier processes
  - Metrics to measure effectiveness and review the process for improvements

Key AD ARC Deliverables

- **AC 39-9 best practices for operator AD compliance planning, implementation, and monitoring**
  - Contains guidance on AD Management Processes:
    - Planning
      - Ensure awareness and assign responsibility for AD requirements.
    - Support
      - Coordinate and audit technical documentation
    - Provisioning
      - Ensure necessary materials are available to support AD accomplishment
    - Implementing
      - Accomplish AD actions in accordance with operator procedures
    - Recording
      - Ensure proper documentation of AD actions (maintenance records, etc.)
    - Auditing
      - Provide a comprehensive method for continued verification and validation of AD compliance.

Key AD ARC Deliverables

- **AC 39-9 best practices for operator AD compliance planning, implementation, and monitoring**

  - Also contains guidance on:
    - ASI involvement in the operators AD management process
      - Role of ASI participation as observer

    - Training on AD processes & wiring best practices
      - Training for both overall AD compliance policies and procedures, as well as AD-specific and skill-specific training.

    - Identification of opportunities for global AMOCs

    - Crisis communication process between air carriers and Flight Standards field offices

Key AD ARC Deliverables

- **Order 8900.1 guidance**

  - Evaluating an AD Management Process
    - Vol. 3, Ch 59, Sect. 1; issued 6/1/11

  - Processing AMOCs (roles/responsibilities & 24/7 process)
    - Vol. 3, Ch 59, Sect. 3 and 4; issued 4/12/11

  - ASI Decisionmaking
    - Vol. 3, Ch. 60, Sect. 1; issued 4/23/11

  - AEGs
    - Vol 8, Ch. 2, Sect. 2; issued 6/20/11

  - AEG Outreach in the AD Process
    - Vol 8, Ch. 2, Sect. 9; issued 6/20/11

Impact of Improvements

- The new and revised FAA and Industry guidance and training will enhance AD processes by:

    - Ensuring more precise AD requirements

    - Reducing the need for AMOCs

    - Reducing the risk of service disruptions

- To achieve these benefits, industry will need to implement the best practices.

Information on the AD ARC

- AD ARC Website:
  - Summary of ARC activities
  - Charter and Final Report
  - Links to ARC deliverables

http://www.faa.gov/aircraft/air_cert/continued_operation/ad/ad_arc/

- Special Airworthiness Information Bulletin (SAIB):
  - SAIB NM-11-53 issued 9/2/11
  - Provides background and advocates implementation of AD ARC deliverables

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/Frameset?OpenPage

ODA/ICA

- **Eight Types**
  - TC, PC, STC, TSOA, PMA, MRA, AKT, and AO
  - Oversight and coordination necessary between AIR OMT and AEG for TC, STC, and PMA

- **For TC, STC, and PMA, ICA acceptance can be delegated to the ODA holder**

- **Assessment of the holder's capability is an AEG role**

ODA/ICA

- **The holder of a design approval (DAH), including either a type certificated or supplemental type certificated product is required to furnish ICA to each owner (14 CFR § 21.50).**

- **Parts Manufacturer Approvals (PMA) are considered a DAH.**

- **ICA must be prepared in accordance with the applicable certification standards of the products approval.**

ODA/ICA

- **The DAH is responsible for ensuring there is enough information in the ICA to maintain the continued airworthiness of the product.**

- **ICA must be acceptable to the FAA. The limitations section must be FAA approved.**

- **Major Repairs and Alterations may influence existing ICA and must be considered (FAA Order 8900.1 V4,C9,S1).**

ODA/ICA

- **FAA Order 8100.15 "Organization Designation Authorization Procedures" provides provisions for ICA development as part of the TC/STC/PMA design approval process.**

- **The Rev A Order added function codes for review and acceptance of ICA for TC (code 8180A), STC (code 11180A), and PMA (code 13180A) ODA.**

ODA/ICA

- **Qualification of ICA function code candidate includes successful demonstration of the ability to develop acceptable ICA.**

- **The ODA administrator may determine that ICA are acceptable when they have been reviewed following the approved process in their procedures manual.**

ODA/ICA

- **Development of ICA process meeting the format and content requirements of the regulations (e.g. FAR Part 25, Appendix H) and FAA Order 8110.54.**

- **This process must be clearly conveyed in the ODA Procedures Manual.**

ODA/ICA

- **ICA procedures must contain the following:**
  - A process for determining whether the project requires development of new or revised ICA.
  - A process to identify which ICA documents are affected by the project.
  - The ICA development and review process.
  - A process to ensure that ICA development is complete and the ICA meet the regulatory requirements and FAA Order 8110.54.

ODA/ICA

- **No ODA holder may accept ICA for:**
    - Security related projects (military/homeland security, etc.

    - Changes associated with AD's including alternate methods of compliance (AMOCs).

    - Projects using the maintenance review board (MRB) or maintenance type board (MTB) process.

ODA/ICA

- **The Aircraft Evaluation Group (AEG) Evaluation Panel (EP) member is responsible for determining eligibility and review of the applicant's <u>process</u> for accepting ICA**

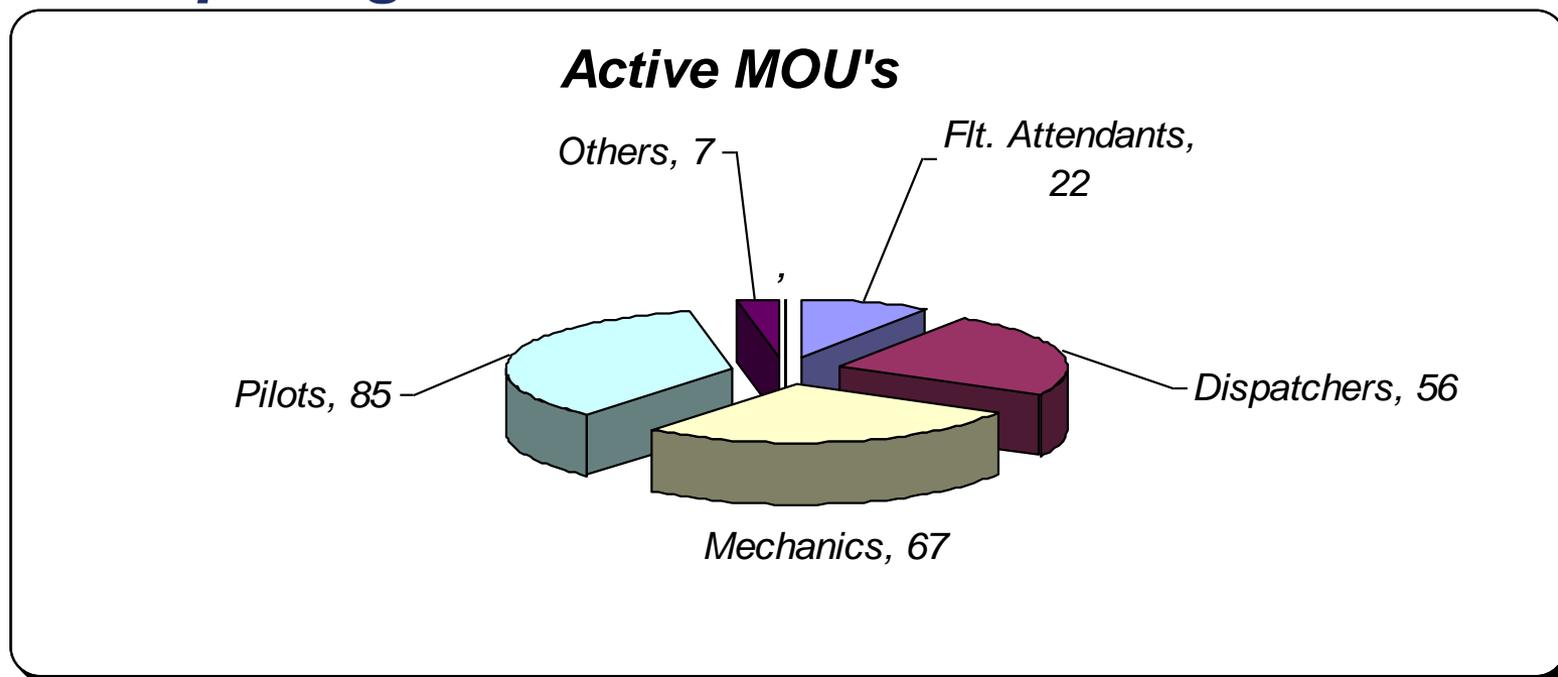- **AEG OMT members oversee ICA review and acceptance activity when not delegated**

Policy/Guidance Updates

Policy/Guidance Updates

Aviation Safety Action Programs

Participating Parties

Active MOU's

Others, 7

Flt. Attendants, 22

Pilots, 85

Dispatchers, 56

Mechanics, 67

237 Active Programs

Policy/Guidance Updates

Does ASAP Work?

- **As of June 2011:**
  - 237 MOU's have been established
  - Approximately 90% of reports have been sole-source

- **The program has enabled participants to identify risks and implement corrective action for both individual and systemic issues.**

Policy/Guidance Updates

What are the top five reported categories/events?

Pilot	Disp	MX	Inflight/Onboard
1. Altitude deviation 2. Course deviation 3. Company procedure deviations 4. Maintenance operations 5. Manuals/logbook paperwork	1. Company procedure deviation 2. Dispatch operations 3. Load planning/ MX operations 4. Manuals/logbook paperwork 5. Weather	1. Company procedure deviations 2. Manuals/logbook paperwork 3. Maintenance operations 4. FAR deviations 5. Ramp Safety	1. Exit Row 2. Jump seat 3. Manuals 4. Safety Procedures and Policies 5. Slides

Policy/Guidance Updates

Aviation Safety Action Programs

- **Maintenance participation is lagging**
  - Need to promote more maintenance ASAP reporting
  - Develop an outreach program for ASAP
  - FAA Relationships
  - What are the barriers if any limiting participation

Changes to AC 00-56

Removed

- **AC 20-36, Index of Articles (Materials, Parts, Processes and Appliance) Certified Under the Technical Standards Order System**

- **AC 21-38, Disposition of Unsalvageable Aircraft Parts and Materials**

- **AC 21.303-2, Announcement of Availability: Parts Manufacturer Approval**

AC 00-56

Added

- **AC 20-142, Eligibility and evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts, Engines, and Propellers.**

AC 00-56

- **Up-dated the table to show the standards currently being used:**
  - Examples; removed AS 7103 and added AS 9120
  - Remove General Aviation Parts Suppliers Association (GAPSA) due to their lack of activity

AC 00-56

- **Recommend doing a self audit prior to arranging**

- **Allows for electronic submission of an application**

- **Up-dated the required information needed in the distributor's certification letter**

- **Allow the distributor to remain listed for 30 days if their accreditation expires during the re-certification process**
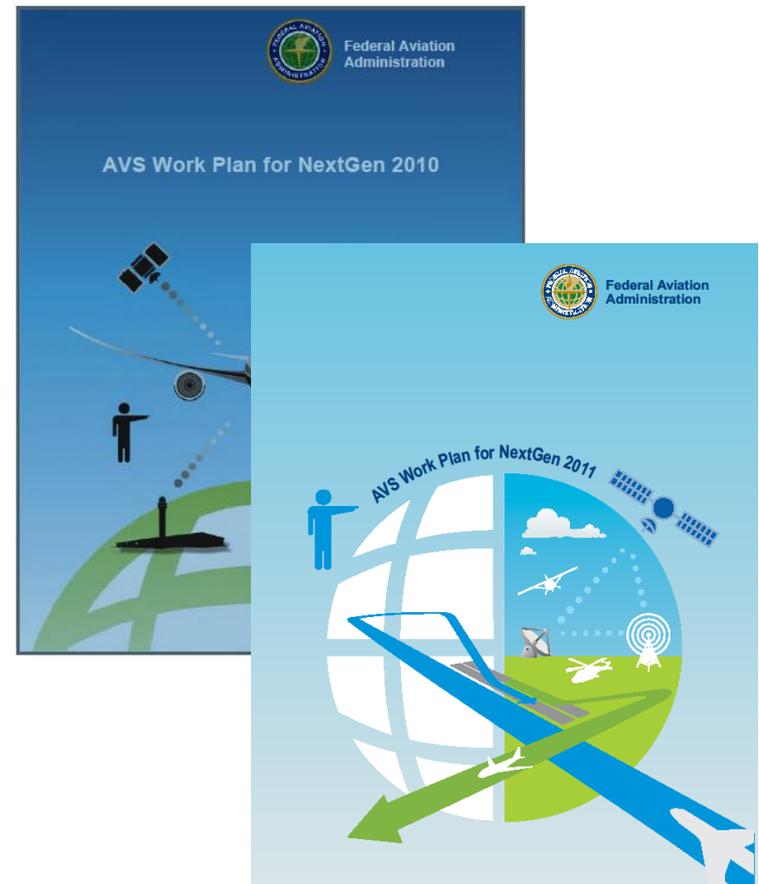
AC 00-56

Revision Status

- **The final comments from ASA are being incorporated into the Draft AC**

- **Plan language review prior to release for external review and comments**

NextGen Challenges

Aviation Safety (AVS) Work Plan

- **Focused on AVS-specific responsibilities and deliverables**
- **Identifies**
  - Plan for Standards
  - Streamlining Activities
  - AVS Support Activities to NextGen Program
  - AVS Organization for NextGen

AVS Work Plan for NextGen 2010

Federal Aviation Administration

AVS Work Plan for NextGen 2011

Federal Aviation Administration

AVS NextGen Work Plan

- **Flight Standards Service (AFS) Roles and Responsibilities**

  "The Flight Standards Service supports NextGen implementation through aviation safety standards and oversight of aircraft operators. AFS promotes the safety of flight of civil aircraft by establishing regulations and standards for the operator and airmen. AFS accomplishes certification, inspection, surveillance, investigation and enforcement activities related to operators and airmen."

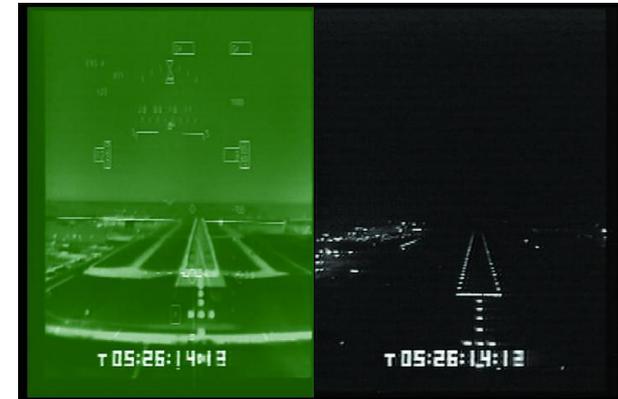# Enhanced Flight Vision System (EFVS) Synthetic Vision System (SVS)

Yesterday

Today
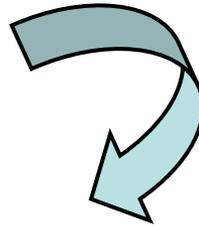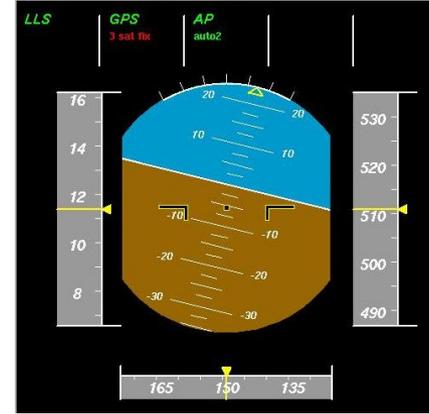
Combined EFVS/SVS

SVS Research Efforts Underway

Emerging EFVS Capabilities

One Hundred Twelfth Congress
of the
United States of America

AT THE SECOND SESSION

Begun and held at the City of Washington on Tuesday,
the third day of January, two thousand and twelve

An Act

To amend title 49, United States Code, to authorize appropriations for the Federal
Aviation Administration for fiscal years 2011 through 2014, to streamline pro-
grams, create efficiencies, reduce waste, and improve aviation safety and capacity,
to provide stable funding for the national aviation system, and for other purposes.

Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "FAA Mod-
ernization and Reform Act of 2012".

FAA REAUTH

Sec 308 (a-c), Inspection of repair stations located outside the United States

Lead**: AFS-900 (AFS-300 coordinating)**

Deliverables:
a) Within 1 year - Establish and implement a safety assessment system (SAS) for part 145 repair stations based on the type, scope, and complexity of work being performed
b) Notify to Congress of negotiations not later than 30 days after initiating formal negotiations with foreign aviation authorities or other appropriate foreign government agencies on a new maintenance safety or maintenance implementation agreement.
c) Publish an annual report on the Administrators oversight of part 145 repair stations and implementation of the SAS required under (a)

Sec 308 (d), Alcohol and controlled substance testing program requirements

Lead: **AAM-800 (AFS-300 coordinating)**

Deliverable:

    d)   Within 1 year - Promulgate a proposed rule requiring that all part 145 repair station employees responsible for safety sensitive maintenance functions on part 121 air carrier aircraft are subject to an alcohol and controlled substances testing program determined acceptable by the Administrator and consistent with the laws of the country in which the repair station is located.

Sec 318, Feasibility of requiring helicopter pilots to use night vision goggles.

Lead: **AFS-800 (AFS-300 coordinating)**

Deliverables:

a) Carry out a study on the feasibility of requiring pilots of helicopters providing air ambulance services under part 135 to use night vision goggles during nighttime operations.

b) Consult with owners and operators of helicopters providing air ambulance services under part 135 and aviation safety professionals to determine the benefits, financial considerations, and risks associated with requiring the use of NVGs.

c) Within 1 - Submit to the Congress a report on the results of the study under this section.

Sec 319, Air Carrier Maintenance Providers

Lead: **AFS-300 (AFS-300 coordinating)**

Deliverable:

a) Issue regulations (not later than 3 years after the date of enactment of the Act) on Air Carrier Contract Maintenance Requirements.

Sec 344, Improved Voluntary Disclosure Reporting System

Lead**: AFS-200 (AFS-300 coordinating)**

Deliverables:

  b) Modify the Voluntary disclosure Reporting Program to require inspectors to:

   1) Verify that air carriers are implementing comprehensive solutions to correct the underlying causes of the violations voluntarily disclosed

   2) Confirm, before approving a final report of a violation, that a violation with the same root causes has not been previously discovered by an inspector or self-disclosed by the air carrier.

  c) Establish a process by which voluntary self-disclosures are reviewed and approved by a supervisor after the initial review by an inspector.

Sec 347 (a), Emergency Locator Transmitters for GA Aircraft

Lead: **AIR-100 (AFS-300 coordinating)**

Deliverable:

a) As part of annual inspections of general aviation aircraft, the FAA shall require a detail inspection of each ELT in accordance with the manufacturer's specifications.

Sec 410, Use of Cell Phones on passenger Aircraft

Lead**: AIR-100 (AFS-300 coordinating)**

Deliverables**:**

a) Within 120 days - Conduct a study on the use of cell phones by foreign operators in foreign airspace.

b) Within 180 days - Publish in the Federal Register the result of the study and allow 60 days for public comment.

c) Within 270 days - Submit the results of the study to Congress.

Sec 805, Limiting access to flight desks of all cargo aircraft

Lead: **AFS-800 (AFS-300 coordinating)**

Deliverables:

a)   Within 180 days - In consultation with appropriate air carriers, aircraft manufacturers, and air carrier labor representatives, shall conduct a study to assess the feasibility of developing a physical means, or a combination of physical and procedural means, to prohibit individuals other than authorized flight crewmembers from accessing the flight deck of an all-cargo aircraft.

b)   Within 1 year - Submit a report to Congress on the results of the study.

Sec 910, Aviation Fuel Research and Development program

Lead: **AVP-300 (AFS-300 coordinating)**

Deliverables:

b)   Within 120 days - Develop a R&D plan containing the specific R&D objectives, including consideration of aviation safety, technical feasibility, and other relevant factors, and the anticipated timetable for achieving the objectives.

d)   Within 270 days - Provide a report to Congress on the plan, information obtained, and policies and guidelines developed under this section.

Sec 917, R&D of equipment to clean & monitor the engine and APU bleed Air supplied on pressurized aircraft

Lead: **AVP-300 (AFS-300 coordinating)**

Deliverables:

a) Within 60 days - Implement a research program for the identification or development of appropriate and effective air cleaning technology and sensor technology for the engine and APU bleed air supplied to the cabin.

c) Within 1 year - Report to Congress on the results of the R&D carried out under this section

Look Ahead

- **Audits – Repair Stations/Airlines/Maintenance Repair & Overhaul (MRO)**

- **Aviation Education and Outreach**
  - Part 147 Aviation Rulemaking Advisory Committee Recommendations

- **Promotion of Maintenance Voluntary Disclosure Reporting Program**

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