

# EWIS Maintenance Program Enhancements

ATSRAC Meeting

April 24, 2003

Washington, D.C.

# EWIS Maintenance Program Enhancements

- Revise Definitions for GVI and DI
- Documentation Enhancements
- EZAP
- Training

# EZAP Implementation

1. OEMs Perform EZAP
2. OEMS Document in Instructions for Continued Airworthiness
3. Operators Incorporate into Maintenance Program
4. Operators Perform Maintenance Tasks

# Rulemaking Development Goals

- Enhance Safety
- Accomplish Collaboratively
- Ensure Cost Beneficial

# Cost/Benefit Analysis

- Preliminary Analysis Accomplished
- Analysis Performed for each proposed regulation
- Uncertainty remains that analysis will support regulatory implementation of full suite of ATSRAC recommendations

# Alternatives to Rulemaking

- FAA Assessed possible options
- Voluntary Maintenance Program Enhancements highest feasibility
  - Desire to implement
  - Existing implementation structure in place (e.g. MRB and MSG-3)
  - Voluntary actions currently underway

# EAPAS Alternative

## Maintenance Program Enhancements

### Option One

- Design and Certification – Part 25 rulemaking candidate
- Training – Part 121 rulemaking candidate, Parts 145, 147 other than rulemaking candidate
- EZAP Development (TC Holder) – SFAR, Part 21, rulemaking candidate
- EZAP Development (STC Holder) – other than rulemaking candidate for existing STCs

# EAPAS Alternative Maintenance Program Enhancements Option One

- One-time CEEPF Cleaning and Inspection – Part 121/129 rulemaking candidate
- Maintenance Documentation Enhancements – other than rulemaking candidate
- EZAP Incorporation and Performance – other than rulemaking candidate

# EAPAS Alternative Maintenance Program Enhancements Option Two

- Design and Certification – Part 25 rulemaking candidate
- Training – Parts 121, 145, 147 other than rulemaking candidate
- EZAP Development (TC Holder) – SFAR, Part 21, rulemaking candidate
- EZAP Development (STC Holder) – other than rulemaking candidate for existing STCs

# EAPAS Alternative Maintenance Program Enhancements Option Two

- One-time CEEPF Cleaning and Inspection – Part 121/129 rulemaking candidate
- Maintenance Documentation Enhancements – rulemaking candidate
- EZAP Incorporation and Performance – rulemaking candidate

# Next Actions

- Complete full cost/benefit analysis
- If cost/benefit analysis does not support mandating entire suite of ATSRAC recommendations FAA likely to encourage other than rulemaking alternatives
- Propose that ATSRAC develop and recommend how best to implement alternative as requested by FAA under Task 11

# Components of a Voluntary Program

- Develop expected compliance estimate
- Develop implementation milestones
- Identify metrics and process to measure success
- Identify necessary actions by Regulatory Authorities to support voluntary program