

Federal Aviation Administration  
Flight Standards Service

Air Carrier Training Aviation Rulemaking Committee (ACT ARC)

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October 16, 2014

Ms. Margaret Gilligan  
Associate Administrator for Aviation Safety  
Federal Aviation Administration  
800 Independence Avenue, S.W.  
Washington, DC 20591

**Re: Air Carrier Training Aviation Rulemaking Committee (ACT ARC)  
Recommendation 14-1**

Dear Ms. Gilligan:

Following the Air Carrier Training Roundtable on November 21, 2013, the Air Carrier Training Aviation Rulemaking Committee (ACT ARC) was established on January 21, 2014 to provide a forum for the United States aviation community to discuss, prioritize, and provide recommendations to the FAA concerning operations conducted under parts 121, 135, and 142. The Administrator tasked the ACT ARC with making recommendations related to air carrier training and qualification, including strategies for international harmonization.

As a result of the tasking and its work process, the ACT ARC Steering Committee anticipates submitting recommendations to the FAA on an ongoing basis for the duration of the charter. The following represents the ACT ARC Steering Committee's first recommendation to the FAA.

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Recommendation 14-1

During discussions of the Air Carrier Safety and Pilot Training Aviation Rulemaking Committee (ARC 208), the ARC 208 members discovered that many operators and instructors did not understand the constraints under which windshear models can be used in a Flight Simulation Training Device (FSTD) resulting in unpredictable results from the training (e.g., changing the airport of a pre-programmed windshear model).

These concerns resulted in Initiative #25 (Make all required windshear models selectable and label them clearly on the instructor operating station (IOS)), which was referred to the ACT ARC for consideration. The ACT ARC Steering Committee assigned this initiative to the Flight Path Management Workgroup (FPM WG) for research and further deliberation.

After careful consideration, the ACT ARC Steering Committee concurred on the following recommendation:

**The ACT ARC recommends the FAA publish advisory guidance to operators emphasizing the importance of adhering to the aircraft configuration, airport, runway, environmental, and weight and balance assumptions of the validated windshear model of the FSTD.**

**Further, the guidance should emphasize that when an approved lesson plan calls for windshear, the operator should use the approved windshear model(s) as designed.**

The ACT ARC Steering Committee believes that raising awareness of the problem will enhance safety and sufficiently address the concern.

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On behalf of the members, it is our pleasure to submit this recommendation. We appreciate the FAA's willingness to partner with industry stakeholders to consider solutions in furtherance of the goal of improving air carrier training and ensuring the safest possible operating environment for the flying public.

Sincerely,

Don Dillman, Industry Co-Chair  
Airlines for America  
Vice President, Air Operations Training  
FedEx Express

Robert Burke, Co-Chair & Designated Federal Official  
Manager, Air Carrier Training Systems and  
Voluntary Safety Programs Branch  
Federal Aviation Administration