Certification Discussion

Rules of the Game

Moderator: Earl Lawrence

- Dorenda Baker
- John Duncan
- Andy Thurling
- Todd Graetz

Send questions to talkUAS@faa.gov – include breakout session topic in subject line
Aircraft Certification Service (AIR)

• Development of Standards and Policy

• Certification and Production of aircraft, engines, propellers, aircraft parts and appliances;

• Continued operational safety (COS) management
UAS Safety – From Experience

Successful history of integrating new technologies into the National Airspace System (NAS) safely

Proven risk-based approach to safety

Balance of acceptable level of safety with societal safety demands

FAA will apply a risk-based approach to UAS Certification
Extent of Safety Effort

SEEK
Establish appropriate balance in our regulatory approach
Achieve safety objectives while imposing the least burden on society

Too little rigor...
→ safety escapes
→ fatal accidents increase

Too much rigor...
→ innovative safety enhancements don’t reach the fleet
→ Finite dollars that could be spent on safety enhancements go elsewhere
→ fatal accidents increase

Risk of accidents due to lack of safety innovation
Risk of accidents due to inadequate safety program
Total Risk

System Safety – The Safety Continuum

Risk of accidents due to inadequate safety program
Existing Regulatory Framework

Part 21 Certification & Production Requirements

Based on Typical Operations

- UAS RC6 & Part 25
- UAS RC5 & Part 23 Light Jets and Twin Engines
- UAS RC4 & Part 23 Single Engine
  - F39 & F44 Industry Standards
  - F37 Industry Standards
  - UAS RC3 & LSA
  - F38 Industry Standards

TC & PC Required
Certificate of Airworthiness
Pending Part 107
Part 21.17(b)
Level of Oversight Rigor

Requirements are driven by risk and scalable based on risk assessments and CONOPs.
Future Regulatory Continuum
Scalable Production Oversight

• Establish production certificate (PC) risk categories similar to the type certificate (TC) risk classes
  – Current resources will not accommodate PCs for all UAS
  – Scalable approach allows the dedication of FAA resources where the risk is highest
Strategic Goal, Risk-Based Certification

Rising to the Challenge

• Creating Our Regulatory Continuum Now
  – Working pathfinders and 13 projects under the current regulatory structure
  – International Collaboration - ICAO, EASA, etc.

• Ready for the Future
  – Our certification projects inform future rule changes
  – Considering further changes for low and medium risk UAS

• Importance of Industry Engagement
  – Engage EARLY and OFTEN about new technologies
  – Upfront involvement will help the FAA determine the certification basis and get out of the critical path to certification

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The FAA’s mission is to protect life and property within the National Airspace System (NAS).

The Flight Standards Service fulfills its part of the FAA mission through:

- *Standards* (pilots, mechanics, air carriers, air operators, training facilities)
- *Certification* (“licensing” of those who meet standards)
- *Continued Operational Safety* (risk-based decision-making)

The goal of these functions is to provide protection for operators, passengers, and non-participants (people and property on the ground).
Regulatory Parts – Rules of the Road

Part 91 – General Operating Rules
Part 61 – Pilot Knowledge & Skill Requirements
Part 135 – Air Transportation – Small Aircraft
Part 121 – Air Transportation – Large Aircraft
Part 137 – Agricultural Operations
Part 133 – External Load Operations
Part 141 – Pilot Schools
Regulatory Requirements

Complexity

Stakeholder Impact

Experimental

Part 121
• The FAA did not envision UAS when today’s prescriptive civil aviation safety regulations were developed.

• As UAS activity increased, the FAA recognized the need for integration of these aircraft into the NAS.
  
  − We have begun to set standards for full integration of UAS, which will eventually be treated like any other aircraft.
  
  − In the near term, the FAA is accommodating the demand for UAS operations by creating a niche in the NAS (part 107 and section 333 exemptions) to enable UAS activity.

  • This approach allows UAS to operate as the FAA works to create performance-based (vice prescriptive) standards that enable UAS operations.
Looking Ahead

• UAS are becoming more complex and more capable. We expect UAS to further evolve in size and complexity that will be comparable to that of manned aircraft.

• Next steps will involve expanding the scope of operations under part 107.

• To achieve the goal of full integration into the NAS, however, the FAA will have to make broad changes in the structure and scope of existing rules to accommodate UAS.

• These changes will shift regulations from the existing prescriptive approach to a performance-based standard.
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Aviation Lifecycle

Establish safety and certification regulations and policy

Provide guidance on ways to meet the intent of the regulations and policy

Promote voluntary engagement and cooperation with enhanced safety programs

- Determine design meets performance and certification standards
- Issue design approvals (type certificates)

- Evaluate manufacturer's quality and production systems
- Issue production and airworthiness approvals for aircraft, engines, and parts

- Certify Airmen: Pilot, Mechanics
- Appoint Designees: Individual, Organization

- Approve Air Carrier operations
- Issue recurrent airworthiness certificates

- Approve Repair Stations and Maintenance Facilities
- Issue Repair Station Certificates

- Continual Oversight and Surveillance of:
  - Air Carriers
  - Manufacturers
  - Repair Stations
  - Designees
  - Airmen
  - Air Traffic Organization

- Apply tools to manage risk and gain compliance:
  - Airworthiness Directives
  - Precursor identification
  - Data Sharing
  - Enforcement

AVS is actively involved throughout the life-cycle of every aviation product.