FAA Perspectives on AMTAS Research & Educational Developments

• Emphasis must be on safety & certification
  – Experts from industry & regulatory bodies must be active in AMTAS research & educational developments such that deliverables have relevance and utility
  – Need an assessment of whether that is happening in active programs during today’s breakout sessions

• Most FAA research projects are expected to have a near-term focus (results that can be used in the field within 1 to 2 years)
  – Longer-term projects must retain an emphasis on safety & certification - not developing technology for industry
Federa Aviation Administration

AMTAS Spring 2007 Meeting (April 12, 2007)
Workshop Briefing/Expectations

FAA Perspectives on AMTAS Research & Educational Developments

• FAA is primarily interested in studying existing service problems but will also evaluate new technology being used in product certification
  – Primary goal: study “real-world” service problems, with an emphasis on the factors needed to maintain safety
  – Secondary goals: evaluate new technology applied in product certification (e.g., composite fuselage damage tolerance)
    Supporting technologies such as test methods, process controls and analysis methods can also be studied to ID limits & establish protocol for use (pre-requisites: safety importance and industry is close to using them for certification & airworthiness assessments)
  – Deliverables should ultimately lead to guidance, policy and standard training materials (see next 2 charts)
Joint Efforts by Industry & Regulatory Experts to Standardize a Course on Critical Composite Maintenance & Repair Issues

- **2004:** Initial workshops to define framework (incl. course objectives on the key areas of awareness for engineers, technicians & inspectors)
- **2005:** 11 course modules drafted for workshop review
- **2006:** Update modules and develop course standards with SAE CACRC
- **2007:** Coordinated FAA/industry release of course standards

Total Costs = $930K (est. thru FY06)

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry Match (JAMS COE R&amp;D)</td>
<td>31%</td>
</tr>
<tr>
<td>FAA JAMS COE R&amp;D ($)</td>
<td>24%</td>
</tr>
<tr>
<td>FAA Development Manpower ($)</td>
<td>5%</td>
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<tr>
<td>Industry/EASA Review Manpower ($)</td>
<td>5%</td>
</tr>
<tr>
<td>Industry/EASA Workshop Manpower &amp; Travel ($)</td>
<td>5%</td>
</tr>
<tr>
<td>FAA Workshop Manpower+Contracts+Travel ($)</td>
<td>5%</td>
</tr>
</tbody>
</table>

Training Development Costs: $598K

11/04 & 9/05 Workshop Costs: $332K
### Relationship Between CMT Reports

**FAA Technical Document**
- Unofficial FAA document for informational purposes only
- Written by FAA (L. Cheng & L. Ilcewicz)
- Not a formal reference that is archived

**FAA JAMS Technical Report**
- FAA document of JAMS R&D used for educational purposes to support course development
- Written by Edmonds CC. (C. Seaton)
- Formal reference that is archived

**SAE CACRC AIR Report**
- International standard to describe essential course content
- Drafted & approved by CACRC
- Formal reference that is archived

**Industry Interface, CMH-17 Mtgs. and FAA Workshops**
- Basis for all reports & documents
- Expert inputs and review of draft reports & course content
- Testimonials, graphics, videos & other teaching aids
- Edmonds CC. Beta courses