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## Impact of NATA's Maintenance and Technology Committee

Last week, the [NATA Maintenance and Technology Committee](#) held its fall meeting at Duncan Aviation in Lincoln, NE. Topics discussed included Import Export Guidance, Best Practice Discussion regarding Discrepancies and Approval for Return to Service, discussion of the FAA AC published last year on approvals of Aircraft Inspection Programs.

On November 9<sup>th</sup>, the FAA published a new [Advisory Circular, AC 135-44](#). The AC provides information concerning the placement of aircraft into service for Title 14 of the Code of Federal Regulations (14 CFR) Part 135 commuter and on demand operations. It is not mandatory; however, it does describe the process that is acceptable to the FAA to demonstrate the aircraft to be operated is configured to the operational requirements of Part 135.

NATA's Maintenance and Technology Committee was instrumental in urging the FAA to develop policy for the inspector and guidance for industry to assist in adding aircraft to a Part 135 operating certificate. Lack of consistency between FAA offices and delays to add an aircraft based on conformity inspections have been long-time industry concerns. The issue came to a head during a Consistency and Regulatory Interpretation FAA Aviation Regulatory Committee (CRI ARC) meeting, which NATA chaired. AC 135-44 is the result of this hard work by the FAA and the NATA Maintenance and Technology Committee.

The FAA also revised its inspector policy as well, both reiterating that it is the operator's responsibility to ensure the aircraft's airworthiness and compliance to Part 135, not the inspectors. The Association is hopeful the AC and the FAA inspector policy will help solve the perception that the inspector is responsible and will increase consistency and reduce delays in the certification process.

NATA Maintenance and Technology Committee is also participating on the Dynamic Regulatory System (DRS) product development team. The DRS is another recommendation that came from the CRI ARC. The DRS concept is a data base that will be designed to contain all the existing information in the Flight Standards Information System (FSIMS) and capture all the other policy and regulatory documents. The FAA intends to take advantage of technologies that provide for advanced search capabilities, machine learning, natural language processing, and other functionality; all of which can significantly improve the quality of DRS once completed.