

# FAA Perspectives on AMTAS Research & Educational Developments

- **Emphasis on safety and certification issues**
  - Involvement of industry experts give AMTAS research & educational developments relevance and utility
  - Most FAA research projects need a near-term focus (*some results that can be used in the field within 1 to 2 years*)
  - Longer-term projects still emphasize safety & certification
- **The FAA process proposing new research requirements is on a three-year cycle**
  - Some freedom to start new projects linked to previously approved areas (using current year earmarks and base budget)
  - “Pop-up” funds are also used for immediate safety needs
- **Current year budget is limited**



# Areas of Composite Research Given Priority in Most Recent FAA Process

- **Damage Tolerance**
  - Damage threat assessments (e.g., high energy blunt impact)
  - Structural test and analysis protocol
  - Long-term degradation mechanisms
- **Maintenance Practices**
  - Effects of human factors in bonded & bolted repair
  - Engineering protocol for structural substantiation
- **Structural Integrity of Adhesive Joints**
  - Bond process controls
  - Structural test and analysis protocol
  - Long-term durability testing (NTSB Safety Recommendation)
- **Educational developments in all areas**



# Highlights of Ongoing FAA Composite Safety and Certification Initiatives

- **“Revision G” to Composite Material Handbook (CMH-17) to be released from 2009-2011**
- **Training initiative started to outline FAA and industry composite course needs**
  - Joint development to address the safety and certification issues for expanding applications to aircraft
- **Third Composite Damage Tolerance and Maintenance Workshop (Tokyo, June 4-5, 2009)**
- **AC 20-107B (Composite Aircraft Structure) drafted and ready for final review**

