



U.S. Department
of Transportation
**Federal Aviation
Administration**

2nd Extension Effective Date:
05/20/2026

SUBJECT: Performance-Based Operations Aviation Rulemaking Committee Charter

1. **PURPOSE.** This charter extends the Performance-Based Operations Aviation Rulemaking Committee (PARC), originally issued on May 23, 2022, according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) § 106(p)(5). The Sponsor of the PARC is the Executive Director of the Strategic Transformation Office. This charter outlines the PARC's organization, responsibilities, and tasks.

The PARC has submitted 11 recommendation reports to the Federal Aviation Administration (FAA) since the May 2022 charter extension. The PARC, in consultation with the FAA Co-Chairman, has requested an extension to complete ongoing tasks assigned by the FAA. In addition, the FAA intends to assign additional tasks to the PARC.

2. **BACKGROUND.** The FAA has committed to implementing performance-based airspace operations as one part of the evolution of the National Airspace System (NAS). To meet this commitment, the FAA must address significant issues with industry dynamics; new technologies; new aircraft types/capabilities and configurations, as well as current operations; airspace use; airports; infrastructure; economics; and the environment. These complex issues mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing regulatory criteria and guidance materials are inadequate or nonexistent, the FAA will need to address these deficiencies. Issues under review by the PARC include:

- a. Expediting the development of performance-based criteria and standards.
- b. Implementing airspace and procedure improvements.
- c. Integrating airspace operations with airport and surface operations.
- d. Supporting the implementation dates for performance-based navigation for selected airspace, routes, and procedures.
- e. Facilitating the maximum or ideal use of modern communication, navigation and surveillance equipment, and capabilities (including the Global Positioning System) found in today's large base of qualified aircraft.
- f. Supporting the reduction of controlled flight into terrain and approach and landing accidents as identified by the Commercial Aviation Safety Team.
- g. Addressing improvements in terminal area operations to support the relief of airport capacity constraints and associated delays.

- h. Establishing a practical means for prioritizing, directing, and facilitating new criteria and implementation to realize increased operational and safety benefits provided by evolving technologies and potential equipment upgrades.
 - i. Harmonizing operations, procedures, and International Civil Aviation Organization (ICAO) standards to support and facilitate the global aspects of aviation operations and aircraft production.
- 3. OBJECTIVES OF THE ARC.** The PARC provides a forum for the U.S. aviation community to discuss, prioritize, and resolve issues, including those listed above; provide direction for U.S. flight operations criteria; support the FAA NAS modernization plans; and produce U.S. consensus positions for global harmonization.
- 4. TASKS OF THE ARC.** The tasks of the PARC are to:
- a. Develop means to implement improvements in NAS operations that address safety, capacity, and efficiency objectives, as tasked, consistent with global implementation.
 - b. Discuss issues and develop resolutions and processes to promote the evolution of safe and efficient NAS operations.
 - c. Address international harmonization and ICAO standards.
 - d. Coordinate the resolution of any comments on related proposed rulemaking.
 - e. Develop and recommend draft advisory circular language and a strategy, process, and schedule for implementing new or revised criteria to the FAA.
 - f. Develop and recommend updated guidance material, notices, handbooks, and other relevant material for performance-based operations to the FAA.
 - g. Make recommendations, including necessary rulemaking and additional tasking, to the Administrator through the Director of the Airspace Modernization Office.
 - h. Submit a recommendation report within 12 months from the first meeting after the effective date of the charter,
 - i. The Industry Co-Chairman sends the recommendation report to the FAA Co-Chairman and the Executive Director of the Office of Rulemaking.
 - ii. The FAA Co-Chairman determines when the recommendation report and records, pursuant to paragraph (8), will be made available for public release.

5. ARC PROCEDURES.

- a. Acts solely in an advisory capacity by advising and providing written recommendations to the FAA Co-Chairman.
- b. May propose related follow-on tasks outside the stated scope of the PARC to the FAA Co-Chairman.
- c. May reconvene following the submission of the recommendation report for the purposes of providing advice and assistance to the FAA, at the discretion of the FAA Co-Chairman, provided the charter is still in effect.

6. ARC ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION. The PARC comprises members of the aviation community. Members have been selected based on their familiarity and experience with performance-based airspace operations analysis and regulatory compliance. Membership is balanced in viewpoints, interests, and knowledge of the committee's objectives and scope.

The provisions of the August 13, 2014, Office of Management and Budget (OMB) guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continue the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." For further information, refer to the OMB Guidance at 79 FR 47482.

Membership is limited to promote discussion. Member attendance, active participation, and commitment are essential to achieving the objectives and tasks. In general, PARC members have been appointed for the duration. When necessary, the PARC may establish specialized and temporary working groups that include at least one member and invited subject-matter experts from industry and government.

Other Federal government agency subject-matter experts may be requested to participate as Observers and provide technical support to the members.

- a. The Sponsor, the Executive Director of the Strategic Transformation Office, will designate the FAA Co-Chairman. The FAA Co-Chairman will:
 - 1) Select and appoint industry members and the FAA participants,
 - 2) Select the Industry Co-Chairman from the membership of the PARC,
 - 3) Ensure FAA participation and support from all affected lines of business,
 - 4) Provide notification to the members of the time and place for each meeting, and
 - 5) Receive any status report and the recommendations report.
- b. Once appointed, the Industry Co-Chairman will:

- 1) Coordinate required PARC meetings to meet the objectives and timelines,
 - 2) Establish and distribute meeting agendas in a timely manner,
 - 3) Keep meeting notes, if deemed necessary,
 - 4) Perform other responsibilities as required to ensure the objectives are met,
 - 5) Provide status reports, as requested, in writing to the FAA Co-Chairman, and
 - 6) Submit the recommendation report to the FAA Co-Chairman and the Executive Director of the Office of Rulemaking.
7. **PUBLIC PARTICIPATION.** Meetings are not open to the public. Persons or organizations outside the PARC who wish to attend a meeting must get approval in advance from the Industry Co-Chairman and the FAA Co-Chairman.
8. **AVAILABILITY OF RECORDS.** Subject to applicable Freedom of Information Act Exemptions pursuant to Title 5, U.S.C., section 552, the FAA will make records provided by the PARC to the FAA available for public inspection and copying. Available records will be located at the Office of Flight Standards Service, FAA Headquarters, 800 Independence Ave. SW, Washington, D.C. 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the CFR, part 7.
- You can find this charter on the FAA Committee Database website at:
http://www.faa.gov/regulations_policies/rulemaking/committees/documents/.
9. **DISTRIBUTION.** This charter is available on the FAA Committee website at https://www.faa.gov/regulations_policies/rulemaking/committees.
10. **EFFECTIVE DATE AND DURATION.** The PARC is effective upon issuance of this charter and will remain in existence for a maximum of 48 months, unless the Administrator suspends, terminates, or extends the charter earlier.

Issued in Washington, D.C. on May 20, 2026.



Bryan Bedford
Administrator