

FAA Presentation NTSB Hearing Panel 4

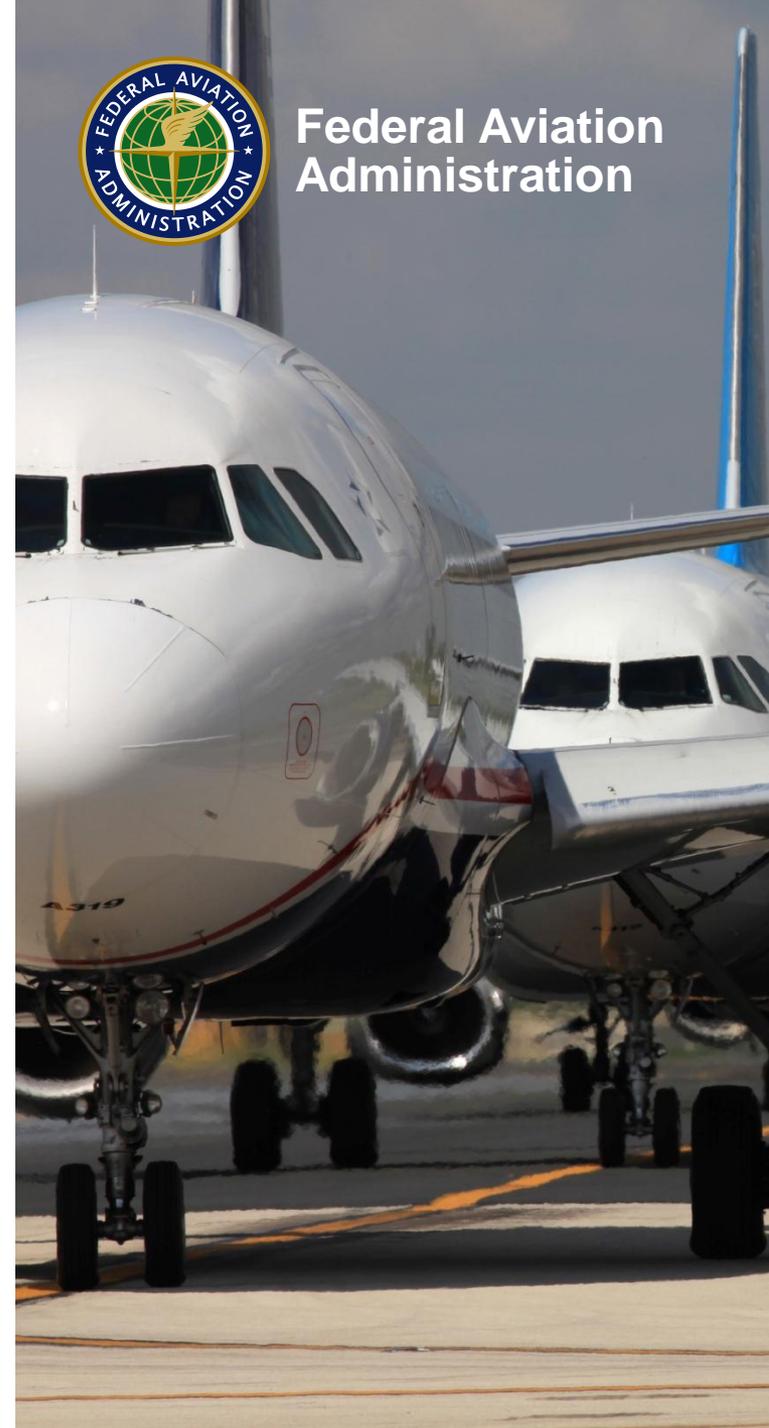
Presented to: NTSB

By: Dorenda Baker

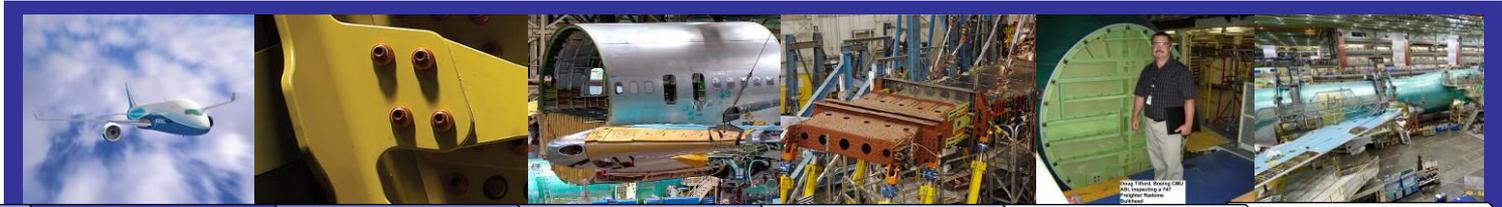
Date: April 24, 2013



Federal Aviation
Administration



Aircraft Certification Process

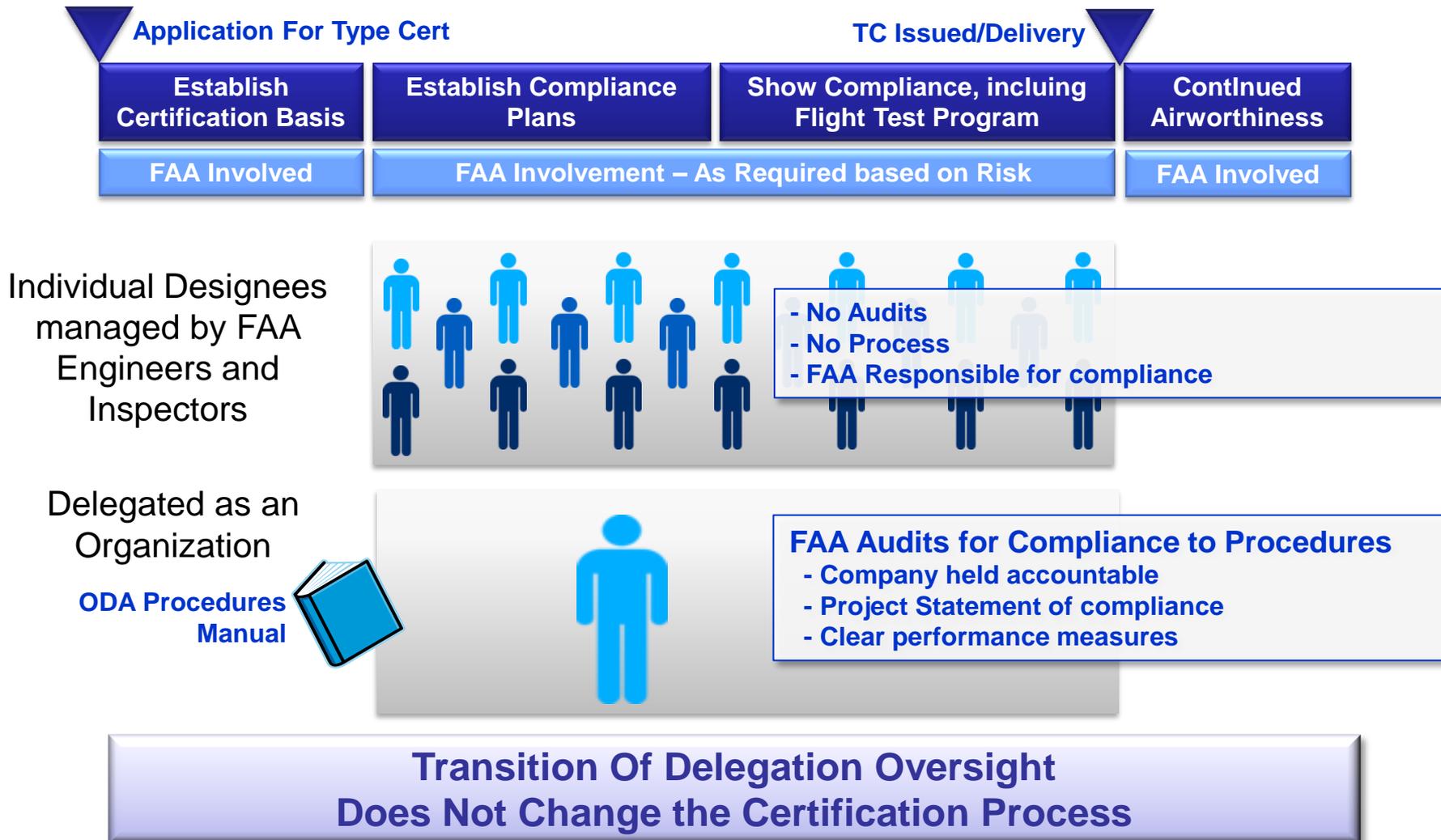


FAA's Delegation History

1920's -40's	" <u>Individual</u> " delegations established – DER, DMIR, DPE, etc.
1950's	DOA – " <u>organizational</u> " delegation for Part 23 TC holders
1960's	DAS - " <u>organizational</u> " delegation for repair stations
1970's	SFAR 36 - " <u>organizational</u> " delegation for operators
1980's	" <u>Individual</u> " delegation established for DARs
1990's	ODAR - " <u>organizational</u> " delegation to Production Approval Holder's (PAH) for quality systems
Today	ODA – " <u>organizational</u> " delegation for all organization types



Certification Process



Transition of BCA Delegation

Phase I

Nov. 2004

Phase 2

Aug. 2005 – Apr. 2006

Phase 3

Aug. 2006

Phase 4

2009

DERs and DMIRs - Ramping down as programs transitioned

ODA

Mod Programs
(Service Bulletins) and
717

**Puget Sound
Production
Programs**

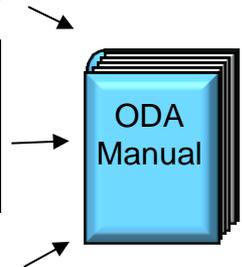
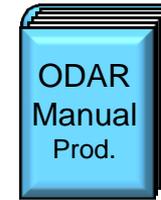
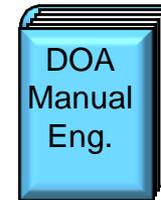
All Deliveries
and Major
Derivatives

- 737-900ER
- 747-LCF
- 777-200ER

**New
Airplane
Programs**

787

Discontinue DER System in BCA



Individual Designees

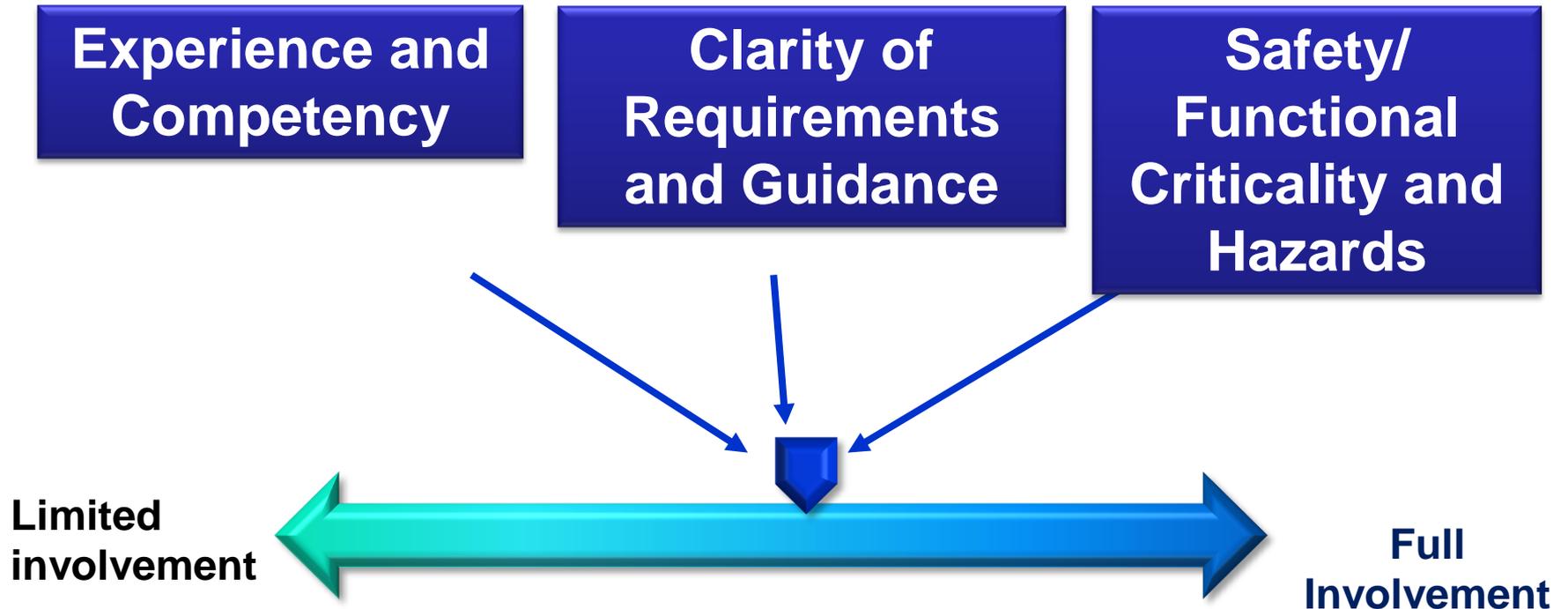
Increasing experience &
Program Complexity



Dates reflect program transition from individual designees to organizational delegation



FAA Level of Involvement



Not an “all or nothing” decision



Summary

- **Oversight model does not directly influence FAA level of involvement**
 - Data driven, risk based decision making
 - We choose our level of involvement based on a number of factors
- **The FAA has discretionary authority to review all or part of compliance showing**
- **Applicants are responsible for showing of compliance**

