

**AVIATION RULEMAKING ADVISORY COMMITTEE  
FOR AIR CARRIER OPERATIONS  
Meeting Minutes**

**DATE:** August 15, 2000

**TIME:** 2:00 p.m.

**PLACE:** Federal Office Building 10A, Conference Rooms 8 A/B, 800 Independence Ave., SW, Washington, DC.

The meeting of the Aviation Rulemaking Advisory Committee on Air Carrier Operations was announced in the Federal Register on August 1, 2000 (65 FR 31953) and held on August 15, 2000. A list of attendees is attachment 1. The Assistant Chair, Mr. Bill Edmunds of the Air Line Pilots Association, opened the meeting. The Assistant Executive Director, Mr. Gregory Michael, Office of Flight Standards Service, read the required statement which briefly explained the rules governing the conduct of the meeting. Those in attendance introduced themselves.

**WORKING GROUP REPORTS:**

*Extended Range Operations with Two-Engine Aircraft (ETOPS) Working Group*

Mr. Tim Gallagher, United Airlines and working group Chair, reported that the working group is off to a good start: the task was announced in the Federal Register on June 14 and their first meetings were held July 18-20. Mr. Gallagher presented the Work Plan for the group, noting that the working group is divided into two subgroups: a type design subgroup and an operations subgroup. He commented that although this is not a harmonization group, requirements will be harmonized to the extent possible. The Munich meeting in September will overlap the JAA ETOPS meeting, and there is a planned brief to ICAO during the meeting in Canada next May. Mr. Ron Swanda, General Aviation Manufacturers' Association, questioned how Part 135 operations would be handled, noting that only a policy letter currently sets requirements for these operators. There was discussion on the possibility of a small, separate Part 135 subgroup; however, the general consensus was that this would be disruptive to the progress of the group. Eric Van Opstal, clarified that the objective of the group is to codify ETOPS policy and to make it consistent with ICAO procedures. Mr. Bill Edmunds, Issues Group Chair, asked that the FAA clarify the tasking as it applies to Parts 121 and 135. Mr. Van Opstal answered several questions from members, verifying that this task does not apply to fractional owners or general aviation. The work plan developed by the working group was approved by the membership. (See attachment 2.)

*All Weather Operations Working Group*

In lieu of a formal report from the working group, there was a general discussion of the status of Advisory Circular 120-29A. Following Federal Register publication of availability and comments on the draft, the document has been under coordination in the FAA, with some offices requiring substantive changes. Mr. Greg Michael, Assistant Executive Director, commented that a meeting has been planned of the various FAA offices involved to finalize the AC. Mr. Tony Broderick, Airbus, commented on the tremendous expenditure of resources by the working group in the development of the AC, and expressed that that the working group should be

allowed to review changes made by FAA. This opinion was also expressed by Mr. Edmunds. Mr. Michael indicated that he would relay this message to those working on the AC.

*Airplane Performance Harmonization Working Group*

Mr. Ken Hurley reported that the working group met the end of July in Washington and that a number of reports that addressed the various segments of the task were presented. Mr. Hurley noted that there remain a number of issues for which both a pro-harmonization and a contra-harmonization report will be filed. He listed a number of such issues: engine out on a contaminated runway, obstacle accountabilities, and alternate airports. The working group is operating under the "fast track" ARAC harmonization process, which means that rather than submit an NPRM, it will submit a technical report containing the safety issue, the JAA position, the FAA position, the impact of changes, and a preliminary cost estimate. Thus, the final recommendation will be various reports. The membership of the issues group examined the task statement to determine that this is within the published task. The Assistant Chair noted that the Air Carrier Operations Issues Group will not attempt to make a determination on the issues for which consensus was not reached, but will send these forward with the proper documentation to the FAA. Mr. Hurley noted that the next, and probably final, meeting of the working group is in Washington, DC September 12-14 at ATA. He anticipates that the final report will be coming to the issues group in November.

I certify that the above minutes are accurate.

/s/ William W. Edmunds, Jr.

William W. Edmunds, Jr.  
Chair