



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Transport Airplane Risk Assessment Methodology
Aviation Rulemaking Committee Charter

Effective Date: 6/22/2015

SUBJECT: Transport Airplane Risk Assessment Methodology (TARAM) Aviation Rulemaking Committee (ARC)

- 1. PURPOSE.** This charter establishes the Transport Airplane Risk Assessment Methodology (TARAM) Aviation Rulemaking Committee (ARC), according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) 106(p)(5). The sponsor of this ARC is the Manager of the FAA Transport Airplane Directorate and this charter outlines the committee's organization, responsibilities, and tasks.
- 2. BACKGROUND.** FAA Order 8110.107A, first issued on March 12, 2010, defines a structured, standardized, Continued Operational Safety (COS) process and requires its use throughout the FAA Aircraft Certification Service (AIR). The process described in the Order was developed based on Safety Management System concepts and requirements.

Order 8110.107A directs each AIR product directorate to develop a risk-analysis methodology and accompanying risk guidelines for use within the COS process described in the Order. The risk analysis methodology and associated guidelines for transport airplane COS is contained in the TARAM Handbook. The TARAM handbook was issued on November 11, 2011, as FAA Policy Statement, PS-ANM-25-05: Subject: Risk Assessment Methodology for Transport Category Airplanes.

Continuous improvement is a tenet of a Safety Management System. Along with proactive development of process supporting data, and structured methods of obtaining lessons-learned, the TARAM ARC will enable the FAA to obtain industry and foreign airworthiness authority recommendations for the betterment of the process. The ARC will also be a vehicle through which additional sources of process supporting data can be identified and, in partnership with the ARC, made available to the FAA.

- 3. OBJECTIVES AND TASKS OF THE ARC.** The TARAM ARC will provide a forum for the United States aviation community to discuss and provide recommendations to the FAA and is tasked to specifically provide information, advice, and recommendations on all matters relating to improvement of the risk analysis process and procedures outlined in the Policy Statement, PS-ANM-25-05, "Risk Assessment Methodology for Transport Category Airplanes". The committee does not exercise program management or regulatory development responsibilities and makes no decisions directly affecting the FAA processes on which it provides advice. The committee provides a forum for the development, consideration, and communication of information from knowledgeable, independent subject matter experts within and outside the FAA.

The committee will:

- a. Undertake such information-and data gathering activities as necessary to address issues identified by the FAA for consideration by the committee, develop recommendations on those issues, and present the committee's recommendations to the FAA.

Initiated By:

- b. Evaluate technological developments in transport airplane Continued Operational Safety (COS) risk analysis and submit recommendations to the Manager of the FAA Transport Airplane Directorate on promising new ideas and approaches that would contribute to the improvement of the TARAM process and results.
- c. Serve as a forum for the discussion of problems involving the relationship between industry activities and the FAA transport airplane COS process and procedures contained in FAA Order 8110.107 (as amended), Manage Safety-Analyze Data, and the supporting TARAM process.

Recommendation Report. The TARAM ARC shall make recommendations covering the above topics.

4. ARC PROCEDURES.

- a. The TARAM ARC acts solely in an advisory capacity by advising and providing written recommendations to the Manager of the FAA Transport Airplane Directorate and the Director of the Office of Rulemaking.
- b. The TARAM ARC may propose additional tasks as necessary to the Manager of the FAA Transport Airplane Directorate for approval.
- c. **Status Report.** The TARAM ARC will provide a status update to the Manager of the Transport Airplane Directorate every six months.
- d. **Recommendation Report.** The TARAM ARC will submit a report detailing recommendations and committee accomplishments within 2 months from the expiration date of the charter.
 - i. The Industry Co-Chair sends the recommendation report to both the Manager of the FAA Transport Airplane Directorate and the Director of the Office of Rulemaking.
 - ii. The Manager of the FAA Transport Airplane Directorate determines when and in what form the recommendation report is released to the public.
- e. The ARC 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 Manager of the FAA Transport Airplane Directorate, provided the charter is still in effect.

5. **ARC ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION.** The FAA will set up a committee of members of the aviation community. Members will be selected based on their familiarity with aviation risk analysis and FAA Continued Operational Safety (COS) processes and procedures. Membership will be 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 guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory committees, Boards, and Commissions," (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now 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 see the Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

The TARAM ARC membership is limited to approximately 25 members to promote member engagement and discussion. Attendance, active participation, and commitment by members is essential for achieving the ARC objectives and tasks. Attendance is essential for continued membership on the committee. When necessary, the TARAM ARC may set up specialized and temporary task groups that include at least one TARAM ARC member and invited subject matter experts from industry and government.

The TARAM ARC will consist of:

- a. Risk-analysis subject matter experts from the FAA Transport Standards Staff and each of the major FAA Aircraft certification offices involved in transport airplane COS
- b. Representatives with aviation risk-analysis experience from major U.S. and foreign transport airplane manufacturers and subcontractors for airplanes and/or equipment operating in the United States
- c. Representatives with aviation risk-analysis experience from National Civil Airworthiness Authorities: the Agência Nacional de Aviação Civil (Brazil), the European Aviation Safety Agency and Transport Canada Civil Aviation
- d. Representatives with COS experience from major operators of transport airplanes in the United States and/or transport airplane industry organizations

The Manager of the FAA Transport Airplane Directorate will:

- 1) Select and appoint industry, foreign airworthiness authority, and the FAA members of the TARAM ARC, at the manager's sole discretion,
- 2) Select an Industry Co-Chair from the membership of the TARAM ARC,
- 3) Select the FAA Co-Chair from the FAA line-of-business,
- 4) Provide the FAA participation and support from all affected lines-of-business,
- 5) Provide administrative support for the TARAM ARC, through the Transport Airplane Directorate and

- 6) Receive all status reports and the recommendations report.
- b. Once appointed, the Industry Co-Chair will:
 - 1) Coordinate required ARC (and task group, if any) meetings in order to meet the ARC's objectives and timelines;
 - 2) Provide notification to all members of the time and place for each meeting;
 - 3) Establish and distribute meeting agendas in a timely manner;
 - 4) Keep meeting notes, if deemed necessary;
 - 5) Perform other responsibilities as required to ensure the ARC's objectives are met;
 - 6) Provide status reports in writing to the Manager of the Transport Airplane Directorate, and
 - 7) Submit the recommendation report to the Manager of the Transport Airplane Directorate.
6. **COST AND COMPENSATION.** The estimated cost to the Federal Government for the TARAM ARC is approximately \$25,000. All travel costs for government employees are the responsibility of the government employee's organization. Non-government representatives, including the Industry Co-Chair, serve without government compensation and bear all costs related to their participation on the ARC.
7. **PUBLIC PARTICIPATION.** ARC meetings are not open to the public. Persons or organizations outside the TARAM ARC who wish to attend a meeting must get approval in advance of the meeting from either the Industry Co-Chair or the FAA Co-Chair.
8. **AVAILABILITY OF RECORDS.** Consistent with the Freedom of Information Act, Title 5, U.S.C., section 552, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the ARC will be available for public inspection and copying at the offices of the FAA Transport Standards Staff, 1601 Lind Avenue S.W. Renton, WA 98057-3356. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, 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 distributed to the Manager of the FAA Transport Airplane Directorate, the Office of the Associate Administrator for Aviation Safety, the Office of the Chief Counsel, the Office of Aviation Policy and Plans, and the Office of Rulemaking.

10. EFFECTIVE DATE AND DURATION. The TARAM ARC is effective upon issuance of this charter. The ARC will remain in existence for 24 months, unless the charter is sooner suspended, terminated, or extended by the Administrator.

Issued in Washington, D.C. on June 22, 2015

A handwritten signature in black ink, appearing to read 'M. Huerta', with a circled number '1' to its right.

Michael P. Huerta
Administrator