

2/1/82

SUBJ: <ORDER 8000.51> AIRCRAFT CERTIFICATION DIRECTORATES

1. PURPOSE. This order establishes four Aircraft Certification Directorates to perform technical policy management and airworthiness projects management for the aircraft certification programs (including the type, original airworthiness, and production certification programs). The authority of these Directorates extends beyond traditional regional geographical boundaries; they will be managed by the Directors of the New England Region, the Central Region, the Southwest Region, and the Northwest Mountain Region. In addition, various other regulatory and management functions relating to aircraft certification programs which were previously performed by Washington Headquarters elements are reassigned to these Directorates. THIS ORDER TAKES PRECEDENCE WHEREVER THERE IS A CONFLICT WITH THE PROVISIONS OF ANY OTHER DIRECTIVES.

2. DISTRIBUTION. This order is distributed to the Director level in Washington, the regions, and centers; to the division level in the Offices of Civil Aviation Security and Aviation Safety; to the branch level in the Office of the Associate Administrator for Aviation Standards and the Offices of Airworthiness and Flight Operations; to the branch level in regional Flight Standards Divisions, and Aircraft Certification Divisions; and to all Flight Standards Field Offices.

3. CANCELLATION.

a. Order 8000.44B, Aircraft Certification Lead Regions, dated December 31, 1980 is canceled.

b. Order 8040.3, Airworthiness Directive Standardization Review Procedures, dated December 1, 1976, is canceled.

4. BACKGROUND.

a. There is a need to obtain a greater level of certification effectiveness, national standardization, and accountability in the application of airworthiness standards for civil aeronautical products. Also, greater timeliness is needed in: (1) maintaining the currency and relevancy of the airworthiness standards and updating national policies, advisory circulars, and national directives providing technical guidance on procedures and practices; (2) resolving precedent-setting aircraft certification issues on particular type certification projects; (3) monitoring continuing airworthiness; and (4) issuing airworthiness directives and developing other regulatory actions. Improvement in these areas can best be realized through the utilization of regional

certification staff elements having nationally recognized areas of special expertise, identifiable by the Federal Aviation Regulations Part (e.g., FAR Parts 23, 25, 27, 29, 33, and 35).

b. Aircraft certification expertise for large transport category airplanes has for some time existed in the Western and Northwest Regions. Likewise, aircraft certification expertise has existed in the Central Region for small airplanes, in the Southwest Region for all categories of helicopters, - and in the New England Region for engines and propellers.

c. Effective January, 1980, "lead regions" were established (according to FAR Part) to perform national headquarters staff functions relative to the aircraft, aircraft engine, and propeller type certification, production certification, and original airworthiness certification programs. At the same time, the New England Region was designated the certificating region for all domestic manufactured turbojet engines of 15,000 pounds thrust or greater and for all foreign manufactured engines.

d. Effective July, 1980, certification of all domestic and foreign manufactured propellers was transferred to the Great Lakes Region.

e. Effective November, 1980, certification responsibility for all domestic-manufactured transport category airplanes of 75,000 pounds gross weight or greater, and all foreign-manufactured transport category airplanes was established in the Northwest Region. At the same time, the authority and responsibility to issue airworthiness directives on foreign-manufactured aeronautical products was transferred from the Director of Airworthiness to the assigned lead regions.

f. Effective January, 1981, all domestic and foreign normal, utility, and acrobatic category airplane certification responsibility was transferred to the Central Region.

g. The decision to further centralize the aircraft certification responsibilities has led to the establishment of four Aircraft Certification Directorates embodying all of the "lead region" and "certificating region" responsibilities described by previous directives.

h. An Aircraft Certification Policy Board has also been established in accordance with Order 1110.30A, Committee Management, to monitor and guide further development of the Aircraft Certification Directorate system, and to review and resolve major national policy issues affecting the aircraft certification programs.

5. DELEGATIONS OF AUTHORITY.

a. For the airworthiness standards over which they have responsibility (i.e., FAR's 23, 25, 27, 29, 33, and 35), the Aircraft Certification Directorates are delegated authority to:

(1) Issue, amend, suspend, or cancel type and supplemental type certificates.

(2) Grant or deny exemptions.

(3) Issue, amend, extend, or withdraw notices of proposed rulemaking.

(4) Issue, amend, or cancel advisory circulars which establish acceptable means of compliance, in accordance with the provisions of Orders 1320.46, FAA Advisory Circular System, and 1320.47, Authorization of Advisory Circular System, and subparagraph 5c of this order.

(5) Issue national directives on the application of type certification airworthiness standards in accordance with the provisions of Orders 1320.1B, FAA Directives System and 1720.18A, Distribution User's Guide, and subparagraph 5c of this order.

(6) Issue appendices to the airworthiness standards in accordance with existing procedures and practices as specified in Order 2100.13, FAA Rulemaking Policies.

(7) Issue special conditions pursuant to FAR 11.28, FAR 21.16, and FAR 21.101.

(8) Issue airworthiness directives on all associated aeronautical products (both foreign and domestic).

(9) Make findings of equivalent safety.

b. Each Directorate is delegated authority to issue, amend, suspend, or cancel production approvals and original airworthiness certificates within its geographical boundaries.

c. Advisory circulars and other policy material having general applicability will be developed through the public notice and comment process to ensure that all affected parties have an opportunity to participate in the development of FAA policies and standard practices relative to the application of established airworthiness standards for aircraft certification.

6. EFFECTIVE DATES. The provisions of this order became effective on November 1, 1981.

7. DEFINITIONS.

a. The "Aircraft Certification Policy Board" is an aircraft certification program policy management body chaired by the Administrator, and consisting of the Associate Administrator for Aviation Standards, the Director of each of the four Aircraft Certification Directorates, and the Director of Airworthiness. The Associate Administrator for Aviation Standards shall serve as chairperson in the absence of the Administrator and the Director of Airworthiness shall be the Executive Secretary.

b. The term "Aircraft Certification Directorate" means an organization formed and staffed for the purpose of managing the various elements of the aircraft certification programs. The Directorate is headed by a Regional Director who has final authority and responsibility and is ultimately accountable for the certification programs assigned to that Directorate.

c. The "Aircraft Certification Division" is the organizational element through which the Directorate will implement: (1) type (including supplemental type) certification on a worldwide basis according to the category and kind of product identified by assigned FAR Parts; and production and original airworthiness certification or approval of a particular civil aeronautical product (aircraft, aircraft engines, propellers, materials, parts, appliances), within the geographical boundaries of the Directorate; (2) the development and standard application of technical policies and regulations in the type certification program as assigned by FAR part; (3) the efficient, effective, and economical utilization of FAA resources in accomplishing certification programs within the assigned geographical boundaries; and (4) the monitoring of continuing airworthiness of the particular aeronautical product as assigned by FAX Part.

d. The term "Aircraft Certification Programs" means all of the elements and functions inherent in type certification, original airworthiness certification, and production certification.

8. SCOPE.

a. Technical policy will be developed and applied, and the type certification program will be managed according to the following regulatory assignments:

- (1) Small Airplane Certification Directorate Part 23

- (2) Transport Airplane Certification Directorate Part 25
- (3) Rotorcraft Certification Directorate Parts 27 and 29
- (4) Engine and Propeller Certification Directorate Parts 33 and

35

b. Certification programs will be accomplished by each Directorate within the following geographical boundaries:

(1) The Small Airplane Certification Directorate is an element of the Central Region and consists of the Engineering and Manufacturing Branches and Engineering and manufacturing District Offices previously located in the Great Lakes Region, the Southern Region, and the Central Region.

(2) The Transport Airplane Certification Directorate is an element of the Northwest Mountain Region and consists of the Aircraft Certification Division, Engineering and Manufacturing Branches, and Engineering and Manufacturing District Offices previously located in the Western-Pacific Region, the Alaskan Region, and the Northwest Mountain Region.

(3) The Rotorcraft Certification Directorate is an element of the Southwest Region and consists of the Engineering and Manufacturing Branch and Engineering and Manufacturing District Offices previously located in the Southwest Region.

(4) The Engine and Propeller Certification Directorate is an element of the New England Region and consists of the Aircraft Certification Staff in Brussels and the Engineering and Manufacturing Branches and Engineering and Manufacturing District Offices previously located in the Eastern Region and the New England Region.

9. RESPONSIBILITIES.

a. The Aircraft Certification Policy Board shall meet from time to time to review and direct further development of the Aircraft Certification Directorate system; and to review and resolve significant national policy issues affecting the aircraft certification programs.

b. The certification programs which were previously assigned to the various regions and managed within traditional geographical regional boundaries are now assigned to four Aircraft Certification Directorates. These Directorates have the final authority, responsibility, and accountability for the certification programs

as described in paragraph 7c and assigned in paragraph 8 of this order. Changes to these assignments shall only be made by the Administrator.

c. Regional and field certification elements shall report to their assigned Aircraft Certification Division in the manner established by their Directorate. Technical policy and guidance related to type certification programs and service difficulty actions will be provided directly to these regional and field certification elements by the Directorate having type certification management responsibility as assigned by FAR Part.

d. Signature authority is assigned to the Regional Director for all aircraft certification program actions for which he is accountable and responsible as described in paragraph 7c and assigned in paragraphs 5 and 8 of this order. At his discretion, he may delegate signature authority to an appropriate level in his Aircraft Certification Division and/or to another of the Directorates. Such delegation shall be made in accordance with existing FAA directives and communicated in writing to the other Directorates and the Office of Airworthiness in Washington.

e. Each Directorate has responsibility, within its area of airworthiness authority, for determining compliance with the applicable noise and engine emissions standards, including the approval of equivalent procedures when such procedures are within the scope of technical guidance provided by the Office of Environment and Energy. Regulatory aspects of noise and emissions standards and technical guidance on measurement, evaluation, and test procedures will continue to be the responsibility of the Office of Environment and Energy.

f. Each Directorate shall appoint such representatives of the Administrator as Designated Engineering Representatives, Designated Manufacturing Inspection Representatives, and holders of Designated Alteration Station authorizations from qualified candidates within the geographical boundaries of the Directorate and monitor their activities. Delegation Option Authorizations (DOA) shall be issued by the Directorate having type certification management accountability for the aircraft category involved. The Directorate in which the manufacturer is geographically located will administer the DOA manufacturer's certification programs.

g. The Directorates are the offices responsible for the substantive content of the airworthiness standards assigned to them in paragraphs 5 and 8. The Directorates will assemble a complete regulatory package, including supporting documentation and economic analyses, for final amendments developed from their Notices of Proposed Rulemaking. These will be reviewed by the Associate Administrator for Aviation Standards (for consistency with national policy) and by the Chief Counsel for form and legality before signature by the Administrator. The Regional Counsels will be responsible

for the initial review of legal adequacy of the regulatory actions taken by the Directorates. The Chief Counsel will monitor and evaluate Regional Counsel's reviews to ensure their consistency and their conformity with FAA, OST, and OMB rulemaking policies and directives. The responsible Directorate is also expected to keep the Associate Administrator for Aviation Standards advised of the status of pending rulemaking actions. The Associate Administrator for Aviation Standards is to be alerted to airworthiness directives that are of an emergency nature, that could become highly controversial, or that might impose an unusually heavy economic burden on the affected parties or the public.

h. The Director of Airworthiness will maintain cognizance of and evaluate the technical aspects of regulatory and policy actions in progress within the Directorates to ensure consistency across Directorate lines, and to provide staff support to the Administrator in reviewing regional actions. The Director of Airworthiness will continue to have regulatory and policy responsibility including the issuance of NPRM's, grants or denials of exemptions, advisory circulars and national directives for FAR's 21, 31, 39, 43, 183, and SFAR's. National type certification policy and procedures common to all Directorates as contained in orders, handbooks, and other advisory material will be issued by the Director of Airworthiness when there is a compelling need for standardization and after coordination with the Directorates. The Director of Airworthiness will also be responsible for international aircraft certification policy direction and procedures of general applicability (not specific certification projects for which individual Directorates have responsibility) for implementation of Bilateral Airworthiness Agreements. The Director of Airworthiness will also coordinate and, working in close liaison with the initiating Directorates, monitor progress on all research and development activities initiated by the Directorates.

i. General guidance related to national policies, procedures, practices, and standardization of production certification, airworthiness certification and aircraft maintenance programs will be provided by the Director of Airworthiness.

j. Aircraft Evaluation Groups (AEG), comprised of operations, maintenance, and avionics specialists, shall be established as appropriate and where needed and will report to the appropriate regional Flight Standards Division. These groups will provide all of the applicable technical services of the Flight Standards Division for the associated Aircraft Certification Offices in their responsible areas of operational and maintenance consultation, coordination and assistance in certification programs in their specialties, and the continued airworthiness and operational considerations for the operating fleets in their areas of expertise. The Directors of Flight Operations and Airworthiness will provide guidance concerning national policy, procedures, practices, and standardization as it relates to aircraft programs within the AEG.

10. PROCEDURES. The dominant mode of activity in the type certification and service difficulty programs will be across Directorate boundaries. Reliance must be placed on direct communication between a focal point in each responsible Directorate and the regional and field certification elements performing the design evaluation and tests. Standard procedures that will enable effective, efficient, and expeditious communication and coordination among the Directorates and Washington Headquarters elements will be described in Order 8100.5, Aircraft Certification Directorate Procedures.

J, Lynn Helms
Administrator

SUBJ: AIRCRAFT CERTIFICATION DIRECTORATES

1. PURPOSE. This change is being issued to delegate to the Directorates the responsibility for approval of noise certification equivalent procedures when such procedures are within the scope of technical guidance provided by the Office of Environment and Energy, AEE-1. This responsibility was formerly delegated to AEE-1.

2. DISPOSITION OF TRANSMITTAL. After filing the revised pages, this change transmittal should be retained.

PAGE CONTROL CHART

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		6	5/7/82

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Administrator

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