

Kansas City Flight Standards Office

FSDO Information

Date FY26 1st Quarter.

The Furlough Addition



Federal Aviation
Administration

Airworthiness Section

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IA RENEWAL.

We are nearing the end of the first year of our renewal cycle and I hope you have been keeping up with your training this year. There are a few things we should think about to keep our IA current. Training is a good place to start. It is never too early to look at training for the next cycle.

I thought I would share this again for those who may not have seen it's availability.



**Registration is Now Open for Concorde
Battery Corporation's
2026 Virtual IA Renewal Series**

Register through the [Concorde User Portal](#). As a registered user, just enter

your email and follow the link in your email to log in. Once you have logged in you may review this year's speakers and register for one, two or all three events.

Rotorcraft Session	January 8 & 9, 2026
Piston Session	January 15 & 16, 2026
Turbine Session	January 22 & 23, 2026

You will receive confirmation by email for each seminar you register to attend. You may also reference and modify your registration details in the User Portal at any time. If you do not receive confirmation, please check your junk folder for this important communication.

As we approach the events, you will receive reminders and online seminar access information via email. Your unique access code / URL will also be posted to your user account in the User Portal. If you have questions, please email the IA Renewal Team at iarenewal@concordebattery.com.

We are excited about the 2026 Concorde Battery Virtual IA and hope you can join us!

As always, Concorde maintenance training seminars are *free to attend* thanks to our sponsors.

This is an interesting article from the NTSB. (follow the link) and it is lengthy but has some good information.

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Ensure Learjet Main
Landing Gear Are Se

Now let's talk a little about Data.

When we are doing maintenance or repairs, we have to think about data:

There are several types of data available to you during your daily activity.

Approved Data and Accepted Data, and Previously Approved Data. To start with:

FAA-approved data has been explicitly approved by the FAA or an authorized representative for major repairs and alterations, while FAA-accepted data is a broader category that includes data considered acceptable by the FAA for minor repairs, they would be like the manufacturer's manuals and Advisory Circulars, though it doesn't require the same level of pre-approval as approved data. FAA-approved data is more rigorous, with approvals for critical components, often requiring a Designated Engineering Representative (DER) or the FAA itself to sign off on the technical data.

FAA-approved data

- **What it is:** Technical data that has received formal approval from the FAA or an authorized representative, such as a DER, to substantiate a major repair or alteration.
- **Examples:**
 - Data approved by the FAA for a Supplemental Type Certificate (STC).
 - Airworthiness Directives (ADs).
 - Repair specifications issued by the FAA.
- **Requirements:** The data must go through a formal approval process, often requiring specific forms like [8110-3](#) or 8100-9 for the approval to be documented.

FAA-accepted data

- **What it is:** Data that is acceptable to the FAA for use in minor maintenance, repairs, or alterations, without needing separate FAA approval for each instance.
- **Examples:**
 - The current manufacturer's maintenance manual or Instructions for Continued Airworthiness (ICA).
 - Advisory Circulars (ACs), such as AC 43.13-1A and 2A.
 - Other methods, techniques, and practices acceptable to the Administrator.
- **Requirements:** The user must confirm that the data is current and that the methods used are acceptable to the FAA for the specific minor repair. This data does not have the same explicit approval stamp as "approved data".

Key differences

- **Approval process:** Approved data has formal, explicit approval, while accepted data is considered acceptable "out of the box" for certain applications.
- **Application:** Approved data is typically required for major repairs and alterations, while accepted data is for minor ones.
- **Scope:** Approved data is often more specific and can include a detailed substantiation for a unique repair. Accepted data is often more general and is based on established practices.

Previously Approved Data. This term refers to data that was approved for a specific purpose, such as a Supplemental Type Certificate (STC) or major alteration on an aircraft, powerplant, propeller, or appliance. All previously approved data has to be applicable to the requested major repair or major alteration. All differences, deviations, inclusions, and exclusions between the original use of the data and the current one must be considered before the data can be approved for use. For information on possible resources for

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approved data relevant to Major Repairs or Major Alterations, see [AC 43-210A Figure 2-1](#) (attached), it lists typical sources by which you can obtain previously approved data. Not all of this data may be readily available. It is the applicant's responsibility to review all data that is available. You should consider the following items when evaluating previously approved data:

Product Certification Basis. If the certification basis applicable to the product intended to be altered or repaired is different from the basis the previously approved data was developed for, you must make a comparison of the two and the differences addressed in making a determination of applicability for use of the previously approved data.

Special Conditions. If special conditions are required to show compliance, representative data must be specifically approved for the product or appliance intended for alteration or repair.

Equivalent Level of Safety (ELOS) Findings. If ELOS are used to show compliance, the underlying data must be specifically approved for the specific product or appliance intended for alteration.

Exemptions. If data was developed and approved for a product design based on an exemption to an airworthiness standard, you must consider the exemption impact and any deviation which may have been granted to the approved product or appliance. Such exemption or deviation may require independent approval by the FAA or an appropriately authorized Designated Engineering Representative (DER) or Organization Designation Authorization (ODA).

Applicability. You must review the data to determine applicability to intended use. If any data is not appropriate to the intended repair or alteration, it should not be referenced as supporting data.

Interested in more information? Education and training are critical to improving GA safety. The Federal Aviation Administration (FAA) Safety Team (FAASTeam) provides access to online training courses, seminars, and webinars as part of the FAA's "William (Bill) O'Brien Aviation Maintenance Technician Awards Program," which provides mechanics with recurrent training that focuses on accident and incident causal factors, special emphasis items, and regulatory issues. The courses listed below (and many others), as well as seminar and webinar information, can be accessed from the FAASTeam website at ww.faasafety.gov. (Course access requires login through an existing or creation of a free FAASTeam account.)

Aircraft Maintenance Documentation for AMTs

Dirty Dozen: Human Error in Aircraft Maintenance

Failure to Follow Procedures: Landing Gear Failure

Human Factors Primer for Aviation Mechanics

Working Healthy: 8 Steps for Protecting Your Health

Failure to Follow Procedures: Inspections

Failure to Follow Procedures: Installation

Fatigue Countermeasure Training Other FAA resources:

"Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair" (FAA Advisory Circular [AC] 43.13-1B) contains a Personal Minimums Checklist in chapter 13 that lists actions to accomplish before and after maintenance tasks to reduce maintenance errors.

Aviation Maintenance Technician Handbook – General (FAA-H-8083-30) includes an

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“Addendum/Human Factors,” which discusses the human factors-related conditions behind most maintenance errors. The addendum (which is also called chapter 14) can be accessed from the FAA’s website at www.faa.gov.

Aircraft Safety Alerts, including airworthiness directives, maintenance alerts, special airworthiness information bulletins, and unapproved parts notifications, can be accessed from www.faa.gov/aircraft/safety/alerts.

The Human Factors in Aviation Maintenance Web Portal provides educational resources, including videos and presentations related to mitigation strategies for preventing human-performance-related maintenance errors. It can be accessed at https://www.faa.gov/about/initiatives/maintenance_hf/.

This was a reprint for the NTSB Safety Alert SA-022, and others Safety Alerts can be accessed from the NTSB’s Safety Alerts web page at <http://www.nts.gov/safety/safety-alerts/Pages/default.aspx>.

Additional Information

Please note the URL for the following sites have changed with introduction of the Dynamic Regulatory System
If you have not looked at the Dynamic Regulatory System check it out.

<https://drs.faa.gov/browse/doctypeDetails>

Notice of Proposed Rules for Airworthiness Directives:

Notice of Proposed Rule Making is your chance to make a difference and stay informed on future changes.

Yes, if you go through the process, you can make a difference.

The URL for Proposed Rules Airworthiness Directives:

<https://drs.faa.gov/browse/doctypeDetails>

New Airworthiness Directives:

Airworthiness Directives, for all aircraft, can be found at:

<https://drs.faa.gov/browse/doctypeDetails>

Service Difficulty Program:

When a system, component, or part of an aircraft (power plants, propellers, or appliances) functions badly or fails to operate in a normal or usual manner, it has malfunctioned and should be reported. In addition, if a system, component, or part has a flaw or imperfection which impairs function or which may impair future function, it is defective and should be reported. While at first sight it appears this will generate numerous insignificant reports, the Service Difficulty Program design is to detect trends. Any report can be very constructive in evaluating design or maintenance reliability.

These reports can be filed electronically or by paper. For electronic filing go to <https://sdrs.faa.gov/>. For paper submission, the form is available to download at, http://www.faa.gov/documentLibrary/media/Form/FAA_8010-4_7-19.pdf, you may have to cut and paste this Link into your browser.

Service Airworthiness Information Bulletins (SAIB):

This is good information for issues that do not rise to level of an Airworthiness Directive.

<https://drs.faa.gov/browse/doctypeDetails>

Can you tell me how many SAIB’s came out last year?

How about new Airworthiness Directives?

The links above are a good place to start.

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If you are looking for a Designees, Airworthiness Representatives, Designated Mechanic Examiners,

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and Designated Parachute Rigger Examiners
information.

The Current Link is:

https://www.faa.gov/about/office_org/field_offices/fsdo/mci/

Airworthiness Facts are published quarterly and available via email only. If you would like to receive Airworthiness Facts, register on FAASafety.gov and keep your Email address current on FAASafety.gov

Donald Halbert, Donald.D.Halbert@FAA.gov



Ensure Learjet Main
Landing Gear Are Se



ac_43-210a.pdf

Appendix One:

Free IA Renewal Courses are always available online at FAA Safety.gov. Yes, training can happen anytime. So do not wait until the last minute.

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To get credit for these courses, you must sign in to your FAASafety.gov account, if you do have an account, you can set one up at FAASafety.gov,

To sign up for your free account go to FAASafety.gov, and Under Welcome Guest block - New to FAA Safety.gov - Create an Account. Fill in the requested information.

If you have a FAASafety.gov account: LOGIN TO YOUR ACCOUNT.

Once you are logged in – on the blue bar select Activities, Courses & Seminars. – Select Courses and toward the bottom of the page select “Available Courses” – Show AMT Courses – Under the “Credit” column select the AMT courses that show - (↑ Also accepted for IA Refresher Training) and list cost as free.

Below is a list of the free IA Approved courses that are 1 hour or 2 hours long. After successfully completing 8 hours of training, follow the instruction for obtaining your certificate for each one. Retain those certificates and submit with your renewal paperwork in March of the odd years.

This list is always changing so check the courses before you take them.

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-796

ABS Engine Service Clinic Review

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-952

Aging Aircraft Maintenance Techniques, Ownership, and Upkeep

Free

Socialflight.com

AMT

2 Hours Total for AMT

2 Hours Total for IA Refresher Training

ALC-498

Aircraft Exhaust Systems (AMT Core Course 2018)

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-180

Aircraft Maintenance Documentation for AMTs

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-808

AirVenture 2023 Exp. and Light Sport Aircraft Maintenance

Free

FAASTeam

AMT

1 Hours Total for AMT

Course ID

ALC-817

A Case For Non Technical Training (AMT Core Course for 2021)

Free

FAASTeam

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1 Hours Total for IA Refresher Training

ALC-893

Amateur Aircraft Inspection Case Study

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-792

Aspen E5 Installation and Support

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-794

Continental Aerospace Technologies - Ignition Maintenance

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-793

Continental Aerospace Technologies - Making TBO

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-799

Continental Aerospace Technologies Engine Service Clinic Review

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-107

Dirty Dozen - Human Error In Aircraft Maintenance

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-37

Failure to Follow Procedures - INSPECTIONS

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-67

Failure to Follow Procedures - Installation

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-83

Failure to Follow Procedures - Landing Gear Failure

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-445

Failure To Follow Procedures - Rationalizations (Core Crs. 2016)

Free

FAASTeam

AMT

1.5 Hours Total for AMT

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1 Hours Total for IA Refresher Training

ALC-786

False Targets While Ground Testing - ADS-B

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-258

Human Factors Primer for Aviation Mechanics

Free

FAASTeam

AMT

1.5 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-899

IA Refresher Training A to Z

Free

Socialflight.com

AMT

3 Hours Total for AMT

3 Hours Total for IA Refresher Training

ALC-897

IA Renewal and how to Use IACRA to Renew

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-895

Is it Airworthy

Free

Socialflight.com

AMT

2 Hours Total for AMT

2 Hours Total for IA Refresher Training

ALC-832

Is Your Aircraft Engine Healthy

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-592

Maintenance Error (2020 AMT Core Training)

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-327

Maintenance Error Avoidance (Core Course 2014)

Free

FAASTeam

AMT

2 Hours Total for AMT

2 Hours Total for IA Refresher Training

ALC-409

PAUSE for Safety (Core Course 2015)

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-529

Proper Torque (AMT Core Course 2019)

Free

FAASTeam

AMT

1 Hours Total for AMT

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1 Hours Total for IA Refresher Training

ALC-457

Reducing Maintenance Related Engine Failures (CC 2017)

Free

FAASTeam

AMT

2 Hours Total for AMT

2 Hours Total for IA Refresher Training

ALC-896

Supply Chain Hazards to Aviation Safety

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-789

Tempest Aero: Spark Plug Maintenance

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-534

The Buck Stops with Me

Free

Dr. Bill Johnson

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-269

The Impact of Tire Maintenance on Aircraft Safety

Free

Michelin Aircraft Tire

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-924

uAvionix AV-30 Installer Training

Free

Socialflight.com

AMT

2 Hours Total for AMT

2 Hours Total for IA Refresher Training

ALC-931

uAvionix TailbeaconX Installer Training

Free

Socialflight.com

AMT

2 Hours Total for AMT

2 Hours Total for IA Refresher Training

ALC-790

Wipline 8750A Float Maintenance Training

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-791

Wipline Small Float Maintenance Training

Free

Socialflight.com

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

ALC-587

Wiring and Electrical

Free

FAASTeam

AMT

1 Hours Total for AMT

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Administration

1 Hours Total for IA Refresher Training

ALC-117

Working Healthy - 8 Steps for Protecting Your Health

Free

FAASTeam

AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training

Appendix Two (IA List)

Find your Name:

Assigned ASI (this information can change weekly)

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ABBOTT, JONATHAN WORDEN
ABERNATHY, RICHARD MERRIL
ACOSTA, RAYDEL LOPEZ
ALBRIGHT, STACY VAN
ALEXANDER, STEVEN WAYNE
ALQUIST, KEVIN BRUCE
ANDERSON, RICHARD EDWIN
BAACK, JEFFERY DEAN
BARRY, PETER R
BAXTER, EYTHAN KALINSKI
BENTCH, MARK WILLIAM
BEUL, MICHAEL WAYNE
BITIKOFER, BRENT ERIN
BIUS, JOHN TIMOTHY
BLACKBURN, DELANCE
BOGAN, JEREMY DWAYNE
BOLDWIN, CHAUNCEY LEE
BOOKER, CHARLES EDWARD
BOS, PHILIP ARTHUR
BOTTORFF, MARSHALL BOYD
BRANNAN, PAUL ALLEN JR
BRANOM, FRANK LEON
BRANSON, JOHN FRANKLIN
BRESHEARS, JASON NORRIS
BROEKER, ALVIN RAYMOND
BROOKS, JAMES RANDOLPH
BROW, KELLEY JAMES
BROWN, PAUL NORMAN
BROWN, WILLIAM JOSEPH
BUDKE, THOMAS RAY
BUENO, RAUL
BUTLER, CLARA JOY
CARNES, BENJAMIN LOGAN
CARPENTER, BRIAN JOHN
CARR, THOMAS JOSEPH
CASTLE, RICHARD EVERETT
CHADDA, HARPAL SINGH
CHAFFEE, PHILIP DEAN
CLARK, MARK DOUGLAS

David Johnson
Jon Bosley
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Bill Brown
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Gus Flores
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CONOVER, DUSTIN JOSEPH	Jon Bosley
COOPER, JAMES ROBERT	David Johnson
CRANE, JERRED SCOTT EUGENE	Gus Flores
CROW, LARRY RAY	Gus Flores
CUNNINGHAM, SHAWN PHILLIP	Gus Flores
DANIEL, SHANNON BRETT	Bill Brown
DARTER, LLOYD RANDALL JR	David Johnson
DAVIS, CHRISTOPHER ROBERT	David Johnson
DEAN, JEFFREY WAYNE	David Johnson
DECKER, RICHARD ALLEN JR	Bill Brown
DEGEAL, DOUGLAS ARTHUR	David Johnson
DENNING, LAWRENCE IRVIN	Jon Bosley
DICK, RUSSELL KEITH	Bill Brown
DILLINGHAM, AUSTIN JACOB	Jon Bosley
DISRUD, ROGER GALEN	Bill Brown
DODSON, DERRICK EUGENE	David Johnson
DUNN, KEVIN FLOYD	Bill Brown
ELISHA, SEBINTU MFASHINGABO	Jon Bosley
ENK, WILLIAM ARMAND	Jon Bosley
FAIRBANKS, CHARLES KEENE	Bill Brown
FALLS, JEFFREY SCOTT	Gus Flores
FEISTHAMEL, ROBERT REX	David Johnson
FENTON, TED PRESTON	Gus Flores
FORESTER, BILLYJOE ODELL	David Johnson
FORKER, TIM LEE	David Johnson
FOSTER, JAY WILLIAM	David Johnson
FOX, LEO BRIAN	Bill Brown
FOY, WILLIAM SCOTT	Bill Brown
FRANZ, LARRY LEO	Bill Brown
FRAZER, SKYLER BRAEDEN	David Johnson
FRINK, DARRYL KENT	Bill Brown
GALL, MICHAEL DAVID	David Johnson
GILES, JERRY SAMUEL	Jon Bosley
GILMORE, CHRISTOPHER GLEN	David Johnson
GIPPNER, GERALD WAYNE	Gus Flores
GOLDEN, MARK EUGENE	Gus Flores
GOODE, JAMES MITCHELL	David Johnson
GOODING, DUSTIN JOHN	Bill Brown
GRAHAM, EDWARD JOHN	Jon Bosley
GRANT, PATRICK LEE	David Johnson

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GREGORY, TRACE DIETER
GUILFORD, STACY WADE
GUY, CRAIG ALLEN
HALBERT, DONALD DWIGHT
HANKINS, JOSHUA RUSSELL
HARRIS, ROBERT THOMAS
HAYES, TRAVIS JR
HENDRICKS, DANNY BUCK
HEREFORD, DOUGLAS BURR
HUELSMAN, RANDALL JASON
HUMPHREYS, MELVIN DEAN
HUNT, TERRY LILE
ICKES, PETER WESTLEY JR
JELLA, CHRISTOPHER RYAN
JEWELL, MICHAEL DWAYNE
JOHANNABER, WREN ALLEN
JOHNSON, DAVID SCOTT
JOHNSON, LAWRENCE HERBERT
JOURDAN, FRANK EDWARD
KELSEY, JAMES R
KENT, ADAM RYAN
KEPLINGER, RONALD WAYNE
KINGSLEY, KALAND WORLEY
KLING, KADEN JOSEPH
KNOX, JOHN R R
KORMAN, JOEL MARCUS
LAMB, BARRY JAMES
LANGENFELD, KENNETH JOHN
LATHAM, WILLIAM ALSON JR
LAUF, DOUGLAS FRANK
LAUX, BLAINE FOSTER
LAWLER, JOHN JOSEPH
LEECH, TERRY ALLEN JR
LENTO, LOUIS WILLIAM
LINDSAY, DAVID CHRISTOPHER
LOWDERMAN, JASON PAUL
MARBUN, HARRY JOHN
MARTINEZ, EDUARDO JAVIER
MARTINEZ, GILBERT MARTIN
MARTINEZ, JOSE LEON

Jon Bosley
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MATTHEWS, WILLIAM SIDNEY	Bill Brown
MAY, GARY DON	Gus Flores
MCCANLES, KEVIN LLOYD	Gus Flores
MCCANLES, MARVIN LOYD	Gus Flores
MCCASLIN, DALE ALAN	Bill Brown
MCCLEAN, JAMES AARON	Jon Bosley
MCGUIRE, ZACHARY TODD	Gus Flores
MCKIBBEN, KENNETH RAY	Bill Brown
MCREYNOLDS, ANDREW CURTIS	Jon Bosley
MCVAY, CHRISTOPHER BARRETT	Bill Brown
MEAD, KEVIN WAYNE	Gus Flores
MEHRHOFF, STANLEY ERNEST	David Johnson
MIKKELSON, ERIC JAY	Bill Brown
MILLER, COLEBY MICHAEL	Jon Bosley
MILLER, ERIC LEE	Jon Bosley
MILLER, RODNEY ROBERT	Jon Bosley
MOONEY, STEVEN DAVIS	Bill Brown
MOORE, KENNETH DEAN	David Johnson
MOSHER, JACOB DANIEL	Gus Flores
MULLERE, CHARLES ROBERT	David Johnson
MULLERE, ZACHARY ROBERT	David Johnson
MYERS, TED DUANE	David Johnson
NELSON, BILL WAYNE	Jon Bosley
NEWMAN, MICHAEL WAYNE	Gus Flores
NIELSON, THOMAS ALARIC	Bill Brown
NOTT, TERRY MICHAEL	Bill Brown
OLLA, MICAH ROBERT	Gus Flores
OPAT, JEFFERY MICHAEL	Jon Bosley
PERKINS, CHAS LEROY	David Johnson
PERKINS, GARY GENE	Gus Flores
PIPER, HERBERT GLENWOOD JR	Jon Bosley
PITTS, LYNN LARRY	Jon Bosley
PLEAS, AARON RANDALL	Gus Flores
RAKERS, RAYMOND AUGUST	Jon Bosley
RALSTON, KELLY GLENN	Gus Flores
RANKIN, KEVIN JOE	Gus Flores
REBHOLZ, PETER ERNST	Bill Brown
RECORD, ROBERT ALLEN	Jon Bosley
REIMER, JUSTIN KEITH	Bill Brown
REIS, ROBERT KEALOHA	Bill Brown

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REYNOLDS, MARCUS STEPHEN
RHEA, JAMES CHARLES
RICCIUTI, MARTIN RENZO
RICHMOND, JUSTIN LLOYD
ROBBINS, JOSEPH L.
RUIZ-PEREZ, CELSO LUIS
RUSSELL, WILLIAM JOHN
SALAZ, DAVID REYES
SAPP, TIMOTHY LELAND
SCHILTZ, MAX LARRY
SCHMALZ, ALFRED JEFFREY
SCHNELL, THOMAS JOHN
SCHROEDER, BRYAN EDMUND
SCHROER, SCOTT DANIEL
SCHWEIGER, BERNARD ANTHONY
SCOTT, MILTON EUGENE
SEABOLT, JAMES THOMAS JR
SHIMP, ERIC ALAN
SHORT, DAVID JACKSON
SHORT, DAVID JACKSON
SHRIFT, STEPHEN ERIC
SIMPSON, CRAIG EARL
SINOR, DELBERT DEAN
SMITH, DUSTIN ERIC
SMITH, REX MELVIN
SOLITO, JOHN GERALD
SPEARS, KEVIN LEE
SPENCER, THOMAS NELSON
STANTON, ANTHONY DAVID
STARK, THOMAS DALE
STAUFFER, MICHAEL DEAN
STOCK, BRYANT LEE
STOKES, WILLIAM JOSEPH
STOLTZ, JOHN KENNETH
STREETER, SHAN DUSTIN
STRICKLAND, MICHAEL FRANKLIN
STUBER, GARY ALLEN
STURGUSS, JAMES KENT
SWARTZLANDER, MATTHEW SCOTT
SWEET, RICHARD LYNN

Jon Bosley
Bill Brown
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Gus Flores
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David Johnson
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Kansas City Flight Standards Office

FSDO Information

Date FY26 1st Quarter.

The Furlough Addition



Federal Aviation
Administration

TAIN, ROBERT ST AUBYN
TAYLOR, WILLIAM CHARLES
THESSSEN, CURTIS WILLIAM
THIBODEAU, DONALD ROD
TINKHAM, DENNIS THAYER
TOMCZUK, JOSEPH FRANCIS
VAN WORMER, WILLARD DIXON
VAUGHT, ETHAN COLE
VETTER, VIRGIL R
VETTER, VIRGIL RAY
VOLTMER, BENJAMIN PAUL
WARTON, GREGORY BIDDLE
WELDON, ROBERT CLINT
WENDT, WESLEY ALLEN
WESTCOTT, BROOK ELLIOTT
WHITE, MATTHEW LEE
WHITE, NATHANIEL DAVID
WHITE, RICHARD LEE
WILBERS, STEVEN MARK
WILCOX, STEPHEN ASA JR
WILL, DAVID GLENN
WINTERS, EDWARD JAMES
WOLTERS, LAYNE ANDREW
WORKMAN, RYAN ALLEN
YELTON, DARRELL ALAN
ZICK, ANTHONY MATTHEW

Jon Bosley
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