DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee (ARAC)—ARAC Input To Support Regulatory Reform of Aviation Regulations—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to consider (1) recommendations on existing regulations that are good candidates for repeal, replacement, or modification and (2) recommendations on regulatory action identified in FAA's regulatory agenda. Pursuant to the February 24, 2017, Executive Order titled ''Enforcing the Regulatory Reform Agenda,'' each agency is required to establish a Regulatory Reform Task Force (RRTF) to evaluate existing regulations, and make recommendations for their repeal, replacement, or modification. As part of this process, the RRTF is required to seek input/assistance from entities significantly affected by its regulations. Since the ARAC's membership represents a broad spectrum of entities significantly affected the FAA's regulations, the Department, through the FAA, assigned this task to ARAC. This notice informs the public of the new ARAC activity.

FOR FURTHER INFORMATION CONTACT: Nikeita Johnson, Management and Program Analyst, Federal Aviation Administration, Room 810, 800 Independence Avenue SW., Washington, DC 20591, *Nikeita.Johnson@faa.gov,* (202) 267–4977.

SUPPLEMENTARY INFORMATION:

ARAC Acceptance of Task

At the April 20, 2017, ARAC meeting, the FAA assigned and ARAC accepted this task to evaluate the FAA's regulations in Title 14 of the Code of Federal Regulations to determine any and all regulations that should be repealed, replaced or modified, and to provide feedback on the regulatory actions identified in the FAA's regulatory agenda. ARAC will then provide advice and recommendations on the assigned task and submit a recommendation report to the FAA.

Background

The FAA established ARAC to provide information, advice, and recommendations on aviation related issues that could result in rulemaking to the FAA Administrator, through the Associate Administrator of Aviation Safety.

Improvement of regulations is a continuous focus for the Department. Accordingly, the Department regularly makes a conscientious effort to review its rules in accordance with the Department's 1979 Regulatory Policies and Procedures (44 FR 11034, 2/26/1979), Executive Order 12866, Executive Order 13563, and section 610 of the Regulatory Flexibility Act. Through two new Executive Orders, President Trump directed agencies to further scrutinize its regulations. On January 30, 2017, President Trump signed an Executive Order titled ''Reducing Regulation and Controlling Regulatory Costs (EO).'' Under Section 2a of that Executive Order, unless prohibited by law, whenever an executive department or agency publicly proposes for notice and comment or otherwise promulgates a new regulation, it shall identify at least two existing regulations to be repealed.

In addition, on February 24, 2017, President Trump signed Executive Order 13777 titled ''Enforcing the Regulatory Reform Agenda.'' Under this Executive Order, each agency is required to establish a Regulatory Reform Task Force (RRTF) to evaluate existing regulations, and make recommendations for their repeal, replacement, or modification. As part of this process, the Department is directed to seek input/assistance from entities significantly affected by its regulations.

Accordingly, the Department, through the FAA, tasked ARAC to consider (1) recommendations on existing regulations that are good candidates for repeal, replacement, or modification and (2) recommendations on regulatory action identified in FAA's regulatory agenda.

The Task

The ARAC is tasked to:

1. Evaluate the FAA's regulations in Title 14 of the Code of Federal Regulations to determine any and all regulations that should be repealed, replaced or modified. This evaluation will attempt to identify regulations that:

a. Eliminate jobs, or inhibit job creation;

b. Are outdated, unnecessary, or ineffective;

c. Impose costs that exceed benefits; or

d. Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies.

For purposes of this evaluation, a regulation means any regulatory provision and could include a regulatory section (*e.g.,* § 121.xxx), paragraph (*e.g.,* § 121.xxx(y)), or subparagraph (*e.g.,* § 121.xxx(y)(z)).

2. Provide a detailed explanation for recommending the repeal, replacement or modification of each regulation. This explanation will include any examples of why the regulation falls into one or more of the categories listed in paragraph 1.

3. Provide quantitative data on the costs and benefits of either repealing, replacing or modifying each regulation in the recommendation report.

4. Review the FAA's current regulatory actions identified in the regulatory agenda, and provide feedback on the current program as appropriate.

5. Develop both an initial report and an addendum report containing recommendations on the findings and results of the tasks explained above. This data will be provided in two recommendation reports. In the first recommendation report, ARAC will provide a list of regulations that are considered to address the criteria of paragraph 1 of this tasking. A second addendum recommendation report will provide details to supplement the first submittal by ARAC to the FAA, and will provide the additional and detailed data as described in paragraph 2, 3 and 4 of this tasking.

a. The recommendation report should document both majority and dissenting positions on the findings and the rationale for each position.

b. Any disagreements should be documented, including the rationale for each position and the reasons for the disagreement.

Schedule

This tasking notice requires two recommendation reports.

- The initial recommendation report must be submitted to the FAA no later than June 1, 2017, to allow for consideration of ARAC approval at the June 15, 2017 meeting.

After the initial recommendation report is submitted, the addendum recommendation report must be submitted to the FAA no later August 31, 2017, to allow for consideration of ARAC approval at the September 14, 2017, meeting. The Secretary of Transportation determined the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law. ARAC meetings are open to the public.

Issued in Washington, DC, on April 21, 2017.

Dale Bouffiou,

Alternate Designated Federal Officer, Aviation Rulemaking Advisory Committee.

[FR Doc. 2017–08564 Filed 4–27–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA–2017–0006]

Fixing America's Surface Transportation Act (FAST Act); Equal Access for Over-the-Road Buses

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice; request for comment.

SUMMARY: The FHWA invites interested parties to review and comment on definitions and applicable facilities related to requirements contained in Section 1411(a) and (b) of the Fixing America's Surface Transportation (FAST) Act regarding the treatment of over-the-road buses (OTRBs). In addition, FHWA invites interested parties to review and comment on a listing of covered Section 129 Federal-aid toll facilities in the United States.

DATES: Comments must be received by May 30, 2017.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit them by only one of the following means:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the online instructions for submitting comments.
- *Mail:* U.S. Department of Transportation, Dockets Management Facility, Room W12–140, 1200 New Jersey Ave. SE., Washington, DC 20590–0001.
- *Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Ave. SE., between 9 a.m. 5p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 366–9329.

All comments must include the docket number DOT–FHWA–2017–0006 at the beginning of the submission.

Electronic Access: This document may be viewed online through the Federal eRulemaking portal at: *http://www.regulations.gov.* Electronic submission and retrieval help and guidelines are available on the Web site. It is available 24 hours each day, 365 days each year. Please follow the instructions. An electronic copy of this document may also be downloaded from the Office of the Federal Register's Web site at: *http://www.archives.gov/federalregister* and the Government Publishing Office's Web site at: *http://www.gpo.gov/fdsys.*

FOR FURTHER INFORMATION CONTACT: Ms. Cynthia Essenmacher, Federal Tolling Program Manager, Center for Innovative Finance Support, Office of Innovative Program Delivery, Federal Highway Administration, 315 W. Allegan St., Room 201, Lansing, MI 48933, (517) 702–1856. For legal questions: Mr. Steven Rochlis, Office of the Chief Counsel, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366–1395. Office hours are from 8:00 a.m. to 4:30 p.m. E.T., Monday through Friday, except for Federal holidays.

SUPPLEMENTARY INFORMATION:

Table of Contents

A. Background

The FAST Act includes a number of provisions that modify Federal requirements related to high-occupancy vehicle (HOV) facilities and the tolling of highways. Sections 1411(a) and (b) of the FAST Act contained new requirements regarding the treatment of over-the-road buses (OTRBs) that access toll highways and HOV facilities. Specifically, the FAST Act amended 23 U.S.C. 129 and 23 U.S.C. 166 to address access to toll or HOV facilities for OTRBs.

For HOV facilities, 23 U.S.C. 166(b)(3) was amended by the FAST Act, adding subparagraph (C) to grant HOV authorities an exception to allow public transportation vehicles (which FHWA interprets to include all public transportation vehicles, including public transportation buses) that do not meet the minimum occupancy requirements to use HOV lanes, but only if the HOV authority also gives equal access to OTRBs that serve the public. Under this exception provided in 23 U.S.C. 166(b), HOV authorities may allow all public transportation vehicles to use HOV lanes, whether they meet the minimum occupancy requirements, as long as they provide equal access to OTRBs serving the public, under the same rates, terms, and conditions as all other public transportation vehicles.

Additionally, 23 U.S.C. 166(b)(4)(C) was also amended by the FAST Act, adding subparagraph (iii), to grant HOV authorities the alternative to toll vehicles not meeting the minimum occupancy requirements in HOV lanes. In that case, HOV authorities are required to provide access to OTRBs that serve the public under the same rates, terms, and conditions as public transportation buses (which FHWA interprets to exclude other types of public transportation vehicles, which may be treated differently by the HOV authority). Similarly, on toll facilities subject to 23 U.S.C. 129, the FAST Act amended 23 U.S.C. 129(a) by adding paragraph (9) to also require that OTRBs that serve the public be provided access to the toll facility under the same rates, terms, and conditions as public transportation buses.

In preparing guidance to assist in the implementation of Section 1411 of the FAST Act, FHWA considered how to define key terms in Section 1411 as well as which facilities are governed by the new requirements. The FHWA is seeking comment on implementation of these terms as they relate to FAST Act Section 1411 amendments to 23 U.S.C. 129 and 166.

B. Applicable Definitions for Implementing Section 1411 of the FAST Act

For the purposes of implementing FAST Act Section 1411 amendments to 23 U.S.C. 129 and 166, FHWA intends to use definitions where they exist in relevant statutes and regulations. Where FHWA found no existing definition, such as for the term ''public transportation bus,'' FHWA developed a definition based on its interpretation of Congress's intent. The definitions for the key terms, are:

''*Over-the-road bus*'' is defined as a bus characterized by an elevated passenger deck located over a baggage compartment. *Source:* As amended by FAST Act Section 1411, 23 U.S.C. 129(a)(10)(C) and 23 U.S.C. 166(f)(4) define this term, giving it the same meaning as in Section 301 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12181).

''*Public Transportation Bus*'' is a category of public transportation vehicle (as defined in 23 U.S.C. 166(f)(6)), consisting of a motor vehicle with motive power, except a trailer, designed for carrying more than 10 persons. *Source:* The FHWA developed this definition by drawing upon definitions of similar or related terms. The FHWA incorporated the definition of ''public transportation vehicle'' in 23 U.S.C. 166(f)(6), and the definition of ''bus'' in 49 CFR 571.3.

The Boeing Company
P.O. Box 3707, MC 09-76
Seattle, WA 98124-2207

June 1, 2017
B-H020-REG-17-TLM-29

Ms. Lirio Liu
Director, Office of Rulemaking, ARM-1
Federal Aviation Administration
800 Independence Avenue, SW.
Washington, D.C. 20591

Subject: Tasking – ARAC Input to Support Regulatory Reform of Aviation Regulations

Reference: Federal Register Tasking Notice (Vol. 82, 2017-08564, April 28, 2017)

Dear Ms. Liu,

On behalf of Aviation Rulemaking Advisory Committee (ARAC) members, I am pleased to submit this initial recommendation report as directed in the referenced tasking. Specifically, the tasking asked ARAC to "evaluate the FAA's regulations in Title 14 of the Code of Federal Regulations to determine any and all regulations that should be repealed, replaced or modified. This evaluation will attempt to identify regulations that:

a. Eliminate jobs, or inhibit job creation;
b. Are outdated, unnecessary, or ineffective;
c. Impose costs that exceed benefits; or
d. Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies."

Having accepted the tasking during the April 20, 2017, ARAC meeting, members agreed to submit an initial recommendation report to FAA no later than June 1, 2017, to allow for consideration of ARAC approval at the June 15 (original date), now June 8, 2017, meeting. As such, each ARAC member was asked to provide their inputs according to the criteria above and with consideration to the Executive Orders referenced in the tasking and related guidance provided by the Office of Management and Budget. The "initial report" consists of this letter and the enclosed list.

The results of ARAC member input is reflected in the enclosed list. ARAC acknowledges the results are quite extensive, amounting to over 300 individual suggestions to repeal, replace or modify regulatory language. Additionally, ARAC members proposed Policy, Advisory Circulars and Orders that could be similarly changed or repealed in support of the Executive Order's stated goals.

I wish to emphasize the attached list represents all inputs received from ARAC members. Not all ARAC members provided input and reaching consensus on each input was not attempted. During the second phase of the tasking, ARAC will strive to reach consensus on what changes FAA can make to provide near-term relief consistent

with EOs goals and in support of a longer term regulatory strategy promoting safe and efficient transportation systems. It is likely this effort will result in a smaller list of recommended changes and will contain majority and dissenting positions as required in the tasking.

Nearing today's deadline, three ARAC members voiced concern with submitting this list without further understanding of how FAA will evaluate and disposition the content. On behalf of all ARAC members, I ask the FAA to provide further insight during the June 8, 2017, meeting, as to what steps FAA will take between now and completion of Phase 2 of this tasking.

Finally, ARAC received three unsolicited inputs from the public. ARAC members agreed to exclude those inputs from the initial report, but forward to FAA separately.

My thanks to ARAC members for their contribution during this activity. I look forward to the June 8th meeting in which all members will be welcomed to share their views on the initial report and how ARAC should proceed with this effort.

Sincerely,

Todd Sigler
ARAC Chair

Enclosure

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
21 / Order 8110.4	FAA Conformity	FAA Conformity	a, b, c and d	Modify
21.3	Reporting of failures, malfunctions, and defects	(a) The holder of a type certificate (including amended or supplemental type certificates), a PMA, or a TSO authorization, or the licensee of a type certificate must report any failure, malfunction, or defect in any product or article manufactured by it that it determines has resulted in any of the occurrences listed in paragraph (c) of this section. (b) The holder of a type certificate (including amended or supplemental type certificates), a PMA, or a TSO authorization, or the licensee of a type certificate must report any defect in any product or article manufactured by it that has left its quality system and that it determines could result in any of the occurrences listed in paragraph (c) of this section.	b & c	Repeal

21.4(a)(6)(v)	Early ETOPS: reporting, tracking, and resolving problems	(a) Early ETOPS: reporting, tracking, and resolving problems. The holder of a type certificate for an airplane-engine combination approved using the Early ETOPS method specified in part 25, Appendix K, of this chapter must use a system for reporting, tracking, and resolving each problem resulting in one of the occurrences specified in paragraph (a)(6) of this section. (6) In implementing this system, the type certificate holder must report the following occurrences: (v) Degraded ability to start an engine in flight.	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Repeal
21.4(a)(6)(ii)	Early ETOPS: reporting, tracking, and resolving problems	(a) Early ETOPS: reporting, tracking, and resolving problems. The holder of a type certificate for an airplane-engine combination approved using the Early ETOPS method specified in part 25, Appendix K, of this chapter must use a system for reporting, tracking, and resolving each problem resulting in one of the occurrences specified in paragraph (a)(6) of this section. (6) In implementing this system, the type certificate holder must report the following occurrences: (i) IFSDs, except planned IFSDs performed for flight training.	c) Impose costs that exceed benefits	Repeal

21.9(a)	Replacement and modification articles.	(a) If a person knows, or should know, that a replacement or modification article is reasonably likely to be installed on a type-certificated product, the person may not produce that article unless it is - (1) Produced under a type certificate; (2) Produced under an FAA production approval; (3) A standard part (such as a nut or bolt) manufactured in compliance with a government or established industry specification; (4) A commercial part as defined in § 21.1 of this part; (5) Produced by an owner or operator for maintaining or altering that owner or operator's product; or (6) Fabricated by an appropriately rated certificate holder with a quality system, and consumed in the repair or alteration of a product or article in accordance with part 43 of this chapter.	Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives/policies.	Modify

21.50(b)	Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections	(b) The holder of a design approval, including either the type certificate or supplemental type certificate for an aircraft, aircraft engine, or propeller for which application was made after January 28, 1981, must furnish at least one set of complete Instructions for ... ...In addition, changes to the Instructions for Continued Airworthiness shall be made available to any person required by this chapter to comply with any of those instructions.	Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives/policies.	Modify

Part 21 Section 21.50	Instructions for Continued Airworthiness and Manufacturer's Maintenance Manuals having Airworthiness Limitations sections.	(a) The holder of a type certificate for a rotorcraft for which a Rotorcraft Maintenance Manual containing an "Airworthiness Limitations" section has been issued under Sec. 27.1529 (a)(2) or Sec. 29.1529 (a)(2), and who obtains approval of changes to any replacement time, inspection interval, or related procedure in that section of the manual, [must] make those changes available upon request to any operator of the same type of rotorcraft. (b) The holder of a design approval, including either the type certificate or supplemental type certificate for an aircraft, aircraft engine, or propeller for which application was made after January 28, 1981, must furnish at least one set of complete Instructions for Continued Airworthiness to the owner of each type aircraft, aircraft engine, or propeller upon its delivery, or upon issuance of the first standard airworthiness certificate for the affected aircraft, whichever occurs later. The Instructions must be prepared in accordance with Sec. Sec. 23.1529, 25.1529, 25.1729, 27.1529, 29.1529, 31.82, 33.4, 35.4, or part 26 of this subchapter, or as specified in the applicable airworthiness criteria for special classes of aircraft defined in Sec. 21.17(b), as applicable. If the holder of a design approval chooses to designate parts as commercial, it must include in the Instructions for Continued Airworthiness a list of commercial parts submitted in accordance with the provisions of paragraph (c) of this section. Thereafter, the holder of a design approval must make those instructions available to any other person required by this chapter to comply with any of the terms of those instructions. In addition, changes to the Instructions for Continued Airworthiness must be made available to any person required by this chapter to comply with any of	Is outdated, unnecessary or ineffective Imposes costs that exceed benefits	Modify

21.33(a) Order 8110.49 and 8110.4	Inspection and tests (FAA conformity)	§ 21.33 Inspection and tests. (a) Each applicant must allow the FAA to make any inspection and any flight and ground test necessary to determine compliance with the applicable requirements of this subchapter. However, unless otherwise authorized by the FAA - (1) No aircraft, aircraft engine, propeller, or part thereof may be presented to the FAA for test unless compliance with paragraphs (b)(2) through (b)(4) of this section has been shown for that aircraft, aircraft engine, propeller, or part thereof; and (2) No change may be made to an aircraft, aircraft engine, propeller, or part thereof between the time that compliance with paragraphs (b)(2) through (b)(4) of this section is shown for that aircraft, aircraft engine, propeller, or part thereof and the time that it is presented to the FAA for test.	a, b, c & d	Modify
Part 39	Airworthiness Directives		Outdated/unecessary/ineffective; Impose costs that exceed benefits	Repeal

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
25.253(g)	Compartment Interiors: ashtrays regardless of smoking prohibitions.	Requires ashtrays in multiple locations regardless.	Outdated: smoking is not allowed on aircraft	Repeal
25 Appendix H, H25.3	25.3 Content	(lengthy section)	Outdated	Modify
14CFR Part 25, 27, & 29	Airworthiness Regulations	All	d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Replace
25.All	Airworthiness Standards: Transport Category Aircraft	ALL	Is outdated, unnecessary or ineffective	Modify

FAA 14 CFR 25.901c and 25.903c pertaining to AC 25-24	Sustained Engine Imbalance	5. EVALUATION OF THE WINDMILLING IMBALANCE CONDITIONS. a. Objective. It should be shown by a combination of tests and analyses that after partial or complete loss of an engine fan blade, including collateral damage, or after shaft support failure, the airplane is capable of continued safe flight and landing. b. Evaluation The evaluation should show that during continued operation at windmilling engine rotational speeds, the induced vibrations will not cause damage that would jeopardize continued safe flight and landing. The degree of flight deck vibration should not prevent the flight crew from operating the airplane in a safe manner. This includes the ability to read and accomplish checklist procedures.	a) Eliminate jobs, or inhibit job creation c) Impose costs that exceed benefits	Repeal
FAA 14 CFR 25.XXX, ARAC Potential New Airframe Crashworthiness Rule	Airframe Crashworthiness	The regulators intend to have an airframe level rule imposing requirements similar to Special Conditions: 25-321-SC, 25-362-SC, 25-528-SC and 25-537-SC.	c) Impose costs that exceed benefits	Repeal

25.562(c)(5)	Emergency landing dynamic conditions	(c) The following performance measures must not be exceeded during the dynamic tests conducted in accordance with paragraph (b) of this section: 5) Each occupant must be protected from serious head injury under the conditions prescribed in paragraph (b) of this section. Where head contact with seats or other structure can occur, protection must be provided so that the head impact does not exceed a Head Injury Criterion (HIC) of 1,000 units. The level of HIC is defined by the equation:	c)	Modify

25.785(b) & (d)	Seats, berths, safety belts, and harnesses.	(b) Each seat, berth, safety belt, harness, and adjacent part of the airplane at each station designated as occupiable during takeoff and landing must be designed so that a person making proper use of these facilities will not suffer serious injury in an emergency landing as a result of the inertia forces specified in Secs. 25.561 and 25.562. d) Each occupant of a seat that makes more than an 18° angle with the vertical plane containing the airplane centerline must be protected from head injury by a safety belt and an energy absorbing rest that will support the arms, shoulders, head, and spine, or by a safety belt and shoulder harness that will prevent the head from contacting any injurious object. Each occupant of any other seat must be protected from the head injury by a safety belt and, as appropriate to the type, location, and angle of facing of each seat, by one or more of the following: (1) A shoulder harness that will prevent the head from contacting any injurious object. (2) The elimination of any injurious object within striking radius of the head. (3) An energy absorbing rest that will support the arms, shoulders, head, and spine. (e) Each berth must be designed so that the forward part has a padded end board, canvas diaphragm, or equivalent means, that can withstand the static load reaction of the occupant when subjected to the forward inertia force specified in Sec. 25.561. Berths must be free from corners and protuberances likely to cause injury to a person occupying the berth during emergency conditions. (k) Each projecting object that would injure persons seated or moving about the	c)	Modify

25.785(h)(2)	Seats, berths, safety belts, and harnesses "aka Direct View"	(h) Each seat located in the passenger compartment and designated for use during takeoff and landing by a flight attendant required by the operating rules of this chapter must be: (2) To the extent possible, without compromising proximity to a required floor level emergency exit, located to provide a direct view of the cabin area for which the flight attendant is responsible.	c)	Modify

25.856(b)	Thermal/Acoustic Insulation materials	(b) For airplanes with a passenger capacity of 20 or greater, thermal/acoustic insulation materials (including the means of fastening the materials to the fuselage) installed in the lower half of the airplane fuselage must meet the flame penetration resistance test requirements of part VII of Appendix F to this part, or other approved equivalent test requirements. This requirement does not apply to thermal/acoustic insulation installations that the FAA finds would not contribute to fire penetration resistance.	c)	Repeal
25.251	Vibration and buffeting	[(a) The airplane must be demonstrated in flight to be free from any vibration and buffeting that would prevent continued safe flight in any likely operating condition. (b) Each part of the airplane must be demonstrated in flight to be free from excessive vibration under any appropriate speed and power conditions up to VDF / MDF. The maximum speeds shown must be used in establishing the operating limitations of the airplane in accordance with Sec. 25.1505.]	a) Eliminate jobs, or inhibit job creation: c) Impose costs that exceed benefits	Modify

25.207(e)	Stall warning	e) In icing conditions, the stall warning margin in straight and turning flight must be sufficient to allow the pilot to prevent stalling (as defined in Sec. 25.201(d)) when the pilot starts a recovery maneuver not less than three seconds after the onset of stall warning. When demonstrating compliance with this paragraph, the pilot must perform the recovery maneuver in the same way as for the airplane in non-icing conditions. Compliance with this requirement must be demonstrated in flight with the speed reduced at rates not exceeding one knot per second, with-- . . .	b) Are outdated, unnecessary or ineffective	Modify
25.207(f)	Stall warning	(f) The stall warning margin must be sufficient in both non-icing and icing conditions to allow the pilot to prevent stalling when the pilot starts a recovery maneuver not less than one second after the onset of stall warning in slow-down turns with at least 1.5 g load factor normal to the flight path and airspeed deceleration rates of at least 2 knots per second. When demonstrating compliance with this paragraph for icing conditions, the pilot must perform the recovery maneuver in the same way as for the airplane in non-icing conditions. Compliance with this requirement must be demonstrated in flight with--	b) Are outdated, unnecessary or ineffective	Modify
K25.2.2(i)	ETOPS - Acceptance Criteria	(i) Acceptance criteria. The type and frequency of failures and malfunctions on ETOPS significant systems that occur during the airplane flight test program and the airplane demonstration flight test program specified in section K25.2.2(g) of this appendix must be consistent with the type and frequency of failures and malfunctions that would be expected to occur on currently certificated airplanes approved for ETOPS.	b) Are outdated, unnecessary or ineffective	Repeal

K25.3.2(f)	ETOPS - Acceptance Criteria	(f) Acceptance criteria. The type and frequency of failures and malfunctions on ETOPS significant systems that occur during the airplane flight test program and the airplane demonstration flight test program specified in section K25.3.2(d) of this appendix must be consistent with the type and frequency of failures and malfunctions that would be expected to occur on currently certificated airplanes approved for ETOPS.	b) Are outdated, unnecessary or ineffective	Repeal
FAA 14 CFR TBD (CO2)	CO2 Change Criteria	d) derived versions of non-CO2-certified subsonic jet aeroplanes of greater than 5 700 kg maximum certificated take-off mass for which the application for certification of the change in type design was submitted on or after 1 January 2023; e) derived versions of non-CO2 certified propeller-driven aeroplanes of greater than 8 618 kg maximum certificated take-off mass for which the application for certification of the change in type design was submitted on or after 1 January 2023;	a) Eliminate jobs, or inhibit job creation: c) Impose costs that exceed benefits	Repeal
Part 25	Part 25.0 Issue Paper	For all of FAR part 25. All existing Equivalent Safety Issue Papers should be reviewed to identify the regulations that were overly prescriptive.	b) Are outdated, unnecessary or ineffective;	Modify
14 CFR 25.1309(d)	Equipment, systems, and installations	It's not needed, since the requirement to be met is in 14 CFR 25.1309(b).	b) Are outdated, unnecessary or ineffective;	Repeal
25.1701	Definition (EWIS)	N/A	b) Are outdated, unnecessary or ineffective;	Modify; add new sub-paragraph (c)

25.981(a)(3)	Fuel Tank Ignition Prevention	(a) No ignition source may be present at each point in the fuel tank or fuel tank system where catostropic failure could occur due to ignition of fuel or vapors. This must be shown by: (3) Demonstrating that an igniton source could not result from each single failure in combination with each latent condition not shown to be extremely remote and from all combinations of failures not shown to be extremley improbable. The effects of manufacturing variablity, aging, wear, corrosion, and likely damage must be considered	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.981(d)	Fuel tank explosion prevention.	Critical design configuration control limitations (CDCCL), inspections, or other procedures must be established, as necessary, to prevent development of ignition sources within the fuel tank system pursuant to paragraph (a) of this section, to prevent increasing the flammability exposure of the tanks above that permitted under paragraph (b) of this section, and to prevent degradation of the performance and reliability of any means provided according to paragraphs (a) or (c) of this section. These CDCCL, inspections, and procedures must be included in the Airworthiness Limitations section of the instructions for continued airworthiness required by Sec. 25.1529. Visible means of identifying critical features of the design must be placed in areas of the airplane where foreseeable maintenance actions, repairs, or alterations may compromise the critical design configuration control limitations (e.g., color-coding of wire to identify separation limitation). These visible means must also be identified as CDCCL	c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify
25.1703	Function and Installation (EWIS)	Refer to the CFR 25.1703 text	C & D	Repeal

25.1705	Systems and Function(EWIS)	Refer to the CFR 25.1705text	C & D	Repeal
25.1707	System Separation(EWIS)	Refer to the CFR 25.1707 text	C & D	Replace
25.1709	System Safety (EWIS)	Refer to the CFR 25.1709 text	C & D	Repeal
25.1711	Component Identification (EWIS)	Refer to the CFR 25.1711 text	C & D	Replace
25.1713	Fire Protection (EWIS)	Refer to the CFR 25.1713 text	C & D	Repeal
25.1715	Electrical Bonding and protection against static electricity(EWIS)	Refer to the CFR 25.1715 text	C & D	Repeal
25.1717	Circuit protective devices(EWS)	Refer to the CFR 25.1717 text	C & D	Repeal
25.1719	Accessibility provisions(EWIS)	Refer to the CFR 25.1719 text	C & D	Repeal
25.1721	Protection (EWIS)	Refer to the CFR 25.1721 text	C & D	Repeal
25.1723	Flammable fluid fire protection(EWIS)	Refer to the CFR 25.1723 text	C & D	Repeal
25.1725	Powerplant(EWIS)	Refer to the CFR 25.1725 text	C & D	Repeal
25.1727	Flammable fluid shutoff means(EWIS)	Refer to the CFR 25.1727 text	C & D	Repeal
25.1729	Instruction for Continued Airworthiness (EWIS)	Refer to the CFR 25.1729 text	C & D	Repeal

25.1731	Powerplant and APU fire detector system(EWIS)	Refer to the CFR 25.1731 text	C & D	Repeal
25.1733	Fire detector systems, general (EWIS)	Refer to the CFR 25.1733 text	C & D	Repeal
25.1700 Series Rules Except 25.1707 and 25.1711	Subpart H of the CFR - Electrical Wiring Interconnection Systems (EWIS)	25.1701, 25.1703, 25.1705, 25.1709, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721, 25.1723, 25.1725, 25.1727, 25.1729, 25.1731, 25.1733	B & C & D	Repeal
25.795 (b), (c), (d)	Security Considerations	Refer to the CFR 25.795 (b), (c), (d) text	c) Impose costs that exceed benefits	Repeal
25.1381	Instrument lights	(a) The instrument lights must— (1) Provide sufficient illumination to make each instrument, switch and other device necessary for safe operation easily readable unless sufficient illumination is available from another source; and (2) Be installed so that— (i) Their direct rays are shielded from the pilot's eyes; and (ii) No objectionable reflections are visible to the pilot. (b) Unless undimmed instrument lights are satisfactory under each expected flight condition, there must be a means to control the intensity of illumination.	b) update language for 'instruments' to modern flight deck equipment	Modify
25.1549	Powerplant and auxiliary power unit instruments	For each required powerplant and auxiliary power unit instrument, as appropriate to the type of instrument— (c) Each takeoff and precautionary range must be marked with a yellow arc or a yellow line;	b) be consistent in call out of yellow and amber, do not use only one; applicable to all CFRs	Modify
25.1303(a)(3)	Flight and navigation instruments. Magnetic Compass	(a) The following flight and navigation instruments must be installed so that the instrument is visible from each pilot station: (3) A direction indicator (nonstabilized magnetic compass).	b) allow electronic compass	Modify

25.1549(b)	Powerplant and auxiliary power unit instruments.	For each required powerplant and auxiliary power unit instrument, as appropriate to the type of instrument-- (b) Each normal operating range must be marked with a green arc or green line, not extending beyond the maximum and minimum safe limits:	c) Impose costs that exceed benefits; Every Boeing Airplane since 757/767 has needed an ELOS for this requirement	Repeal
25.1555(d)	Control markings	(d) For accessory, auxiliary, and emergency controls-- (1) Each emergency control (including each fuel jettisoning and fluid shutoff control) must be colored red; and	c) Impose costs that exceed benefits; For Boeing airplanes where the "Fire Handels" are seen as black in color when not illuminated (show as red when illuminated) an ELOS has been needed for this requirement	Modify
25.773(a)(2)	Pilot compartment view	(a) Nonprecipitation conditions. For nonprecipitation conditions, the following apply: (2) Each pilot compartment must be free of glare and reflection that could interfere with the normal duties of the minimum flight crew (established under §25.1523). This must be shown in day and night flight tests under nonprecipitation conditions.	c) Impose costs that exceed benefits; 25.773(a)(2) perscribes a means of compliance for the rule within the rule. This has caused unnecessary flight testing when in some cases a ground test only or simulated test in an appropriate lab or engineering CAB/simulator would be appropriate.	Modify
FAA Special Conditions Related to Proposed 14 CFR 25.302	Interaction of systems and structures	Each Special Condition related to interaction of systems and structures as applied to each airplane program.	c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify

FAA 14 CFR 25.349(a)	Rolling conditions	(a) Maneuvering. The following conditions, speeds, and aileron deflections (except as the deflections may be limited by pilot effort) must be considered in combination with an airplane load factor of zero and of two-thirds of the positive maneuvering factor used in design. In determining the required aileron deflections, the torsional flexibility of the wing must be considered in accordance with Sec. 25.301(b): (1) Conditions corresponding to steady rolling velocities must be investigated. In addition, conditions corresponding to maximum angular acceleration must be investigated for airplanes with engines or other weight concentrations outboard of the fuselage. For the angular acceleration conditions, zero rolling velocity may be assumed in the absence of a rational time history investigation of the maneuver. (2) At VA, a sudden deflection of the aileron to the stop is assumed. (3) At VC, the aileron deflection must be that required to produce a rate of roll not less than that obtained in paragraph (a)(2) of this section. (4) At VD, the aileron deflection must be that required to produce a rate of roll not less than one-third of that in paragraph (a)(2) of this paragraph.	d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify
FAA 14 CFR 25.459	Special devices (such as slots, slats, and spoilers).	The loading for special devices using aerodynamic surfaces (such as slots **[**, slats,**]** and spoilers) must be determined from test data.	c) Impose costs that exceed benefits	Modify

FAA 14 CFR 25.473(a)(3)	Landing Load Conditions and Assumptions	(a) For the landing conditions specified in Sec. 25.479 to Sec. 25.485 the airplane is assumed to contact the ground-- ... (3) With a limit descent velocity of 6 fps at the design take-off weight (the maximum weight for landing conditions at a reduced descent velocity)	b) Are outdated, unnecessary or ineffective	Modify
FAA 14 CFR 25.483	One Gear Landing Conditions	For the one-gear landing conditions, the airplane is assumed to be in the level attitude and to contact the ground on one main landing gear, in accordance with Figure 4 of Appendix A of this part. In this attitude-- (a) The ground reactions must be the same as those obtained on that side under Sec. 25.479(d)(1), and (b) Each unbalanced external load must be reacted by airplane inertia in a rational or conservative manner.	b) Are outdated, unnecessary or ineffective	Repeal
FAA 14 CFR 25.561(c)	Emergency Landing Conditions	(c) For equipment, cargo in the passenger compartments and any other large masses, the following apply: (1) ... (2) When such positioning is not practical(e.g. fuselage mounted engines or auxiliary power units) each such item of mass shall be restrained under all loads up to those specified in paragraph(b)(3) of this section. The local attachments for these items should be designed to withstand 1.33 times the specified loads if these items are subject to severe wear and tear through frequent removal(e.g. quick change interior items).	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify

FAA ARAC 14 CFR 25.571 and associated AC 25.571.	Structural Damage Capability (SDC)	(Draft Rule element currently does not exist) 14 CFR 25.571 (a)(3) The evaluation may include other considerations that mitigate the extent of a threat assessment.	b) Are outdated, unnecessary or ineffective	Repeal
FAA 14 CFR 25.571(b)	Damage-tolerance and fatigue evaluation of structure	(b) [Damage-tolerance evaluation. The evaluation must include a determination of the probable locations and modes of damage due to fatigue, corrosion, or accidental damage. Repeated load and static analyses supported by test evidence and (if available) service experience must also be incorporated in the evaluation. Special consideration for widespread fatigue damage must be included where the design is such that this type of damage could occur. An LOV must be established that corresponds to the period of time, stated as a number of total accumulated flight cycles or flight hours or both, during which it is demonstrated that widespread fatigue damage will not occur in the airplane structure. This demonstration must be by full-scale fatigue test evidence. ...	c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify

FAA 14 CFR 25.629(e)	Aeroelastic stability requirements	(e) Flight flutter testing. Full scale flight flutter tests at speeds up to V_{DF}/M_{DF} must be conducted for new type designs and for modifications to a type design unless the modifications have been shown to have an insignificant effect on the aeroelastic stability. These tests must demonstrate that the airplane has a proper margin of damping at all speeds up to V_{DF}/M_{DF}, and that there is no large and rapid reduction in damping as V_{DF}/M_{DF}, is approached. If a failure, malfunction, or adverse condition is simulated during flight test in showing compliance with paragraph (d) of this section, the maximum speed investigated new not exceed V_{FC}/M_{FC} if it is shown, by correlation of the flight test data with other test data or analyses, that the airplane is free from any aeroelastic instability at all speeds within the altitude-airspeed envelope described in paragraph (b)(2) of this section.	c) Impose costs that exceed benefits	Modify
FAA 14 CFR 25.723(a)	Shock absorption tests	(a) The analytical representation of the landing gear dynamic characteristics that is used in determining the landing loads must be validated by energy absorption tests. A range of tests must be conducted to ensure that the analytical representation is valid for the design conditions specified in Sec. 25.473. (1) The configurations subjected to energy absorption tests at limit design conditions must include at least the design landing weight or the design takeoff weight, whichever produces the greater value of landing impact energy. (2) The test attitude of the landing gear unit and the application of appropriate drag loads during the test must simulate the airplane landing conditions in a manner consistent with the development of rational or conservative limit loads	c) Impose costs that exceed benefits	Modify

FAA 14 CFR 25.867	Fire protection: other components	a) Surfaces to the rear of the nacelles, within one nacelle diameter of the nacelle centerline, must be at least fire-resistant.	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.601	General	The airplane may not have design features or details that experience has shown to be hazardous or unreliable. The suitability of each questionable design detail and part must be established by tests.	b) & c)	Repeal

25.787	Stowage compartments	(b) There must be a means to prevent the contents in the compartments from becoming a hazard by shifting, under the loads specified in paragraph (a) of this section. [For stowage compartments in the passenger and crew cabin, if the means used is a latched door, the design must take into consideration the wear and deterioration expected in service.	c)	Modify
25.807(f)(4)	Emergency exits (60 ft exit space limit)	(f) Location (4) For an airplane that is required to have more than one passenger emergency exit for each side of the fuselage, no passenger emergency exit shall be more than 60 feet from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the airplane's longitudinal axis between the nearest exit edges.	b) & c)	Modify

25.807(g)(7)	Emergency exits (Maximum of 70 passenger seats allowed for all Type III exits on an airplane)	(g) Type and number required. The maximum number of passenger seats permitted depends on the type and number of exits installed in each side of the fuselage. Except as further restricted in paragraphs (g)(1) through (g)(9) of this section, the maximum number of passenger seats permitted for each exit of a specific type installed in each side of the fuselage is as follows: Type A.....110 Type B.....75 Type C.....55 Type I.....45 Type II.....40 Type III.....35 Type IV.....9 (7) The combined maximum number of passenger seats permitted for all Type III exits is 70, and the combined maximum number of passenger seats permitted for two Type III exits in each side of the fuselage that are separated by fewer than three passenger seat rows in 65.	b) & c)	Modify
25.817	Maximum number of seats abreast	On airplanes having only one passenger aisle, no more than 3 seats abreast may be placed on each side of the aisle in any one row.	b) & c)	Modify
25.853(h)	Compartment interiors	(h) Each receptacle used for the disposal of flammable waste material must be fully enclosed, constructed of at least fire resistant materials, and must contain fires likely to occur in it under normal use. The capability of the receptacle to contain those fires under all probable conditions of wear, misalignment, and ventilation expected in service must be demonstrated by test.	b) & c)	Modify

25.809(a)	Emergency exit arrangement (Outside viewing requirements for emergency exits)	(a) Each emergency exit, including each flightcrew emergency exit, must be a movable door or hatch in the external walls of the fuselage, allowing an unobstructed opening to the outside. In addition, each emergency exit must have means to permit viewing of the conditions outside the exit when the exit is closed. The viewing means may be on or adjacent to the exit provided no obstructions exist between the exit and the viewing means. Means must also be provided to permit viewing of the likely areas of evacuee ground contact. The likely areas of evacuee ground contact must be viewable during all lighting conditions with the landing gear extended as well as in all conditions of landing gear collapse	c) & d)	Modify
25.810(a)(1)(ii)	Emergency egress assist means and escape routes (Escape slide deployment time requirements)	(a) Each non over-wing Type A, Type B or Type C exit, and any other non over-wing landplane emergency exit more than 6 feet from the ground with the airplane on the ground and the landing gear extended, must have an approved means to assist the occupants in descending to the ground. (1) The assisting means for each passenger emergency exit must be a self-supporting slide or equivalent; and, in the case of Type A or Type B exits, it must be capable of carrying simultaneously two parallel lines of evacuees. In addition, the assisting means must be designed to meet the following requirements-- (ii) Except for assisting means installed at Type C exits, it must be automatically erected within 6 seconds after deployment is begun. Assisting means installed at Type C exits must be automatically erected within 10 seconds from the time the opening means of the exit is actuated	c) & d)	Modify

25.853(d), Appendix F Part V.	Compartment interiors	For each compartment occupied by the crew or passengers, the following apply: (d) Except as provided in paragraph (e) of this section, the following interior components of airplanes with passenger capacities of 20 or more must also meet the test requirements of parts IV and V of appendix F of this part, or other approved equivalent method, in addition to the flammability requirements prescribed in paragraph (a) of this section: (1) Interior ceiling and wall panels, other than lighting lenses and windows; (2) Partitions, other than transparent panels needed to enhance cabin safety; (3) Galley structure, including exposed surfaces of stowed carts and standard containers and the cavity walls that are exposed when a full complement of such carts or containers is not carried; and (4) Large cabinets and cabin stowage compartments, other than underseat stowage compartments for stowing small items such as magazines and maps.	c)	Modify

25.1411(c)	General (Descent device stowage)	(c) Emergency exit descent device. The stowage provisions for the emergency exit descent devices required by Sec. 25.810(a) must be at each exit for which they are intended	b) & c)	Repeal

25.1309(a),(b)	Equipment, systems, and installations	(a) The equipment, systems, and installations whose functioning is required by this subchapter, must be designed to ensure that they perform their intended functions under any foreseeable operating condition. (b) The airplane systems and associated components, considered separately and in relation to other systems, must be designed so that-- (1) The occurrence of any failure condition which would prevent the continued safe flight and landing of the airplane is extremely improbable, and (2) The occurrence of any other failure condition which would reduce the capability of the airplane or the ability of the crew to cope with adverse operating conditions is improbable.	b) outdated d) Inconsistent with EASA	Modify
25.601	General	The airplane may not have design features or details that experience has shown to be hazardous or unreliable. The suitability of each questionable design detail and part must be established by tests	B, D	Modify

25.603	Materials	The suitability and durability of materials used for parts, the failure of which could adversely affect safety, must— (a) Be established on the basis of experience or tests; (b) Conform to approved specifications (such as industry or military specifications, or Technical Standard Orders) that ensure their having the strength and other properties assumed in the design data; and (c) Take into account the effects of environmental conditions, such as temperature and humidity, expected in service.	B, D	Modify
25.605	Fabrication Methods	(a) The methods of fabrication used must produce a consistently sound structure. If a fabrication process (such as gluing, spot welding, or heat treating) requires close control to reach this objective, the process must be performed under an approved process specification	B, D	Modify

25.607	Fasteners	(a) Each removable bolt, screw, nut, pin, or other removable fastener must incorporate two separate locking devices if— (1) Its loss could preclude continued flight and landing within the design limitations of the airplane using normal pilot skill and strength; or (2) Its loss could result in reduction in pitch, yaw, or roll control capability or response below that required by Subpart B of this chapter. (b) The fasteners specified in paragraph (a) of this section and their locking devices may not be adversely affected by the environmental conditions associated with the particular installation. (c) No self-locking nut may be used on any bolt subject to rotation in operation unless a nonfriction locking device is used in addition to the self-locking device.	B, D	Modify
25.613	Material strength properties and material design values.	(a) Material strength properties must be based on enough tests of material meeting approved specifications to establish design values on a statistical basis.	D	Modify
25 Appendix F			B, C, D	Modify

25.1701(a)		(a) As used in this chapter, electrical wiring interconnection system (EWIS) means any wire, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. This includes: (1) Wires and cables. (2) Bus bars	A,C,D	Modify

25.671(c)	Control Systems, general	(c) The airplane must be shown by analysis, tests, or both, to be capable of continued safe flight and landing after any of the following failures or jamming in the flight control system and surfaces (including trim, lift, drag, and feel systems), within the normal flight envelope, without requiring exceptional piloting skill or strength. Probable malfunctions must have only minor effects on control system operation and must be capable of being readily counteracted by the pilot. (1) Any single failure, excluding jamming (for example, disconnection or failure of mechanical elements, or structural failure of hydraulic components, such as actuators, control spool housing, and valves). (2) Any combination of failures not shown to be extremely improbable, excluding jamming (for example, dual electrical or hydraulic system failures, or any single failure in combination with any probable hydraulic or electrical failure). (3) Any jam in a control position normally encountered during takeoff, climb, cruise, normal turns, descent, and landing unless the jam is shown to be extremely improbable, or can be alleviated. A runaway of a flight control to an adverse position and jam must be accounted for if such runaway and subsequent jamming is not extremely improbable	A, B, D	Delete
25.143(j)	General	(j) For flight in icing conditions before the ice protection system has been activated and is performing its intended function, it must be demonstrated in flight with the most critical of the ice accretion(s) defined in Appendix C, part II, paragraph (e) of this part and Appendix O, part II, paragraph (d) of this part, as applicable, in accordance with §25.21(g), that: ...	c) Impose costs that exceed benefits	Modify
25.255(c)	Out-of-trim characteristics	(c) Except as provided in paragraphs (d) and (e) of this section, compliance with the provisions of paragraph (a) of this section must be demonstrated in flight over the acceleration range-…	c) Impose costs that exceed benefits	Modify

25.109(c)(2)	Accelerate-stop distance	(c)(2) The maximum tire-to-ground wet runway braking coefficient of friction must be adjusted to take into account the efficiency of the anti-skid system on a wet runway. Anti-skid system operation must be demonstrated by flight testing on a smooth wet runway, and its efficiency must be determined. Unless a specific anti-skid system efficiency is determined from a quantitative analysis of the flight testing on a smooth wet runway, the maximum tire-to-ground wet runway braking coefficient of friction determined in paragraph (c)(1) of this section must be multiplied by the efficiency value associated with the type of anti-skid system installed on the airplane	c) Impose costs that exceed benefits	Modify
K25.2.2(e)	ETOPS - New Technology Testing	(e) New technology testing. Technology new to the applicant, including substantially new manufacturing techniques, must be tested to substantiate its suitability for the airplane design.	b) Are outdated, unnecessary or ineffective	Repeal
K25.3.2(b)	ETOPS - New Technology Testing	(b) New technology testing. Technology new to the applicant, including substantially new manufacturing techniques, must be tested to substantiate its suitability for the airplane design.	b) Are outdated, unnecessary or ineffective	Repeal
25.899(a)(2)	Electrical bonding and protection against static electricity	(a) Electrical bonding and protection against static electricity must be designed to minimize accumulation of electrostatic charge that would cause (2) ignition of flammable vapors.	b) Are outdated, unnecessary or ineffective	Repeal

25.933(a)	Reversing System	For turbojet reversing systems - (a) Each system intended for gournd operation only must be designed so that during any reversal in flight the engine will produce no more than lfight idle thrust. In addition, it must be shown by analysis or test, or both, that - (i) Each operable reverser can be restored to the forward thrust position; and (ii) The airplane is capable of continued safe flight and landing under any possible position of the thrust reverser.	c) Impose costs that exceed benefits	Modify

25.1155	Reverse thrust and propeller pitch settings below the flight regime	Each control for reverse thrust and for propeller pitch settings below the flight regime must have means to prevent its inadvertent operation. The means must have a positive lock or stop at the flight idle position and must require a separate and distinct operation by the crew to displace the control from the flight regime (forward thrust regime for turbojet powered airplanes).	c) Impose costs that exceed benefits	Modify
25.1193(e)(3)	Cowling and nacelle skin	Have fireproof skin in areas subject to flame if a fire starts in the engine power or accessory sections.	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify

25.997, 25.1305	§25.997 Fuel strainer or filter. §25.1305 Powerplant instruments.	§25.997. There must be a fuel strainer or filter between the fuel tank outlet and the inlet of either the fuel metering device or an engine driven positive displacement pump, whichever is nearer the fuel tank outlet. This fuel strainer or filter must- (d) Have the capacity (with respect to operating limitations established for the engine) to ensure that engine fuel system functioning is not impaired, with the fuel contaminated to a degree (with respect to particle size and density) that is greater than that established for the engine in Part 33 of this chapter. §25.1305. (6) An indicator for the fuel strainer or filter required by §25.997 to indicate the occurrence of contamination of the strainer or filter before it reaches the capacity established in accordance with §25.997(d).	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.1549(b)	Powerplant and auxiliary power unit instruments	For each required powerplant and auxiliary power unit instrument, as appropriate to the type of instrument— (b) Each normal operating range must be marked with a green arc or green line, not extending beyond the maximum and minimum safe limits;	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.1555(d)	Control markings	(d) For accessory, auxiliary, and emergency controls— (1) Each emergency control (including each fuel jettisoning and fluid shutoff must be colored red;	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.1182(a)	Nacelle areas behind firewalls, and engine pod attaching structures containing flammable fluid lines.	(a) Each nacelle area immediately behind the firewall, and each portion of any engine pod attaching structure containing flammable fluid lines, must meet each requirement of §§25.1103(b), 25.1165 (d) and (e), 25.1183, 25.1185(c), 25.1187, 25.1189, and 25.1195 through 25.1203, including those concerning designated fire zones. However, engine pod attaching structures need not contain fire detection or extinguishing means.	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify

25.901(c)	Installation	For each powerplant and auxiliary power unit installation, it must be established that no single failure or malfunction or probable combination of failures will jeopardize the safe operation of the airplane except that the failure of structural elements need not be considered if the probability of such failure is extremely remote.	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.954	Fuel system lightning protection	The fuel system must be designed [missing definition] and arranged to prevent the ignition of fuel vapor within the system by -- (*no change to the remaining text*)	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.1309 Preamble	Equipment, systems, and installations	*No preamble presently.*	b) Are outdated, unnecessary or ineffective	Modify
25.1309(a)	Equipment, systems, and installations	The equipment, systems, and installations whose functioning is required by this subchapter, must be designed to ensure that they perform their intended functions under any foreseeable operating condition.	b) Are outdated, unnecessary or ineffective	Replace
25.1309(b)	Equipment, systems, and installations	*the existing*	b) Are outdated, unnecessary or ineffective	Replace

25.1309 (c)	Equipment, systems, and installations	*the existing*	b) Are outdated, unnecessary or ineffective	Replace
25.1309(d) (e) (f) (g)	Equipment, systems, and installations	the existing	b) Are outdated, unnecessary or ineffective	Replace
25.1193(e)(3)	Cowling and nacelle skin	(e) Each airplane must- (3) Have fireproof skin in areas subject to flame if a fire starts in the engine power or accessory sections	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify
25.1181(a)(6)	Designated fire zones; regions included	§25.1181 Designated fire zones; regions included. (a) Designated fire zones are— (6) The compressor and accessory sections of turbine engines; and	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Repeal subsection (a)(6)
25.1365	Electrical appliances, motors, and transformers.	(d) Unless compliance with Sec. 25.1309(b) is provided by the circuit protective device required by Sec. 25.1357(a), electric motors and transformers, including those installed in domestic systems, must have a suitable thermal protection device to prevent overheating under normal operation and failure conditions, if overheating could create a smoke or fire hazard.]	c) Impose costs that exceed benefits	Modify

25.607(a)(b)	Fasteners	(a) Each removable bolt, screw, nut, pin, or other removable fastener must incorporate two separate locking devices if -- (1) Its loss could preclude continued flight and landing within the design limitations of the airplane using normal pilot skill and strength; or (2) Its loss could result in reduction in pitch, yaw, or roll control capability or response below that required by Subpart B of this chapter. (b) The fasteners specified in paragrph (a) of this section and their locking devices may not be adversely affected by the environmental conditions associated with the particular installation.	c) Impose costs that exceed benefits	Repeal
25.777(e)	Cockpit Controls	Wing flap controls and other auxillary lift device controls must be located on top of the pedestal, aft of the throttles, centrally or to the right of the pedestal centerline, and not less than 10 inches aft of the landing gear control.	b	Repeal
25.1701	Definition (EWIS)	(a) As used in this chapter, electrical wiring interconnection system (EWIS) means any wire, wiring device, or combination of these, including termination devices, installed in any area of the airplane for the purpose of transmitting electrical energy, including data and signals, between two or more intended termination points. This includes: (see the list and the rest of the rule in the CFR)	C & D	Repeal

25.831 (b)(2)	Ventilation	(b) Crew and passenger compartment air must be free from harmful or hazardous concentrations of gases or vapors. In meeting this requirement, the following apply: (2) Carbon dioxide concentration during flight must be shown not to exceed 0.5 percent by volume (sea level equivalent) in compartments normally occupied by passengers or crewmembers.	b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits	Modify
25.831 (g)	Ventilation	(g) The exposure time at any given temperature must not exceed the values shown in the following graph after any improbable failure condition. (Graph is in the CFR book)	b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits	Modify

25.841(a)(2)(3)	Pressurized Cabins	(2) The airplane must be designed so that occupants will not be exposed to a cabin pressure altitude that exceeds the following after decompression from any failure condition not shown to be extremely improbable: (i) Twenty-five thousand (25,000) feet for more than 2 minutes; or (ii) Forty thousand (40,000) feet for any duration. (3) Fuselage structure, engine and system failures are to be considered in evaluating the cabin decompression.	b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits	Modify
25.1383	Landing lights.	(a) Each landing light must be approved, and must be installed so that— (2) The pilot is not adversely affected by halation;	b) define halation	modify
25.1397	Color specifications	Each position light color must have the applicable International Commission on Illumination chromaticity coordinates as follows: (a) Aviation red— y is not greater than 0.335; and z is not greater than 0.002. (b) Aviation green— x is not greater than 0.440−0.320y ; x is not greater than y−0.170; and y is not less than 0.390−0.170x. (c) Aviation white— x is not less than 0.300 and not greater than 0.540; y is not less than x−0.040; or y0−0.010, whichever is the smaller; and y is not greater than x + 0.020 nor 0.636−0.400x; Where y0 is the y coordinate of the Planckian radiator for the value of x considered.	b) should not need to solve equation to know color requirement CFR; update to ensure LED light sources are covered	modify

25.1403	Wing icing detection lights.	Unless operations at night in known or forecast icing conditions are prohibited by an operating limitation, a means must be provided for illuminating or otherwise determining the formation of ice on the parts of the wings that are critical from the standpoint of ice accumulation. Any illumination that is used must be of a type that will not cause glare or reflection that would handicap crewmembers in the performance of their duties.	b) pilots cannot see wings from flight deck, pilots are supposed to stay in flight deck for security; who are these lights for?	modify
25.1543	Instrument markings: general	For each instrument— (a) When markings are on the cover glass of the instrument, there must be means to maintain the correct alignment of the glass cover with the face of the dial; and (b) Each instrument marking must be clearly visible to the appropriate crewmember.	b) update for modern instruments, displays	Modify
25.1547	Magnetic direction indicator.	(a) A placard meeting the requirements of this section must be installed on, or near, the magnetic direction indicator. (b) The placard must show the calibration of the instrument in level flight with the engines operating. (c) The placard must state whether the calibration was made with radio receivers on or off. (d) Each calibration reading must be in terms of magnetic heading in not more than 45 degree increments.	b)	modify

25.1303(b)	airspeed, altitude, vertical speed, attitude at each pilot station in every phase of flight	(b) The following flight and navigation instruments must be installed at each pilot station: (1) An airspeed indicator. If airspeed limitations vary with altitude, the indicator must have a maximum allowable airspeed indicator showing the variation of VMO with altitude. (2) An altimeter (sensitive). (3) A rate-of-climb indicator (vertical speed). (4) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required on large airplanes with a third attitude instrument system useable through flight attitudes of 360° of pitch and roll and installed in accordance with §121.305(k) of this title. (5) A bank and pitch indicator (gyroscopically stabilized). (6) A direction indicator (gyroscopically stabilized, magnetic or nonmagnetic).	b) allow electronic compass	Modify
25.1303(c)(1)	Flight and navigation instruments	(c) The following flight and navigation instruments are required as prescribed in this paragraph: (1) A speed warning device is required for turbine engine powered airplanes and for airplanes with VMO/MMO greater than 0.8 VDF/MDF or 0.8 VD/MD. The speed warning device must give effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO, plus 6 knots or MMO +0.01. The upper limit of the production tolerance for the warning device may not exceed the prescribed warning speed.	c) Impose costs that exceed benefits; For every Boeing Airplane with a design that includes EICAS and ELOS had been needed for this requirement	Modify
25.1321(b)(4)	Arrangement and visibility	(b) The flight instruments required by §25.1303 must be grouped on the instrument panel and centered as nearly as practicable about the vertical plane of the pilot's forward vision. In addition— (4) The instrument that most effectively indicates direction of flight must be adjacent to and directly below the instrument in the top center position.	b) direction instrument must be directly below attitude indication	Modify

25.1555(d)(1)	Control Markings	(a) Each cockpit control, other than primary flight controls and controls whose function is obvious, must be plainly marked as to its function and method of operation. (b) Each aerodynamic control must be marked under the requirements of §§25.677 and 25.699. (c) For powerplant fuel controls— (1) Each fuel tank selector control must be marked to indicate the position corresponding to each tank and to each existing cross feed position; (2) If safe operation requires the use of any tanks in a specific sequence, that sequence must be marked on, or adjacent to, the selector for those tanks; and (3) Each valve control for each engine must be marked to indicate the position corresponding to each engine controlled. (d) For accessory, auxiliary, and emergency controls— (1) Each emergency control (including each fuel jettisoning and fluid shutoff must be colored red; and (2) Each visual indicator required by §25.729(e) must be marked so that the pilot can determine at any time when the wheels are locked in either extreme position, if retractable landing gear is used.	b) Are outdated, unnecessary or ineffective;	Revise

25.562(b)(2)	Emergency landing dynamic conditions	(2) A change in forward longitudinal velocity (D Ú) of not less than 44 feet per second, with the airplane's longitudinal axis horizontal and yawed 10 degrees either right or left, whichever would cause the greatest likelihood of the upper torso restraint system (where installed) moving off the occupant's shoulder, and with the wings level. Peak floor deceleration must occur in not more than 0.09 seconds after impact and must reach a minimum of 16g. Where floor rails or floor fittings are used to attach the seating devices to the test fixture, the rails or fittings must be misaligned with respect to the adjacent set of rails or fittings by at least 10 degrees vertically (i.e., out of parallel) with one rolled 10 degrees.	c, d	Modify
25.773(d)	Pilot compartment view.	(d) Fixed markers or other guides must be installed at each pilot station to enable the pilots to position themselves in their seats for an optimum combination of outside visibility and instrument scan. If lighted markers or guides are used they must comply with the requirements specified in §25.1381.	c) clarify need, clarify lighted or not to meet 25.1381	Modify

25.773(e)(3)	Pilot compartment view.	The vision system must provide a means to allow the pilot using the display to immediately deactivate and reactivate the vision system imagery, on demand, without removing the pilot's hands from the primary flight controls or thrust controls.	c)	Modify
25.777(e)	Cockpit Controls	(e) Wing flap controls and other auxiliary lift device controls must be located on top of the pedestal, aft of the throttles, centrally or to the right of the pedestal centerline, and not less than 10 inches aft of the landing gear control.	c) Impose costs that exceed benefits; Every Boeing Airplane that has the flap control directly to the right of the trottles (not aft) has needed and ELOS for this requirement	Modify
25.812 (l)(1)	VTS analysis	(l) The emergency lighting system must be designed so that after any single transverse vertical separation of the fuselage during crash landing— (1) Not more than 25 percent of all electrically illuminated emergency lights required by this section are rendered inoperative, in addition to the lights that are directly damaged by the separation;	b) Outdated; written before photlum	Modify

FAA 14 CFR 25.343(b)	Design fuel and oil loads	(b) If a structural reserve fuel condition is selected, it must be used as the minimum fuel weight condition for showing compliance with the flight load requirements as prescribed in this subpart. In addition-- (1) The structure must be designed for a condition of zero fuel in and oil the wing at limit loads corresponding to-- (i) A maneuvering load factor of +2.25; and (ii) The gust and turbulence conditions of § 25.341(a) and (b), but assuming 85% of the gust velocities prescribed in § 25.341(a)(4) and 85% of the turbulence intensities prescribed in § 25.341(b)(3). (2) Fatigue evaluation of the structure must account for any increase in operating stresses resulting from the design condition of paragraph (b)(1) of this section; and (3) The flutter, deformation, and vibration requirements must also be met with zero fuel.	b) Are outdated, unnecessary or ineffective	Modify
FAA 14 CFR 25.563	Structural ditching provisions	Structural strength considerations of ditching provisions must be in accordance with Sec. 25.801(e).	b) Are outdated, unnecessary or ineffective	Repeal
FAA 14 CFR 25.235	Taxiing Conditions	The shock absorbing mechanism may not damage the structure of the airplane when the airplane is taxied on the roughest ground that may reasonably be expected in normal operation.	b) Are outdated, unnecessary or ineffective	Repeal
FAA 14 CFR 25.477	Landing Gear Arrangement	Sections 25.479 through 25.485 apply to airplanes with conventional arrangements of main and nose gears, or main and tail gears, when normal operating techniques are used.	b) Are outdated, unnecessary or ineffective	Repeal
FAA Issue Paper & 14 CFR 25.683	Operation Test Compliance for Fly-by-Wire Flight Control Systems.	§25.683 Operation tests. (a) It must be shown by operation tests that when portions of the control system subject to pilot effort loads are loaded to 80 percent of the limit load specified for the system and the powered portions of the control system are loaded to the maximum load expected in normal operation, the system is free from— (1) Jamming; (2) Excessive friction; and (3) Excessive deflection.	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify

25.1301	Function and installation.	(a) Each item of installed equipment must— (1) Be of a kind and design appropriate to its intended function; (2) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors; (3) Be installed according to limitations specified for that equipment; and (4) Function properly when installed. (b) EWIS must meet the requirements of subpart H of this part.	b) Are outdated, unnecessary or ineffective	Modify
25.1309(e)	Equipment, systems, and installations	(e) In showing compliance with paragraphs (a) and (b) of this section with regard to the electrical system and equipment design and installation, critical environmental conditions must be considered. For electrical generation, distribution, and utilization equipment required by or used in complying with this chapter, except equipment covered by Technical Standard Orders containing environmental test procedures, the ability to provide continuous, safe service under foreseeable environmental conditions may be shown by environmental tests, design analysis, or reference to previous comparable service experience on other aircraft.	c) Impose costs (redundant showing of compliance)	Repeal
25.1309(f)	Equipment, systems, and installations	(f) EWIS must be assessed in accordance with the requirements of Sec. 25.1709.	c) Impose costs (redundant showing of compliance)	Repeal

25.1557(a)	Miscellaneous markings and placards	(a) Baggage and cargo compartments and ballast location. Each baggage and cargo compartment, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. However, underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds need not have a loading limitation placard.	c) Impose costs that exceed benefits;	Modify
25.1323(b)	Airspeed indicating system	(b) Each system must be calibrated to determine the system error (that is, the relation between IAS and CAS) in flight and during the accelerated takeoff ground run. The ground run calibration must be determined-- (1) From 0.8 of the minimum value of V_1 to the maximum value of V_2, considering the approved . . .	b) Are outdated, unnecessary or ineffective	Modify
25.1323(c) and (e)	Airspeed indicating system	c) The airspeed error of the installation, excluding the airspeed indicator instrument calibration error, may not exceed three percent or five knots, whichever is greater, throughout the speed range, from-- . . . (e) From VMO to VMO + 2/3 (VDF - VMO), the IAS must change perceptibly with CAS and in the same sense, and at higher speeds up to VDF the IAS must not change in an incorrect sense.	b) Are outdated, unnecessary or ineffective	Modify
25.1325	Static pressure systems	Static pressure systems (regulation title)	b) Are outdated, unnecessary or ineffective	Modify
25.1323 & 25.1325	Airspeed indicating system & Static pressure systems	Airspeed indicating system	b) Are outdated, unnecessary or ineffective	Modify
25.672(a)	Stability Augmentation and automatix and power-operated systems	(a) A warning which is clearly distinguishable to the pilot under expected flight conditions without requiring his attention must be provided for any failure in the stability augmentation system or in any other automatic or power-operated system which could result in an unsafe condition if the pilot were not aware of the failure. Warning systems must not activate the control systems.	b	Repeal

25.677(b)	Trim System	There must be means adjacent to the trim control to indicate the direction of the control movement relative to the airplane motion. In addition, there must be clearly visible means to indicate the position of the trim device with respect to the range of adjustment. The indicator must be clearly marked with the range within which it has been demonstrated that takeoff is safe for all center of gravity positions approved for takeoff.	b	Modify
Part 25 Section 361	Engine torque	Engine torque. (a) For engine installations— (1) Each engine mount, pylon, and adjacent supporting airframe structures must be designed for the effects of— (i) A limit engine torque corresponding to takeoff power/thrust and, if applicable, corresponding propeller speed, acting simultaneously with 75% of the limit loads from flight condition A of § 25.333(b); (ii) A limit engine torque corresponding to the maximum continuous power/thrust and, if applicable, corresponding propeller speed, acting simultaneously with the limit loads from flight condition A of § 25.333(b); and (iii) For turbopropeller installations only, in addition to the conditions specified in paragraphs (a)(1)(i) and (ii) of this section, a limit engine torque corresponding to takeoff power and propeller speed, multiplied by a factor accounting for propeller control system malfunction, including quick feathering, acting simultaneously with 1g level flight loads. In the absence of a rational analysis, a factor of 1.6 must be used. (2) The limit engine torque to be considered under paragraph (a)(1) of this section must be obtained by— (i) For turbopropeller installations, multiplying mean engine torque for the specified power/thrust and speed by a factor of 1.25; (ii) For other turbine engines, the limit engine torque must be equal to the maximum accelerating torque for the case considered; (3) The engine mounts, pylons, and adjacent supporting airframe structure must be designed to withstand 1g level flight loads acting simultaneously with the limit engine torque loads imposed by each of the following conditions to be	Is outdated, unnecessary or ineffective	Repeal

Part 25 Section 365(b)	Pressurized compartment loads	(b) The external pressure distribution in flight, and stress concentrations and fatigue effects must be accounted for.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 365(d)	Pressurized compartment loads	(d) The airplane structure must be designed to be able to withstand the pressure differential loads corresponding to the maximum relief valve setting multiplied by a factor of 1.33 for airplanes to be approved for operation to 45,000 feet or by a factor of 1.67 for airplanes to be approved for operation above 45,000 feet, omitting other loads.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 365(g)	Pressurized compartment loads	Bulkheads, floors, and partitions in pressurized compartments for occupants must be designed to withstand the conditions specified in paragraph (e) of this section. In addition, reasonable design precautions must be taken to minimize the probability of parts becoming detached and injuring occupants while in their seats.	Is outdated, unnecessary or ineffective	Repeal

Part 25 Section 25-562(b)(2)	Emergency landing dynamic conditions	(b) Each seat type design approved *for crew* or passenger occupancy during takeoff and landing must successfully complete dynamic tests… (b)(2)A change in forward longitudinal velocity (ΔV) of not less than 44 feet per second, with the airplane's longitudinal axis horizontal and yawed 10 degrees either right or left, whichever would cause the greatest likelihood of the upper torso restraint system (where installed) moving off the occupant's shoulder, and with the wings level. Peak floor deceleration must occur in not more than 0.09 seconds after impact and must reach a minimum of 16g. *Where floor rails or floor fittings are used* *to attach the seating devices to the test fixture, the rails or fittings must be misaligned with respect to the adjacent set of rails or fittings by at least 10 degrees vertically (i.e., out of Parallel) with one rolled 10 degrees.*	Is outdated, unnecessary or ineffective	Modify

Part 25 Section 571(b)	Damage-tolerance and fatigue evaluation of structure	Damage-tolerance evaluation. The evaluation must include a determination of the probable locations and modes of damage due to fatigue, corrosion, or accidental damage. Repeated load and static analyses supported by test evidence and (if available) service experience must also be incorporated in the evaluation. Special consideration for widespread fatigue damage must be included where the design is such that this type of damage could occur. An LOV must be established that corresponds to the period of time, stated as a number of total accumulated flight cycles or flight hours or both, during which it is demonstrated that widespread fatigue damage will not occur in the airplane structure. This demonstration must be by full-scale fatigue test evidence. The type certificate may be issued prior to completion of full-scale fatigue testing, provided the Administrator has approved a plan for completing the required tests. In that case, the Airworthiness Limitations section of the Instructions for Continued Airworthiness required by § 25.1529 must specify that no airplane may be operated beyond a number of cycles equal to 1/2 the number of cycles accumulated on the fatigue test article, until such testing is completed. The extent of damage for residual strength evaluation at any time within the operational life of the airplane must be consistent with the initial detectability and subsequent growth under repeated loads. The residual strength evaluation must show that the remaining structure is able to withstand loads (considered as static ultimate loads) corresponding to the following conditions:] (1) The limit symmetrical maneuvering conditions specified in Sec. 25.337 at all speeds up to VC and in Sec. 25.345. (2) The limit gust conditions specified in Sec. 25.341 at the specified speeds up to VC and in Sec. 25.345.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 601	General	The airplane may not have design features or details that experience has shown to be hazardous or unreliable. The suitability of each questionable design detail and part must be established by tests.	Is outdated, unnecessary or ineffective	Repeal

Part 25 Section 619	Special factors	The factor of safety prescribed in Sec. 25.303 must be multiplied by the highest pertinent special factor of safety prescribed in Secs. 25.621 through 25.625 for each part of the structure whose strength is-- (a) Uncertain; (b) Likely to deteriorate in service before normal replacement; or (c) Subject to appreciable variability because of uncertainties in manufacturing processes or inspection methods.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 651	Proof of strength	(a) Limit load tests of control surfaces are required. These tests must include the horn or fitting to which the control system is attached. (b) Compliance with the special factors requirements of Secs. 25.619 through 25.625 and 25.657 for control surface hinges must be shown by analysis or individual load tests.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 657 (b)	Hinges	(b) Hinges must have enough strength and rigidity for loads parallel to the hinge line.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 809(a)	Emergency exit arrangement	(a) Each emergency exit, including each flightcrew emergency exit, must be a moveable door or hatch in the external walls of the fuselage, allowing an unobstructed opening to the outside. In addition, each emergency exit must have means to permit viewing of the conditions outside the exit when the exit is closed. The viewing means may be on or adjacent to the exit provided no obstructions exist between the exit and the viewing means. Means must also be provided to permit viewing of the likely areas of evacuee ground contact. The likely areas of evacuee ground contact must be viewable during all lighting conditions with the landing gear extended as well as in all conditions of landing gear collapse.	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify
Part 25 Section 810(a)(1)(ii)	Emergency egress assist means and escape routes	(a)(1)(ii) Except for assisting means installed at Type C exits, it must be automatically erected within 6 seconds after deployment is begun.	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify

Part 25 Sections 25.811 & 812	Emergency exit marking Emergency lighting	(a)(2)(b)(1)(i) Each passenger emergency exit locator sign required by §25.811(d)(1) and each passenger emergency exit marking sign required by §25.811(d)(2) must have red letters at least 11⁄2 inches high on an illuminated white background,	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify
Part 25 Section 25.841	Pressurized cabins	(a) Pressurized cabins and compartments to be occupied must be equipped to provide a cabin pressure altitude of not more than 8,000 feet at the maximum operating altitude of the airplane under normal operating conditions. (1) If certification for operation above 25,000 feet is requested, the airplane must be designed so that occupants will not be exposed to cabin pressure altitudes in excess of 15,000 feet after any probable failure condition in the pressurization system. (2) The airplane must be designed so that occupants will not be exposed to a cabin pressure altitude that exceeds the following after decompression from any failure condition not shown to be extremely improbable: (i) Twenty-five thousand (25,000) feet for more than 2 minutes; or (ii) Forty thousand (40,000) feet for any duration. (3) Fuselage structure, engine and system failures are to be considered in evaluating the cabin decompression.	Is outdated, unnecessary or ineffective	Modify
Part 25 Section 843(a)	Tests for pressurized cabins	(a) Strength test. The complete pressurized cabin, including doors, windows and valves, must be tested as a pressure vessel for the pressure differential specified in Sec. 25.365(d).	Is outdated, unnecessary or ineffective	Repeal

Part 25 Section 25.853(g)	Compartment interiors	Regardless of whether smoking is allowed in any other part of the airplane, lavatories must have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served.	Is outdated, unnecessary or ineffective	Modify
Part 25 Section 901(c)	Subpart E - Powerplant - General - Installation	For each powerplant and auxiliary power unit installation, it must be established that no single failure or malfunction or probable combination of failures will jeopardize the safe operation of the airplane except that the failure of structural elements need not be considered if the probability of such failure is extremely remote.	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify

Part 25 Section 981(a)(3) and associated AC25.981-1C	Subpart E - Powerplant - Fuel System - fuel tank ignition prevention	No ignition source may be present at each point in the fuel tank or fuel tank system where catastrophic failure could occur due to ignition of fuel or vapors. This must be shown by: Demonstrating that an ignition source could not result from each single failure, from each single failure in combination with each latent failure condition not shown to be extremely remote, and from all combinations of failures not shown to be extremely improbable. The effects of manufacturing variability, aging, wear, corrosion, and likely damage must be considered.	Inposes costs that exceed benefits	Modify
Part 25 Section 1383(b)	Landing lights	Except when one switch is used for the lights of a multiple light installation at one location, there must be a separate switch for each light.	Is outdated, unnecessary or ineffective	Repeal
Part 25 Section 1403	Wing icing detection lights	Unless operations at night in known or forecast icing conditions are prohibited by an operating limitation, a means must be provided for illuminating or otherwise determining the formation of ice on the parts of the wings that are critical from the standpoint of ice accumulation. Any illumination that is used must be of a type that will not cause glare or reflection that would handicap crewmembers in the performance of their duties.	Is outdated, unnecessary or ineffective	Modify

Part 26 Section 11(b)	Electrical wiring interconnection systems (EWIS) maintenance program	Holders of, and applicants for, type certificates, as identified in paragraph (d) of this section must develop Instructions for Continued Airworthiness (ICA) for the representative airplane's EWIS in accordance with part 25, Appendix H paragraphs H25.5(a)(1) and (b) of this subchapter in effect on December 10, 2007 for each affected type design, and submit those ICA for review and approval by the FAA Oversight Office. For purposes of this section, the "representative airplane" is the configuration of each model series airplane that incorporates all variations of EWIS used in production on that series airplane, and all TC-holder-designed modifications mandated by airworthiness directive as of the effective date of this rule. Each person specified in paragraph (d) of this section must also review any fuel tank system ICA developed by that person to comply with SFAR 88 to ensure compatibility with the EWIS ICA, including minimizing redundant requirements.	Is outdated, unnecessary or ineffective	Modify
14 CFR 25.302	Interaction of systems and structures	Special Condition related to interaction of systems and structures is applied to each certification program for th eairplane equipped with Flight control system or any system that may interfere with Structural performance.	c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify

25.561(c)	EMERGENCY LANDING CONDITIONS	(c) For equipment, cargo in the passenger compartments and any other large masses, the following apply: (1) Except as provided in paragraph (c)(2) of this section, these items must be positioned so that if they break loose they will be unlikely to: (i) Cause direct injury to occupants; (ii) Penetrate fuel tanks or lines or cause fire or explosion hazard by damage to adjacent systems; or (iii) Nullify any of the escape facilities provided for use after an emergency landing. (2) When such positioning is not practical (e.g. fuselage mounted engines or auxiliary power units) each such item of mass shall be restrained under all loads up to those specified in paragraph (b)(3) of this section. The local attachments for these items should be designed to withstand 1.33 times the specified loads if these items are subject to severe wear and tear through frequent removal (e.g. quick change interior items)	b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify
FAA 14 CFR 25.563	Structural ditching provisions	Structural strength considerations of ditching provisions must be in accordance with Sec. 25.801(e).	b) Are outdated, unnecessary or ineffective	Repeal

FAA 14 CFR 25.631	Structural ditching provisions	The empennage structure must be designed to assure capability of continued safe flight and landing of the airplane after impact with an 8-pound bird when the velocity of the airplane (relative to the bird along the airplane's flight path) is equal to VC at sea level, selected under Sec. 25.335(a). Compliance with this section by provision of redundant structure and protected location of control system elements or protective devices such as splitter plates or energy absorbing material is acceptable. Where compliance is shown by analysis, tests, or both, use of data on airplanes having similar structural design is acceptable.	c) Impose costs that exceed benefits d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify
FAA 14 CFR 25.733 + TSO C62	Tyres	all	a) outdated b) does not cover key aspects of the tyre certification	Modify
Part 25 25.901(c) & 25.903(c), and associated AC 25-24	Sustained Engine Imbalance	AC 25-24 §5 "EVALUATION OF THE WINDMILLING IMBALANCE CONDITIONS"	c) Impose costs that exceed benefits	Modify
25.967 (e)	Fuel tank installations.	(e) Each fuel tank must be isolated from personnel compartments by a fumeproof and fuelproof enclosure.	a) Is outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Modify

SFAR 109 & Part 25.xx	Contrary provisions of part 25 for business aircraft interior configurations	https://www.ecfr.gov/cgi-bin/text-idx?SID=5596c154e102eb89e0cd7f30eafdbe4a&mc=true&node=pt14.1.25&rgn=div5#ap14.1.25.2	b, c & d	Repeal SFAR & Modify part 25 paragraphs
SFAR 109(2)(b) & 91.533(b) & 25.853 & 25.803	General (Flight attendant requirement for interior doors)	SFAR 109 (2)(b) - For airplanes outfitted with interior doors under paragraph 10 of this SFAR, the airplane flight manual (AFM) must include an appropriate limitation that the airplane must be staffed with at least the following number of flight attendants who meet the requirements of 14 CFR 91.533(b)	b, c & d	Repeal SFAR & Modify 25.xx
SFAR 109(2)(d) Parts 125 and 91, subpart F	General (AFM requirement to indicate Private use limitation)	SFAR 109 (2)(d) - The airplane may not be offered for common carriage or operated for hire. The operating limitations section of the AFM must be revised to prohibit any operations involving the carriage of persons or property for compensation or hire. The operators may receive remuneration to the extent consistent with parts 125 and 91, subpart F, of this chapter.	b & d	Repeal

SFAR 109(2)(e) & Parts 125 and 91, subpart F	General (Placard Requirement)	SFAR 109 (2)(d) - A placard stating that “Operations involving the carriage of persons or property for compensation or hire are prohibited,” must be located in the area of the Airworthiness Certificate holder at the entrance to the flightdeck	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(2)(f) & 25.803 & Appendix J	General (Evacuation analysis requirement specific to 45 to 60 passengers)	SFAR 109 (2)(f) For passenger capacities of 45 to 60 passengers, analysis must be submitted that demonstrates that the airplane can be evacuated in less than 90 seconds under the conditions specified in §25.803 and appendix J to part 25	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(2)(g)	General (Private use limitation)	SFAR 109 2(g) In order for any airplane certified under this SFAR to be placed in part 135 or part 121 operations, the airplane must be brought back into full compliance with the applicable operational part.	b & d	Repeal
SFAR 109(4)(a) & 25.785(j)	Firm Handhold	SFAR 109 (4)(a) - Firm Handhold. In lieu of the requirements of §25.785(j), there must be means provided to enable persons to steady themselves in moderately rough air while occupying aisles that are along the cabin sidewall, or where practicable, bordered by seats (seat backs providing a 25-pound minimum breakaway force are an acceptable means of compliance).	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(4)(b) & 25.562	Injury Criteria for multiple occupancy side facing seats	SFAR 109 (4)(b) - Injury criteria for multiple occupancy side-facing seats. The following requirements are only applicable to airplanes that are subject to §25.562	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(4)(c) & 25.562(b)(1)	Verticle test	SFAR 109 (4)(c) - For the vertical test, conducted in accordance with the conditions specified in §25.562(b)(1), Hybrid II ATDs or equivalent must be used in all seat positions	b & d	Repeal
SFAR 109(5) & 25.785(h)(2)	Flt. Attndnt. Direct View	In lieu of the requirements of §25.785(h)(2), to the extent practical without compromising proximity to a required floor level emergency exit, the majority of installed flight attendant seats must be located to face the cabin area for which the flight attendant is responsible.	b & d	Repeal SFAR & Modify 25.xx

SFAR 109(6) & 25.785(h)(2)	Passenger Information Signs	Compliance with §25.791 is required except that for §25.791(a), when smoking is to be prohibited, notification to the passengers may be provided by a single placard so stating, to be conspicuously located inside the passenger compartment, easily visible to all persons entering the cabin in the immediate vicinity of each passenger entry door.	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(7) & 25.807(f)(4)	Distance Between Exits	For an airplane that is required to comply with §25.807(f)(4), in effect as of July 24, 1989, which has more than one passenger emergency exit on each side of the fuselage, no passenger emergency exit may be more than 60 feet from any adjacent passenger emergency exit on the same side of the same deck of the fuselage, as measured parallel to the airplane's longitudinal axis between the nearest exit edges, unless the following conditions are met:...	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(8) & 25.812(b)(1)	Emergency Exit Signs	In lieu of the requirements of §25.811(d)(1) and (2) a single sign at each exit may be installed provided: (a) The sign can be read from the aisle while directly facing the exit, and (b) The sign can be read from the aisle adjacent to the passenger seat that is farthest from the exit and that does not have an intervening bulkhead/divider or exit.	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(9)(a) & 25.812(b)(1)	Emergency Lighting (Exit Signs)	In lieu of the requirements of §25.812(b)(1), for airplanes that have a passenger seating configuration, excluding pilot seats, of 19 seats or less, the emergency exit signs required by §25.811(d)(1), (2), and (3) must have red letters at least 1-inch high on a white background at least 2 inches high. These signs may be internally electrically illuminated, or self illuminated by other than electrical means, with an initial brightness of at least 160 microlamberts. The color may be reversed in the case of a sign that is self-illuminated by other than electrical means.	b & d	Repeal SFAR & Modify 25.xx

SFAR 109(9)(b) & 25.812(e)(1)	Emergency Lighting (Floor Proximity Escape Path Markings)	In lieu of the requirements of §25.812(e)(1), for cabin seating compartments that do not have the main cabin aisle entering and exiting the compartment, the following are applicable: (1) After a passenger leaves any passenger seat in the compartment, he/she must be able to exit the compartment to the main cabin aisle using only markings and visual features not more that 4 feet above the cabin floor, and (2) Proceed to the exits using the marking system necessary to accomplish the actions in §25.812(e)(1) and (e)(2).	b & d	Repeal SFAR & Modify 25.xx
SFAR 109 (9)(c) & 25.812(l)	Emergency Lighting (Transverse Separation of the Fuselage)	In the event of a transverse separation of the fuselage, compliance must be shown with §25.812(l) except as follows: (1) For each airplane type originally type certificated with a maximum passenger seating capacity of 9 or less, not more than 50 percent of all electrically illuminated emergency lights required by §25.812 may be rendered inoperative in addition to the lights that are directly damaged by the separation. (2) For each airplane type originally type certificated with a maximum passenger seating capacity of 10 to 19, not more than 33 percent of all electrically illuminated emergency lights required by §25.812 may be rendered inoperative in addition to the lights that are directly damaged by the separation.	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(10) & 25.813(e)	Interior Doors	In lieu of the requirements of §25.813(e), interior doors may be installed between passenger seats and exits, provided the following requirements are met….	b & d	Repeal SFAR & Modify 25.xx

SFAR 109(11) & 25.815	Width of Aisle	Compliance is required with §25.815, except that aisle width may be reduced to 0 inches between passenger seats during in-flight operations only, provided that the applicant demonstrates that all areas of the cabin are easily accessible by a crew member in the event of an emergency (e.g., in-flight fire, decompression). Additionally, instructions must be provided at each passenger seat for restoring the aisle width required by §25.815. Procedures must be established and documented in the AFM to ensure that the required aisle widths are provided during taxi, takeoff, and landing.	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(12) & 25.853	Materials for Compartment Interiors	Compliance is required with the applicable provisions of §25.853, except that compliance with appendix F, parts IV and V, to part 25, need not be demonstrated if it can be shown by test or a combination of test and analysis that the maximum time for evacuation of all occupants does not exceed 45 seconds under the conditions specified in appendix J to part 25.	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(13) & 25.858(a-d)	Fire Detection	For airplanes with a type certificated passenger capacity of 20 or more, there must be means that meet the requirements of §25.858(a) through (d) to signal the flightcrew in the event of a fire in any isolated room not occupiable for taxi, takeoff and landing, which can be closed off from the rest of the cabin by a door. The indication must identify the compartment where the fire is located. This does not apply to lavatories, which continue to be governed by §25.854.	b & d	Repeal SFAR & Modify 25.xx
SFAR 109(14) & 25.853 & Appendix F (Various sub parts)	Cooktops	Each cooktop must be designed and installed to minimize any potential threat to the airplane, passengers, and crew. Compliance with this requirement must be found in accordance with the following criteria:…	b & d	Repeal SFAR & Modify 25.xx

SFAR 109(15) & 25.851	Hand-held Fire Extinguishers	For airplanes that were originally type certificated with more than 60 passengers, the number of hand-held fire extinguishers must be the greater of— (1) That provided in accordance with the requirements of §25.851, or (2) A number equal to the number of originally type certificated exit pairs, regardless of whether the exits are deactivated for the proposed configuration. (b) Extinguishers must be evenly distributed throughout the cabin. These extinguishers are in addition to those required by paragraph 14 of this SFAR, unless it can be shown that the cooktop was installed in the immediate vicinity of the original exits.	b & d	Repeal SFAR & Modify 25.xx

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
27.1309	Single Engine IFR Equipment - Equipment, systems and installations	§27.1309 Equipment, systems, and installations. (a) The equipment, systems, and installations whose functioning is required by this subchapter must be designed and installed to ensure that they perform their intended functions under any foreseeable operating condition. (b) The equipment, systems, and installations of a multiengine rotorcraft must be designed to prevent hazards to the rotorcraft in the event of a probable malfunction or failure. (c) The equipment, systems, and installations of single-engine rotorcraft must be designed to minimize hazards to the rotorcraft in the event of a probable malfunction or failure.	b, c & d	Modify & Repeal Subparagraphs
27/29 Review	Rotorcraft Airworthiness Standards	https://www.ecfr.gov/cgi-bin/text-idx?SID=aaed6ef2efe9084afb969b26424948d6&mc=true&node=pt14.1.27&rgn=div5	b, c & d	Replace, Modify & Repeal Subparagraphs
27/29.171	Flight Characteristics - Stability: general	The rotorcraft must be able to be flown, without undue pilot fatigue or strain, in any normal maneuver for a period of time as long as that expected in normal operation. At least three landings and takeoffs must be made during this demonstration.	b	Replace

27/29.173	Flight Characteristics - Static longitudinal stability	(a) The longitudinal control must be designed so that a rearward movement of the control is necessary to obtain an airspeed less than the trim speed, and a forward movement of the control is necessary to obtain an airspeed more than the trim speed. (b) Throughout the full range of altitude for which certification is requested, with the throttle and collective pitch held constant during the maneuvers specified in §29.175(a) through (d), the slope of the control position versus airspeed curve must be positive. However, in limited flight conditions or modes of operation determined by the Administrator to be acceptable, the slope of the control position versus airspeed curve may be neutral or negative if the rotorcraft possesses flight characteristics that allow the pilot to maintain airspeed within ±5 knots of the desired trim airspeed without exceptional piloting skill or alertness.	b	Replace

27/29.175	Flight Characteristics - Demonstration of static longitudinal stability	§29.175 Demonstration of static longitudinal stability. (a) Climb. Static longitudinal stability must be shown in the climb condition at speeds from Vy − 10 kt to Vy + 10 kt with— (1) Critical weight; (2) Critical center of gravity; (3) Maximum continuous power; (4) The landing gear retracted; and (5) The rotorcraft trimmed at Vy. (b) Cruise. Static longitudinal stability must be shown in the cruise condition at speeds from 0.8 VNE−10 kt to 0.8 VNE + 10 kt or, if VH is less than 0.8 VNE, from VH − 10 kt to VH + 10 kt, with— (1) Critical weight; (2) Critical center of gravity; (3) Power for level flight at 0.8 VNE or VH, whichever is less; (4) The landing gear retracted; and (5) The rotorcraft trimmed at 0.8 VNE or VH, whichever is less. (c) VNE. Static longitudinal stability must be shown at speeds from VNE − 20 kt to VNE with— (1) Critical weight; (2) Critical center of gravity; (3) Power required for level flight at VNE − 10 kt or maximum continuous power, whichever is less; (4) The landing gear retracted; and (5) The rotorcraft trimmed at VNE − 10 kt. (d) Autorotation. Static longitudinal stability must be shown in	b	Replace

27/29.177	Flight Characteristics - Static directional stability	(a) The directional controls must operate in such a manner that the sense and direction of motion of the rotorcraft following control displacement are in the direction of the pedal motion with throttle and collective controls held constant at the trim conditions specified in §29.175(a), (b), (c), and (d). Sideslip angles must increase with steadily increasing directional control deflection for sideslip angles up to the lesser of— (1) ±25 degrees from trim at a speed of 15 knots less than the speed for minimum rate of descent varying linearly to ±10 degrees from trim at VNE; (2) The steady-state sideslip angles established by §29.351; (3) A sideslip angle selected by the applicant, which corresponds to a sideforce of at least 0.1g; or (4) The sideslip angle attained by maximum directional control input. (b) Sufficient cues must accompany the sideslip to alert the pilot when approaching sideslip limits. (c) During the maneuver specified in paragraph (a) of this section, the sideslip angle versus directional control position curve may have a negative slope within a small range of angles around trim, provided the desired heading can be maintained without exceptional piloting skill or alertness.	b	Replace
29.181	Flight Characteristics - Dynamic stability: Category A rotorcraft	Any short-period oscillation occurring at any speed from VY to VNE must be positively damped with the primary flight controls free and in a fixed position.	b	Replace

27/29.337	Flight Loads - Limit maneuvering load factor	The rotorcraft must be designed for— (a) A limit maneuvering load factor ranging from a positive limit of 3.5 to a negative limit of −1.0; or (b) Any positive limit maneuvering load factor not less than 2.0 and any negative limit maneuvering load factor of not less than −0.5 for which— (1) The probability of being exceeded is shown by analysis and flight tests to be extremely remote; and (2) The selected values are appropriate to each weight condition between the design maximum and design minimum weights.	b, c & d	Modify & Repeal Subparagraphs

27/29.571	Fatigue Evaluation - Fatigue Tolerance Evaluation of Metallic Structure	§29.571 Fatigue Tolerance Evaluation of Metallic Structure. (a) A fatigue tolerance evaluation of each principal structural element (PSE) must be performed, and appropriate inspections and retirement time or approved equivalent means must be established to avoid catastrophic failure during the operational life of the rotorcraft. The fatigue tolerance evaluation must consider the effects of both fatigue and the damage determined under paragraph (e)(4) of this section. Parts to be evaluated include PSEs of the rotors, rotor drive systems between the engines and rotor hubs, controls, fuselage, fixed and movable control surfaces, engine and transmission mountings, landing gear, and their related primary attachments. (b) For the purposes of this section, the term— (1) Catastrophic failure means an event that could prevent continued safe flight and landing. (2) Principal structural element (PSE) means a structural element that contributes significantly to the carriage of flight or ground loads, and the fatigue failure of that structural element could result in catastrophic failure of the aircraft. (c) The methodology used to establish compliance with this section must be submitted to and approved by the Administrator. (d) Considering all rotorcraft structure, structural elements, and assemblies, each PSE must be identified. (e) Each fatigue tolerance evaluation required by this section must include: (1) In-flight measurements to determine the fatigue loads or stresses for	b, c & d	Modify & Repeal Subparagraphs
27/29.683 and related policy & guidance	Control Systems - Operation tests	It must be shown by operation tests that, when the controls are operated from the pilot compartment with the control system loaded to correspond with loads specified for the system, the system is free from— (a) Jamming; (b) Excessive friction; and (c) Excessive deflection.	b, c & d	Modify & Repeal (rule text, policy/guidance)

29.725	Landing Gear - Limit drop test	§29.725 Limit drop test. The limit drop test must be conducted as follows: (a) The drop height must be at least 8 inches. (b) If considered, the rotor lift specified in §29.473(a) must be introduced into the drop test by appropriate energy absorbing devices or by the use of an effective mass. (c) Each landing gear unit must be tested in the attitude simulating the landing condition that is most critical from the standpoint of the energy to be absorbed by it. (d) When an effective mass is used in showing compliance with paragraph (b) of this section, the following formulae may be used instead of more rational computations. eCFR graphic ec28se91.089.gif View or download PDF where: We = the effective weight to be used in the drop test (lbs.). W = WM for main gear units (lbs.), equal to the static reaction on the particular unit with the rotorcraft in the most critical attitude. A rational method may be used in computing a main gear static reaction, taking into consideration the moment arm between the main wheel reaction and the rotorcraft center of gravity. W = WN for nose gear units (lbs.), equal to the vertical component of the static reaction that would exist at the nose wheel, assuming that the	b	Replace

27/29.803	Personnel and Cargo Accommodations - xxx	§29.803 Emergency evacuation. (a) Each crew and passenger area must have means for rapid evacuation in a crash landing, with the landing gear (1) extended and (2) retracted, considering the possibility of fire. (b) Passenger entrance, crew, and service doors may be considered as emergency exits if they meet the requirements of this section and of §§29.805 through 29.815. (c) [Reserved] (d) Except as provided in paragraph (e) of this section, the following categories of rotorcraft must be tested in accordance with the requirements of appendix D of this part to demonstrate that the maximum seating capacity, including the crewmembers required by the operating rules, can be evacuated from the rotorcraft to the ground within 90 seconds: (1) Rotorcraft with a seating capacity of more than 44 passengers. (2) Rotorcraft with all of the following: (i) Ten or more passengers per passenger exit as determined under §29.807(b). (ii) No main aisle, as described in §29.815, for each row of passenger seats. (iii) Access to each passenger exit for each passenger by virtue of design features of seats, such as folding or break-over seat backs or folding seats. (e) A combination of analysis and tests may be used to show that the rotorcraft is capable of being evacuated within 90 seconds under the	b, c & d	Modify & Repeal Subparagraphs
27/29.927(b)(2)	Rotor Drive System - Additional tests	(b)(2) For multiengine rotorcraft under conditions associated with each engine, in turn, becoming inoperative, apply to the remaining transmission torque inputs the maximum torque attainable under probable operating conditions, assuming that torque limiting devices, if any, function properly. Each transmission input must be tested at this maximum torque for at least fifteen minutes.	b, c & d	Modify & Repeal Subparagraphs

27.1309 and 27 Appendix B	Single Engine IMC Equipment - Equipment, systems and installations	§27.1309 Equipment, systems, and installations. (a) The equipment, systems, and installations whose functioning is required by this subchapter must be designed and installed to ensure that they perform their intended functions under any foreseeable operating condition. (b) The equipment, systems, and installations of a multiengine rotorcraft must be designed to prevent hazards to the rotorcraft in the event of a probable malfunction or failure. (c) The equipment, systems, and installations of single-engine rotorcraft must be designed to minimize hazards to the rotorcraft in the event of a probable malfunction or failure.	b & c	Modify
27.1316	Equipment General - Electrical and electronic system lightning protection	(a) Each electrical and electronic system that performs a function, for which failure would prevent the continued safe flight and landing of the rotorcraft, must be designed and installed so that— (1) The function is not adversely affected during and after the time the rotorcraft is exposed to lightning; and (2) The system automatically recovers normal operation of that function in a timely manner after the rotorcraft is exposed to lightning. (b) Each electrical and electronic system that performs a function, for which failure would reduce the capability of the rotorcraft or the ability of the flightcrew to respond to an adverse operating condition, must be designed and installed so that the function recovers normal operation in a timely manner after the rotorcraft is exposed to lightning.	b, c & d	Modify & Repeal Subparagraphs

27.1317	Equipment General - High-intensity Radiated Fields (HIRF) Protection	§27.1317 High-intensity Radiated Fields (HIRF) Protection. (a) Except as provided in paragraph (d) of this section, each electrical and electronic system that performs a function whose failure would prevent the continued safe flight and landing of the rotorcraft must be designed and installed so that— (1) The function is not adversely affected during and after the time the rotorcraft is exposed to HIRF environment I, as described in appendix D to this part; (2) The system automatically recovers normal operation of that function, in a timely manner, after the rotorcraft is exposed to HIRF environment I, as described in appendix D to this part, unless this conflicts with other operational or functional requirements of that system; (3) The system is not adversely affected during and after the time the rotorcraft is exposed to HIRF environment II, as described in appendix D to this part; and (4) Each function required during operation under visual flight rules is not adversely affected during and after the time the rotorcraft is exposed to HIRF environment III, as described in appendix D to this part. (b) Each electrical and electronic system that performs a function whose failure would significantly reduce the capability of the rotorcraft or the ability of the flightcrew to respond to an adverse operating condition must be designed and installed so the system is not adversely affected when the equipment providing these functions is exposed to equipment HIRF test level 1 or 2, as described in appendix D to this part. (c) Each electrical and electronic system that performs a function whose	b, c & d	Modify & Repeal Subparagraphs

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
14 CFR 33.73	Power or thrust response	§ 33.73 Power or thrust response. The design and construction of the engine must enable an increase - (a) From minimum to rated takeoff power or thrust with the maximum bleed air and power extraction to be permitted in an aircraft, without overtemperature, surge, stall, or other detrimental factors occurring to the engine whenever the power control lever is moved from the minimum to the maximum position in not more than 1 second, except that the Administrator may allow additional time increments for different regimes of control operation requiring control scheduling; and (b) From the fixed minimum flight idle power lever position when provided, or if not provided, from not more than 15 percent of the rated takeoff power or thrust available to 95 percent rated takeoff power or thrust in not over 5 seconds. The 5-second power or thrust response must occur from a stabilized static condition using only the bleed air and accessories loads necessary to run the engine. This takeoff rating is specified by the applicant and need not include thrust augmentation.	a) Is outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Repeal

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
EPA 40CFR87.11 FAA 14 CFR 34.11	Fuel Venting and Exhaust Emissions Requirements for Turbine Engine Powered Airplanes	§ 87.11 Standard for fuel venting emissions. (a) No fuel venting emissions shall be discharged into the atmosphere from any new or in-use aircraft gas turbine engine subject to the subpart. § 34.11 Standard for fuel venting emissions. (a) No fuel venting emissions shall be discharged into the atmosphere from any new or in-use aircraft gas turbine engine subject to the subpart.	d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Modify
14 CFR Part 36	Lateral Noise Certification	B36.3 (a) (1). Reference Noise Measurement Points. For jet airplanes: The point on a line parallel to and 1476 feet (450 m) from the runway centerline, or extended centerline, where the noise level after lift off is at a maximum during takeoff	c) Impose costs that exceed benefits	Modify

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
43.13(c)	Performance Rules (General)	(c)Special provisions for holders of air carrier operating certificates and operating certificates issued under the provisions of Part 121 or 135 and Part 129 operators holding operations specifications. Unless otherwise notified by the administrator, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the manual of the holder of an air carrier operating certificate or an operating certificate under Part 121 or 135 and Part 129 operators holding operations specifications (that is required by its operating specifications to provide a continuous airworthiness maintenance and inspection program) constitute acceptable means of compliance with this section.	Outdated, unnecessary or ineffective; imposes costs that exceed benefits; Create a serious inconsistency or otherwise interfere with regulatory reform	Modify

47.51	Triennial aircraft registration report.	(a) Unless one of the registration activities listed in paragraph (b) of this section has occurred within the preceding 36 calendar months, the holder of each Certificate of Aircraft Registration issued under this subpart shall submit, on the form provided by the FAA Aircraft Registry and in the manner described in paragraph (c) of this section, a Triennial Aircraft Registration Report, certifying—(…)	Outdated, unnecessary or ineffective; imposes costs that exceed benefits for certain operators	Modify
§ 71.41	Class B airspace.	The Class B airspace areas listed in subpart B of FAA Order 7400.11A (incorporated by reference, see §71.1) consist of specified airspace within which all aircraft operators are subject to the minimum pilot qualification requirements, operating rules, and aircraft equipment requirements of part 91 of this chapter. Each Class B airspace area designated for an airport in subpart B of FAA Order 7400.11A (incorporated by reference, see §71.1) contains at least one primary airport around which the airspace is designated.	Is outdated, unnecessary or ineffective	Modify

77.29(a)	Evaluating aeronautical effect.	(a) The FAA conducts an aeronautical study to determine the impact of a proposed structure, an existing structure that has not yet been studied by the FAA, or an alteration of an existing structure on aeronautical operations, procedures, and the safety of flight. These studies include evaluating:	Outdated, unnecessary or ineffective; imposes costs that exceed benefits for certain operators	Modify
145.55(a)	Duration and Renewal of Certificate	(a) A certificate or rating issued to a repair station located in the United States is effective from the date of issue until the repair station surrenders the certificate and the FAA accepts it for cancellation, or the FAA suspends or revokes it.	Unneccesary and ineffective	Modify

145.109(d)	Equipment, materials, and data requirements.	Existing material unchanged in its entirety. (needs augmentation)	Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives/policies.	Modify
183.63	Continuing requirements: Products, parts or appliances.	For any approval or certificate for a product, part or appliance issued under the authority of this subpart, an ODA Holder must: (a) Monitor reported service problems related to certificates or approvals it holds; (b) Notify the Administrator of: (1) A condition in a product, part or appliance that could result in a finding of unsafe condition by the Administrator; or (2) A product, part or appliance not meeting the applicable airworthiness requirements for which the ODA Holder has obtained or issued a certificate or approval. (c) Investigate any suspected unsafe condition or finding of noncompliance with the airworthiness requirements for any product, part or appliance, as required by the Administrator, and report to the Administrator the results of the investigation and any action taken or proposed. (d) Submit to the Administrator the information necessary to implement corrective action needed for safe operation of the product, part or appliance.	b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits	Modify

§ 187.55(a)	Overflight fees billing and payment procedures.	(a) The FAA will send an invoice to each user when fees are owed to the FAA. If the FAA cannot identify the user, then an invoice will be sent to the registered owner. Users will be billed at the address of record in the country where the aircraft is registered, unless a billing address is otherwise provided.	Inposes costs that exceed benefits	Modify

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
14 CFR 61.160	Aeronautical experience—air-plane category restricted privileges.	No change in existing text. The proposal is to include text regarding new airplane category restricted privileges.	Is outdated, unnecessary or ineffective	Modify
Part 61 Subparts B, F & G	Certification: Pilots, Flight Instructors, Ground Instructors	Subparts B, F and G	Is outdated, unnecessary or ineffective Imposes costs that exceed benefits	Modify
14 CFR 117.19(a)(1)	FDP Extensions	The requirement for PIC concurrence prior to a FDP extension (117.19a1) is redundant as a pilot (PIC or First Officer) has the obligation under 117.5 to remove themselves from a FDP assignment if they determine they are “unfit for duty”.	Is outdated, unnecessary or ineffective	Modify

14 CFR 117.19(a)(4)	FDP Extensions	(4) Each certificate holder must report to the Administrator within 10 days any flight duty period that exceeded the maximum flight duty period permitted in Tables B or C of this part by more than 30 minutes. The report must contain the following: (i) A description of the extended flight duty period and the circumstances surrounding the need for the extension; and (ii) If the circumstances giving rise to the extension were within the certificate holder's control, the corrective action(s) that the certificate holder intends to take to minimize the need for future extensions.	Is outdated, unnecessary or ineffective	Repeal
14 CFR 117.27	Consecutive Nighttime Operations	This regulation prohibits a flightcrew member from accepting more than three consecutive flight duty periods that infringe on the window of circadian low (WOCL). The WOCL is defined as 0200 to 0559. This results in pairings that switch from early morning starts on days one through three, to afternoon starts on day four.	Is outdated, unnecessary or ineffective	Modify
§ 141.37(b)(2)	Check instructor qualifications.	(2) Be approved by the FAA Flight Standards District Office having jurisdiction over the school.	Is outdated, unnecessary or ineffective	Repeal
§ 141.41(c)	Full flight simulators, flight training devices, aviation training devices, and training aids.	(c) Training aids and equipment. Each training aid, including any audiovisual aid, projector, mockup, chart, or aircraft component listed in the approved training course outline, must be accurate and relevant to the course for which it is used.	Is outdated, unnecessary or ineffective	Repeal

§ 141.43	Pilot briefing areas.	(a) An applicant for a pilot school certificate or provisional pilot school certificate must show that the applicant has continuous use of a briefing area located at each airport at which training flights originate that is: (1) Adequate to shelter students waiting to engage in their training flights; (2) Arranged and equipped for the conduct of pilot briefings; and (3) Except as provided in paragraph (c) of this section, for a school with an instrument rating or commercial pilot course, equipped with private landline or telephone communication to the nearest FAA Flight Service Station. (b) A briefing area required by paragraph (a) of this section may not be used by the applicant if it is available for use by any other pilot school during the period it is required for use by the applicant. (c) The communication equipment required by paragraph (a)(3) of this section is not required if the briefing area and the flight service station are located on the same airport, and are readily accessible to each other.	Is outdated, unnecessary or ineffective	Repeal

§ 141.45	Ground training facilities.	An applicant for a pilot school or provisional pilot school certificate must show that: (a) Except as provided in paragraph (c) of this section, each room, training booth, or other space used for instructional purposes is heated, lighted, and ventilated to conform to local building, sanitation, and health codes. (b) Except as provided in paragraph (c) of this section, the training facility is so located that the students in that facility are not distracted by the training conducted in other rooms, or by flight and maintenance operations on the airport. (c) If a training course is conducted through an internet-based medium, the holder of a pilot school certificate or provisional pilot school certificate that provides such training need not comply with paragraphs (a) and (b) of this section but must maintain in current status a permanent business location and business telephone number.	Is outdated, unnecessary or ineffective	Repeal
§ 141.55(c)(1)	Training course: Contents.	(c) Each training course for which approval is requested must contain: (1) A description of each room used for ground training, including the room's size and the maximum number of students that may be trained in the room at one time, unless the course is provided via an internet-based training medium;	Is outdated, unnecessary or ineffective	Repeal
§ 141.55(c)(2)	Training course: Contents.	(c) Each training course for which approval is requested must contain: * * * (2) A description of each type of audiovisual aid, projector, tape recorder, mockup, chart, aircraft component, and other special training aids used for ground training;	Is outdated, unnecessary or ineffective	Repeal

142.54(b)	Airline transport pilot certification training program; Two years airline experience to teach ATP-CTP.	(b) Has at least 2 years of experience as a pilot in command in operations conducted under §91.1053(a)(2)(i) or §135.243(a)(1) of this chapter, or as a pilot in command or second in command in any operation conducted under part 121 of this chapter;	The rule should at least remove the requirement for the FTD/FFS training. We can understand the requirement in the classroom. However, the need to have two years' experience in the airline to expose students to large aircraft performance and characteristics is questionable and has created a shortage of instructors. 142 approved instructors without two years of airline experience are able to provide training and checking for an aircraft type rating but cannot provide the introduction/exposure required of the ATP-CTP curriculum.	Repeal
61.195(h)(2)(iii)	Flight instructor limitations and qualifications	(iii) Have held a flight instructor certificate for at least 24 months;	The turnover of CFIs across the nation is tremendous and there are very few full-time/permanent CFIs, the flight instructor profession is a transient position for the vast majority of pilots on their way to fly jets professionally. As a result, instructors are moving fast to Regional Airlines; our turnover (and the turnover across the training industry) is approaching 90% annually. This turnover is severely limiting the number of flight instructors available that meet the requirement of 61.195. This regulation sets the requirements for an instructor pilot to train individuals in the CFI course. As of right now, we have about 40 students waiting to start their CFI training but cannot due to a lack of human resources that meet the requirements for 61.195 (and the backlog is growing).	Modify

141.55(e)(2)((ii)(a&b) and 141.55(e)(4)	Training Course Contents	(ii) At least 80 percent of those students passed the practical or knowledge test, as appropriate, on the first attempt, and that test was given by - (A) An FAA inspector; or (B) An examiner who is not an employee of the school.	The requirement of an 80% pass rate is statistically above average and difficult for schools to meet. As a result, the FAA allows schools to combine their practical exam pass rate with their knowledge exam pass rate despite the rule stating that you can use only one or the other (in essence, schools have to fudge the numbers to remain certified and the FAA allows it). Requiring an arbitrary pass rate provides motivation for schools to train students to pass the test rather than focus on student competency. In addition, the FAA does not have the required number of inspectors to complete examinations for schools. As a result, schools are solely dependent on FAA designated examiners. Many times these examiners lack standardization and availability. Designated examiners also charge extremely high fees for students ($500+) which greatly increases the cost of training.	Replace

141 Appendix D (4)(c)(2) 141 Appendix D (4)(c)(3) 141 Appendix D (4)(c)(4)	Commercial Pilot Certification Course	(2) Training in a full flight simulator that meets the requirements of § 141.41(a) may be credited for a maximum of 20 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. (3) Training in a flight training device that meets the requirements of § 141.41(a) may be credited for a maximum of 15 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. (4) Training in the flight training devices described in paragraphs (c)(2) and (3) of this section, if used in combination, may be credited for a maximum of 20 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. However, credit for training in a flight training device that meets the requirements of § 141.41(a) cannot exceed the limitation provided for in paragraph (c)(3) of this section.	The percentiles in this section need to be increased. Initial training in advanced simulation is more effective that training in an aircraft since it reduces barriers to learning. Students are able to build primary knowledge and experience in a safe environment. Students can practice the required procedures and skills in simulation and then transfer those skills to the aircraft.	Modify
141 Appendix B (4)(c)(2) 141 Appendix B (4)(c)(3) 141 Appendix B (4)(c)(4)	Private Pilot Certification Course	(2) Training in a full flight simulator that meets the requirements of § 141.41(a) may be credited for a maximum of 30 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. (3) Training in a flight training device that meets the requirements of § 141.41(a) may be credited for a maximum of 20 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. (4) Training in the flight training devices described in paragraphs (c)(2) and (3) of this section, if used in combination, may be credited for a maximum of 30 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. However, credit for training in a flight training device that meets the requirements of § 141.41(a) cannot exceed the limitation provided for in paragraph (c)(3) of this section.	The percentiles in this section need to be increased. At the commercial level students should be applying their knowledge and gaining quality experience. Advanced simulation is the best platform to do this. Students are able to experience extreme scenarios and environments in the simulation that are not possible in aircraft. These experiences help improve their level of understanding and lead to improved decision making ability.	Modify

147.31(e)	Attendance and enrollment, tests, and credit for prior instruction or experience	(e) A school shall use an approved system for determining final course grades and for recording student attendance. The system must show hours of absence allowed and show how the missed material will be made available to the student.	Remove the requirement that the program make available missed materials to the student.	Repeal
147.33(b)	Records	(b) Each school shall keep a current progress chart or individual progress record for each of its students, showing the practical projects or laboratory work completed, or to be completed, by the student in each subject.	Processes for maintaining records such as attendance and test scores are often dictated by generally-accepted education practices, accreditation requirements and DOE regulation.	Repeal
147.38(a)	Maintenance of curriculum requirements	(a) Each certificated aviation maintenance technician school shall adhere to its approved curriculum. With FAA approval, curriculum subjects may be taught at levels exceeding those shown in appendix A of this part.	An AMTS is required by 147.21(c) to teach topics “to at least the indicated level of proficiency as described in appendix A”. It is unnecessary for an AMTS that chooses to teach topics to a higher level to have prior approval of the FAA.	Repeal
147.38a	Quality of Instruction	Each certificated aviation maintenance teachnition school….	Required passing norms are not needed in FAA regulation. Again the schools have specific accreditation and DOE requirements, not to mention “customer” demands that necessitate high quality programs. Having passing norms dictated in regulation only creates additional surveillance burdens on FAA without an increase in safety.	Repeal

§147.21	General curriculum requirements.	(b) The curriculum must offer at least the following number of hours of instruction for the rating shown, and the instruction unit hour shall not be less than 50 minutes in length— (1) Airframe—1,150 hours (400 general plus 750 airframe). (2) Powerplant—1,150 hours (400 general plus 750 powerplant). (3) Combined airframe and powerplant—1,900 hours (400 general plus 750 airframe and 750 powerplant).	There is no competent pedogeological literature to support the idea that contact hours (seat time) equates to learning. The FAA has little to no education expertise as evidenced by this regulation. Schools know how to educate and assess students for competency, which is the only salient element in education. The FAA retains this contact hour requirement as an outdated and discredited measure of merit only so that their inspectors, who cannot evaluate curriculum, have an easily quantifiable item they can surveil, not for education quality. This requirement delays and reduces the quantity of competent candidates entering the field. A highly competent student must endure the 1900 hours regardless of their ability or knowledge which often causes them to leave the field. Conversely a student with less mechanical competence may require more contact hours but this should be based on their ability, as determined by the AMTs, not FAA inspector convenience.	Repeal
§147.31	Attendance and enrollment, tests, and credit for prior instruction or experience.	(e) A school shall use an approved system for determining final course grades and for recording student attendance. The system must show hours of absence allowed and show how the missed material will be made available to the student.	For consistency with changes to 147.21 as stated above.	Modify

§147.33	Records.	(a) Each certificated aviation maintenance technician school shall keep a current record of each student enrolled, showing—(1) His attendance, tests, and grades received on the subjects required by this part; (2) The instruction credited to him under §147.31(c), if any; and (3) The authenticated transcript of his grades from that school. It shall retain the record for at least two years after the end of the student's enrollment, and shall make each record available for inspection by the Administrator during that period.	For consistency with changes to 147.21 as stated above.	Modify
14 CFR 61.129(a)(3)(ii), appendix D to part 141.	Aeronautical experience.	(ii) 10 hours of training in an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered, or for an applicant seeking a single-engine seaplane rating, 10 hours of training in a seaplane that has flaps and a controllable pitch propeller;	"Many pilots seeking a commercial pilot certificate in the airplane category take the initial practical test in a single engine airplane. Training providers have noted that there are far fewer single engine complex airplanes available to meet the practical test standards requirement, and the single engine complex airplanes that are available are older aircraft that are expensive to maintain. The FAA recognizes that accomplishing the required training in either a single engine complex airplane or turbine-powered airplane has become cost prohibitive for most flight schools." NPRM Regulatory Relief: Aviation Training Devices; Pilot Certification, Training, and Pilot Schools; and Other Provisions	Modify
FAR 65.53 (b)(1)	Certification: Airmen Other Than Flight Crewmembers, Subpart C Aircraft Dispatchers	FAR 65.53 (b)(1) requires an applicant for a dispatcher license to be 23 years of age	Is outdated, unnecessary or ineffective	Modify

65.53 (b)(1)	Certification: Airmen Other Than Flight Crewmembers, Subpart C Aircraft Dispatchers	(a) to be eligible to take the aircraft dispatcher knowledge test, a person must be at least 21 years of age (b) to be eligible for an aircraft dispatcher certificate, a person must be at least 23 years of age.	Is outdated, unnecessary or ineffective	Modify
FAR 61.11(b)(1)-(3)	Expired pilot certifcates and re-issuance	(a) No person who holds an expired pilot certificate or rating may act as pilot in command or as a required pilot flight crewmember of an aircraft of the same category or class that is listed on that expired pilot certificate or rating. (b) The following pilot certificates and ratings have expired and will not be reissued: (1) An airline transport pilot certificate issued before May 1, 1949, or an airline transport pilot certificate that contains a horsepower limitation. (2) A private or commercial pilot certificate issued before July 1, 1945. (3) A pilot certificate with a lighter-than-air or free-balloon rating issued before July 1, 1945	Is outdated, unnecessary or ineffective	Repeal
FAR 65.104(a)(2)	Repairman certificate - experimental aircraft builder - Eligiblity, prviliges and limitations	(a) To be eligible for a repairman certificate (experimental aircraft builder), an individual must— (2) Be the primary builder of the aircraft to which the privileges of the certificate are applicable;	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Repeal

FAR 63.31(c)	Flight Engineers, eligiblity requirements; general	(c) Hold at least a second-class medical certificate issued under part 67 of this chapter within the 12 months before the date he applies, or other evidence of medical qualification accepted for the issue of a flight engineer certificate under §63.42;	Is outdated, unnecessary or ineffective	Repeal
117.19(b)(4)	Flight Duty Period Extensions	(4) Each certificate holder must report to the Administrator within 10 days any flight duty period that either exceeded the cumulative flight duty periods specified in §117.23(c), or exceeded the maximum flight duty period limits permitted by Tables B or C of this part by more than 30 minutes. The report must contain a description of the circumstances surrounding the affected flight duty period.	Burdensome and unecessary given FAA's recent legal interpretation requiring PIC concurrence.	Repeal

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/ Modify)
91.203 (a) (2)	Civil aircraft: Certifications required.	(a) Except as provided in § 91.715, no person may operate a civil aircraft unless it has within it the following: (2) An effective U.S. registration certificate issued to its owner or, for operation within the United States, the second copy of the Aircraft registration Application as provided for in § 47.31(c), a Certificate of Aircraft registration as provided in part 48, or a registration certification issued under the laws of a foreign country.	Outdated, unnecessary or ineffective; imposes costs that exceed benefits for certain operators	Modify
91.409(a)	Inspections.	(a) Except as provided in paragraph (c) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had – (1) An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by § 43.7 of this chapter; or (2) An inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.	Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives/policies.	Modify

Part 91, SFAR 97	Special Federal Aviation Regulation No. 97—Special Operating Rules for the Conduct of Instrument Flight Rules (IFR) Area Navigation (RNAV) Operations using Global Positioning Systems (GPS) in Alaska.	Entire text of Special Federal Aviation Regulation No. 97	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Repeal
§ 91.171(b)(3)	VOR equipment check for IFR operations.	(3) If neither a test signal nor a designated checkpoint on the surface is available, use an airborne checkpoint designated by the Administrator or, outside the United States, by an appropriate authority (the maximum permissible bearing error is plus or minus 6 degrees); or	Is outdated, unnecessary or ineffective	Repeal
§ 91.175(h)(2)	Takeoff and landing under IFR.	(2) RVR (feet) Visibility (statute miles) 1,600 1⁄4 2,400 1⁄2 3,200 5⁄8 4,000 3⁄4 4,500 7⁄8 5,000 1 6,000 11⁄4	Is outdated, unnecessary or ineffective	Modify
§ 91.511	Communication and navigation equipment for overwater operations.	All	Is outdated, unnecessary or ineffective	Modify

Part 93, Subpt. J	Subpart J—Lorain County Regional Airport Traffic Rule.	Each person piloting an airplane landing at the Lorain County Regional Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute a departure turn to the north as soon as practicable after takeoff.	Is outdated, unnecessary or ineffective	Repeal
Part 95, Subpt. B	Subpart B—Designated Mountainous Areas	Areas designated pursuant 14 CFR part 95, subpart B.	Is outdated, unnecessary or ineffective	Modify
§ 97.3	Symbols and terms used in procedures.	*MSA* means minimum safe altitude, expressed in feet above mean sea level, depicted on an approach chart that provides at least 1,000 feet of obstacle clearance for emergency use within a certain distance from the specified navigation facility or fix. *Procedure turn* means the maneuver prescribed when it is necessary to reverse direction to establish the aircraft on an intermediate or final approach course. The outbound course, direction of turn, distance within which the turn must be completed, and minimum altitude are specified in the procedure. However, the point at which the turn may be begun, and the type and rate of turn, is left to the discretion of the pilot.	Is outdated, unnecessary or ineffective	Modify
§ 135.611	IFR operations at locations without weather reporting.	(1) The certificate holder must obtain a weather report from a weather reporting facility operated by the NWS, a source approved by the NWS, or a source approved by the FAA, that is located within 15 nautical miles of the airport. If a weather report is not available, the certificate holder may obtain the area forecast from the NWS, a source approved by the NWS, or a source approved by the FAA, for information regarding the weather observed in the vicinity of the airport;	Is outdated, unnecessary or ineffective	Modify

14 CFR 91.171	VOR equipment check for IFR operations.	(a) No person may operate a civil aircraft under IFR using the VOR system of radio navigation unless the VOR equipment of that aircraft— (1) Is maintained, checked, and inspected under an approved procedure; or (2) Has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error set forth in paragraph (b) or (c) of this section.	Is outdated, unnecessary or ineffective	Modify
14 CFR 91.413	ATC transponder tests and inspections	(a) No persons may use an ATC transponder that is specified in 91.215(a), 121.345(c), or §135.143(c) of this chapter unless, within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with appendix F of part 43 of this chapter; and (b) Following any installation or maintenance on an ATC transponder where data correspondence error could be introduced, the integrated system has been tested, inspected, and found to comply with paragraph (c), appendix E, of part 43 of this chapter.	Is outdated, unnecessary or ineffective	Modify

14 CFR 91.509	Survival equipment for overwater operations.	(a) No person may take off an airplane for a flight over water more than 50 nautical miles from the nearest shore unless that airplane is equipped with a life preserver or an approved flotation means for each occupant of the airplane. (b) Except as provided in paragraph (c) of this section, noperson may take off an airplane for flight over water more than 30 minutes flying time or 100 nautical miles from the nearest shore, whichever is less, unless it has on board the following survival equipment: (1) A life preserver, equipped with an approved survivor locator light, for each occupant of the airplane. (2) Enough liferafts (each equipped with an approved survival locator light) of a rated capacity and buoyancy to accommodate the occupants of the airplane. (3) At least one pyrotechnic signaling device for each liferaft. (4) One self-buoyant, water-resistant, portable emergency radio signaling device that is capable of transmission on the appropriate emergency frequency or frequencies and not dependent upon the airplane power supply. (5) A lifeline stored in accordance with § 25.1411(g) of this chapter. (c) A fractional ownership program manager under subpart K of this part may apply for a deviation from paragraphs (b)(2) through (5) of this section for a particular over water operation or the Administrator may amend the management specifications to require the carriage of all or any specific items of the equipment	Is outdated, unnecessary or ineffective	Modify

FAR 91.529	Flight engineer requirements	(a) No person may operate the following airplanes without a flight crewmember holding a current flight engineer certificate: (1) An airplane for which a type certificate was issued before January 2, 1964, having a maximum certificated takeoff weight of more than 80,000 pounds. (2) An airplane type certificated after January 1, 1964, for which a flight engineer is required by the type certification requirements. (b) No person may serve as a required flight engineer on an airplane unless, within the preceding 6 calendar months, that person has had at least 50 hours of flight time as a flight engineer on that type airplane or has been checked by the Administrator on that type airplane and is found to be familiar and competent with all essential current information and operating procedures.	Is outdated, unnecessary or ineffective	Repeal
FAR 91.505	Familiarity with Operating limitations and emergency equipment	(a) Each pilot in command of an airplane shall, before beginning a flight, become familiar with the Airplane Flight Manual for that airplane, if one is required, and with any placards, listings, instrument markings, or any combination thereof, containing each operating limitation prescribed for that airplane by the Administrator, including those specified in §91.9(b). (b) Each required member of the crew shall, before beginning a flight, become familiar with the emergency equipment installed on the airplane to which that crewmember is assigned and with the procedures to be followed for the use of that equipment in an emergency situation.	Is outdated, unnecessary or ineffective	Repeal

FAR 91.515	Flight altitude rules	(a) Notwithstanding §91.119, and except as provided in paragraph (b) of this section, no person may operate an airplane under VFR at less than— (1) One thousand feet above the surface, or 1,000 feet from any mountain, hill, or other obstruction to flight, for day operations; and (2) The altitudes prescribed in §91.177, for night operations. (b) This section does not apply— (1) During takeoff or landing; (2) When a different altitude is authorized by a waiver to this section under subpart J of this part; or (3) When a flight is conducted under the special VFR weather minimums of §91.157 with an appropriate clearance from ATC.	Is outdated, unnecessary or ineffective	Repeal

135.619 (g) (2) (i)(ii)(iii) (iv)	Operations control specialist duty time limitations	(2) Except in cases where circumstances or emergency conditions beyond the control of the certificate holder require otherwise - (i) No certificate holder may schedule an operations control specialist for more than 10 consecutive hours of duty; (ii) If an operations control specialist is scheduled for more than 10 hours of duty in 24 consecutive hours, the certificate holder must provide that person a rest period of at least 8 hours at or before the end of 10 hours of duty; (iii) If an operations control specialist is on duty for more than 10 consecutive hours, the certificate holder must provide that person a rest period of at least 8 hours before that person's next duty period; (iv) Each operations control specialist must be relieved of all duty with the certificate holder for at least 24 consecutive hours during any 7 consecutive days.	Inposes costs that exceed benefits	Modify

135.619 (d)(2)	Training Requirements	(2) Recurrent training. Every 12 months after satisfactory completion of the initial training, each operations control specialist must complete a minimum of 40 hours of recurrent training on the topics listed in paragraph (f) of this section and pass an FAA-approved knowledge and practical test given by the certificate holder on those topics.	Is outdated, unnecessary or ineffective	Modify
133.19	Rotorcraft	(a) The applicant must have the exclusive use of at least one rotorcraft that— (1) Was type certificated under, and meets the requirements of, part 27 or 29 of this chapter (but not necessarily with external-load-carrying attaching means installed) or of §21.25 of this chapter for the special purpose of rotorcraft external-load operations;	Is outdated, unnecessary or ineffective	Modify
133.13	Duration of Certificate	§133.13 Duration of certificate. Unless sooner surrendered, suspended, or revoked, a Rotorcraft External-Load Operator Certificate expires at the end of the twenty-fourth month after the month in which it is issued or renewed.	Is outdated, unnecessary or ineffective	Repeal

136.5	Additional Requirements for Hawaii	No person may conduct a commercial air tour in the State of Hawaii unless they comply with the additional requirements and restrictions in appendix A to part 136.	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Repeal

136 Appendix A	Special Operating Rules for Air Tour Operators in the State of Hawaii	In entirety	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Repeal
77.23	Safe, Efficient Use, and Preservation of the Navigable Airspace	a. Primary surface. The area of the primary surface coincides in size and shape with the designated take-off and landing area. This surface is a horizontal plane at the elevation of the established heliport elevation.	Is outdated, unnecessary or ineffective	Modify

FAR 136.41 (B)	Commercial Air Tours and National Parks Air Tour Management- Interim Operating Authority	In entirety: The interim operating authority was only intended to last for 24 months as these agreements were to be replaced by Air Tour Management Plans by 2002.	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Repeal
135.619(g)(2)(i)	Operations Control Specialist duty time limitations	(i) No certificate holder may schedule an operations control specialist for more than 10 consecutive hours of duty;	Imposes costs that exceed benefits	Modify
135.619(g)(2)(ii)	Operations Control Specialist duty time limitations	(ii) If an operations control specialist is scheduled for more than 10 hours of duty in 24 consecutive hours, the certificate holder must provide that person a rest period of at least 8 hours at or before the end of 10 hours of duty;	Imposes costs that exceed benefits	Modify
135.619(g)(2)(iii)	Operations Control Specialist duty time limitations	(iii) If an operations control specialist is on duty for more than 10 consecutive hours, the certificate holder must provide that person a rest period of at least 8 hours before that person's next duty period;	Imposes costs that exceed benefits	Modify

135.619(d)(1)	Operations Control Center, Initial Training	*Initial training.* Before performing the duties of an operations control specialist, each person must satisfactorily complete the certificate holder's FAA-approved operations control specialist initial training program and pass an FAA-approved knowledge and practical test given by the certificate holder. Initial training must include a minimum of 80 hours of training on the topics listed in paragraph (f) of this section. A certificate holder may reduce the number of hours of initial training to a minimum of 40 hours for persons who have obtained, at the time of beginning initial training, a total of at least 2 years of experience during the last 5 years in any one or in any combination of the following areas—	Imposes costs that exceed benefits	Modify
135.207	VFR: Helicopter surface reference requirements	No person may operate a helicopter under VFR unless that person has visual surface reference or, at night, visual surface light reference, sufficient to safely control the helicopter.	Is outdated, unnecessary or ineffective	Modify

135.297/135.293	CHAPTER 7 ROTORCRAFT AUTHORIZATIONS AND LIMITATIONS	Each competency check given in a rotorcraft must include a demonstration of the pilot's ability to maneuver the rotorcraft solely by reference to instruments. The check must determine the pilot's ability to safely maneuver the rotorcraft into visual meteorological conditions following an inadvertent encounter with instrument meteorological conditions. For competency checks in non-IFR-certified rotorcraft, the pilot must perform such maneuvers as are appropriate to the rotorcraft's installed equipment, the certificate holder's operations specifications, and the operating environment.	Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives and policies	Modify
91.171	VOR equipment check for IFR operations.	(specific details of such a maintenance check)	Outdated/unecessary/ineffective; Impose costs that exceed benefits	Repeal

91.817	Civil aircraft sonic boom	(a) No person may operate a civil aircraft in the United States at a true flight Mach number greater than 1 except in compliance with conditions and limitations in an authorization to exceed Mach 1 issued to the operator under appendix B of this part. (b) In addition, no person may operate a civil aircraft for which the maximum operating limit speed MM0 exceeds a Mach number of 1, to or from an airport in the United States, unless - (1) Information available to the flight crew includes flight limitations that ensure that flights entering or leaving the United States will not cause a sonic boom to reach the surface within the United States; and (2) The operator complies with the flight limitations prescribed in paragraph (b)(1) of this section or complies with conditions and limitations in an authorization to exceed Mach 1 issued under appendix B of this part.	a) Is outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Repeal

14 CFR Parts 120 and 121

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/ Modify)
Part 120	Drug and Alcohol Testing Program		Outdated, unnecessary or ineffective; imposes costs that exceed benefits; Create a serious inconsistency or otherwise interfere with regulatory reform	Modify
121 Appendix A	First Aid Kits and Emergency Medical Kits	Prescribed medical kit contents	Impose costs that exceeds benefits; Outdated, unnecessary and ineffective	Repeal
121 Special Programs	Various, e.g., EWIS, ETOPS		Outdated, unecessary and ineffective; Imposes costs that exceed burdens	Repeal

121.373	Continuing analysis and surveillance.	§121.373 Continuing analysis and surveillance. (a) Each certificate holder shall establish and maintain a system for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the program covering other maintenance, preventive maintenance, and alterations and for the correction of any deficiency in those programs, regardless of whether those programs are carried out by the certificate holder or by another person. (b) Whenever the Administrator finds that either or both of the programs described in paragraph (a) of this section does not contain adequate procedures and standards to meet the requirements of this part, the certificate holder shall, after notification by the Administrator, make any changes in those programs that are necessary to meet those requirements. (c) A certificate holder may petition the Administrator to reconsider the notice to make a change in a program. The petition must be filed with the FAA certificate-holding district office charged with the overall inspection of the certificate holder's operations within 30 days after the certificate holder receives the notice. Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the Administrator.	Outdated and creates serious inconsistency with other regulations. Impose costs that exceeds benefits.	Repeal

121.374(h)(1)(vi)	Continuous airworthiness maintenance program (CAMP) for two-engine ETOPS. (h)Reliability program	The certificate holder must have an ETOPS reliability program. This program must be the certificate holder's existing reliability program or its Continuing Analysis and Surveillance System (CASS) supplemented for ETOPS. This program must be event-oriented and include procedures to report the events listed below, as follows: (vi) Failures, malfunctions or defects associated with ETOPS Significant Systems.	Outdated, unecessary and ineffective; Imposes costs that exceed benefits	Repeal
121.705	Mechanical interruption summary report.	Each certificate holder shall submit to the Administrator, before the end of the 10th day of the following month, a summary report for the previous month of…	Impose costs that exceeds benefits	Repeal
121.707	Alteration and repair reports.	(b) The certificate holder shall submit a copy of each report of a major alteration to, and shall keep a copy of each report of a major repair available for inspection by, the representative of the Administrator who is assigned to it.	Outdated and ineffective. Impose costs that exceed benenfits.	Repeal
121.1105	Aging Airplane Inspections and Reviews		Unnecessary and ineffective; Imposes costs that exceed benefits	Repeal
121.1107	Repairs assessment for pressurized fuselages.		Outdated/redundant	Repeal
145.61(b)	Limited Ratings	(b) is a list of 13 potential ratings	Unnecessary and ineffective; creates a serious inconsistency	Repeal

145.206	Notification of hazardous materials authorizations	(a) Each repair station must acknowledge receipt of the part 121 or part 135 operator notification required under §§ 121.1005(e) and 135.505(e) of this chapter prior to performing work for, or on behalf of that certificate holder. (b) Prior to performing work for or on behalf of a part 121 or part 135 operator, each repair station must notify its employees, contractors, or subcontractors that handle or replace aircraft components or other items regulated by 49 CFR parts 171 through 180 of each certificate holder's operations specifications authorization permitting, or prohibition against, carrying hazardous materials. This notification must be provided subsequent to the notification by the part 121 or part 135 operator of such operations specifications authorization/designation.	Outdated, unnecessary or ineffective; imposes costs that exceed benefits; Create a serious inconsistency or otherwise interfere with regulatory reform	Modify
SFARs	Various		Outdated, unecessary and ineffective; Imposes costs that exceed burdens	Repeal
121.139	Requirements for manual aboard aircraft: Supplemental operations.	(a) Except is provided in paragraph (b) of this section, each certificate holder conducting supplemental operations shall carry appropriate parts of the manual on each airplane when away from the principal base of operations. The appropriate parts must be available for use by ground or flight personnel. If the certificate holder carries aboard an airplane all or any portion of the maintenance part of its manual in other than printed form, it must carry a compatible reading device that produces a legible image of the maintenance information and instructions or a system that is able to retrieve the maintenance information and instructions in the English language. (b) If a certificate holder conducting supplemental operations is able to perform all scheduled maintenance at specified stations where it keeps maintenance parts of the manual, it does not have to carry those parts of the manual aboard the aircraft en route to those stations.	Outdated, unecessary and ineffective; Imposes costs that exceed burdens	Modify or Repeal

121.309(b)(4)	Emergency equipment. (4)	When carried in a compartment or container, must be carried in a compartment or container marked as to contents and the compartment or container, or the item itself, must be marked as to date of last inspection.	Outdated	Modify or Repeal
121.317	Passenger information requirements, smoking prohibitions, and additional seat belt requirements.	No person may operate an airplane unless there is installed in each lavatory a sign or placard that reads: “Federal law provides for a penalty of up to $2,000 for tampering with the smoke detector installed in this lavatory.”	Outdated, unecessary and ineffective; Imposes costs that exceed burdens	Modify or Repeal
121.703	Service difficulty reports	Repeal or adjust reporting timeframe to be more lenient	Outdated and ineffective. Impose costs that exceed benenfits.	Modify or Repeal
121.369(a)	Manual Requirements	Eliminate last part of sentence beginning with "and list of persons with whom…"	Unneccesary and ineffective	Modify
121.629(c)(2)	Operation in icing conditions.	(2) Initial and annual recurrent ground training and testing for flight crewmembers and qualification for all other affected personnel	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify
121.709	Airworthiness release or aircraft log entry.	(needs augmentation)	Impose costs that exceeds benefits; Outdated, unnecessary and ineffective	Modify
121.803(c)(1)	Emergency Medical Equipment	(c) For treatment of injuries, medical events, or minor accidents that might occur during flight time each airplane must have the following equipment that meets the specifications and requirements of appendix A of this part: (1) Approved first-aid kits	Impose costs that exceeds benefits; Outdated, unnecessary and ineffective	Modify

14 CFR 121.137(b)	Distribution and availability.	Each person to whom a manual or appropriate parts of it are furnished under paragraph (a) of this section shall keep it up to date with the changes and additions furnished to that person and shall have the manual or appropriate parts of it accessible when performing assigned duties.	Inposes costs that exceed benefits Is outdated, unnecessary or ineffective	Modify
14 CFR 121.139	Requirements for manual aboard aircraft: Supplemental operations	(a) Except is provided in paragraph (b) of this section, each certificate holder conducting supplemental operations shall carry appropriate parts of the manual on each airplane when away from the principal base of operations. The appropriate parts must be available for use by ground or flight personnel. If the certificate holder carries aboard an airplane all or any portion of the maintenance part of its manual in other than printed form, it must carry a compatible reading device that produces a legible image of the maintenance information and instructions or a system that is able to retrieve the maintenance information and instructions in the English language. (b) If a certificate holder conducting supplemental operations is able to perform all scheduled maintenance at specified stations where it keeps maintenance parts of the manual, it does not have to carry those parts of the manual aboard the aircraft en route to those stations.	Is outdated, unnecessary or ineffective	Replace
14 CFR 121.305(h)	Flight and navigational equipment.	No person may operate an airplane unless it is equipped with the following flight and navigational instruments and equipment: (h) A magnetic compass.	Is outdated, unnecessary or ineffective	Repeal
14 CFR 121.311(a)(1)	Seats, Safety belts, and shoulder harnesses.	(a) No person may operate an airplane unless there are available during the takeoff, en route flight, and landing - (1) An approved seat or berth for each person on board the airplane who has reached his second birthday;	Is outdated, unnecessary or ineffective	modify

14 CFR 121.349	Communication and navigation equipment for operations under VFR over routes not navigated by pilotage or for operations under IFR or over the top.	(a) Navigation equipment requirements—General. No person may conduct operations under VFR over routes that cannot be navigated by pilotage, or operations conducted under IFR or over the top, unless— (1) The en route navigation aids necessary for navigating the airplane along the route (e.g., ATS routes, arrival and departure routes, and instrument approach procedures, including missed approach procedures if a missed approach routing is specified in the procedure) are available and suitable for use by the aircraft navigation systems required by this section; (2) The airplane used in those operations is equipped with at least— (i) Except as provided in paragraph (c) of this section, two approved independent navigation systems suitable for navigating the airplane along the route to be flown within the degree of accuracy required for ATC; (ii) One marker beacon receiver providing visual and aural signals; and (iii) One ILS receiver; and (3) Any RNAV system used to meet the navigation equipment requirements of this section is authorized in the certificate holder's operations specifications. (b) Communication equipment requirements. No person may operate an airplane under VFR over routes that cannot be navigated by pilotage, and no person may operate an airplane under IFR or over the top, unless the airplane is equipped with—	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.404	Compliance dates: Crew and dispatcher resource management training.	After March 19, 1998, no certificate holder may use a person as a flight crewmember, and after March 19, 1999, no certificate holder may use a person as a flight attendant or aircraft dispatcher unless that person has completed approved crew resource management (CRM) or dispatcher resource management (DRM) initial training, as applicable, with that certificate holder or with another certificate holder	Is outdated, unnecessary or ineffective	Modify

14 CFR 121.406	Credit for previous CRM/DRM training	(a) For flightcrew members, the Administrator may credit CRM training received before March 19, 1998 toward all or part of the initial ground CRM training required by §121.419. (b) For flight attendants, the Administrator may credit CRM training received before March 19, 1999 toward all or part of the initial ground CRM training required by §121.421. (c) For aircraft dispatchers, the Administrator may credit CRM training received before March 19, 1999 toward all or part of the initial ground CRM training required by §121.422. (d) In granting credit for initial ground CRM or DRM training, the Administrator considers training aids, devices, methods, and procedures used by the certificate holder in a voluntary CRM or DRM program or in an AQP program that effectively meets the quality of an approved CRM or DRM initial ground training program under section 121.419, 121.421, or 121.422 as appropriate.	Is outdated, unnecessary or ineffective	Repeal
14 CFR 121.415(a)(1)	Crewmember and dispatcher training program requirements	Basic indoctrination ground training for newly hired crewmembers or dispatchers including 40 programmed hours of instruction, unless reduced under 121.405 or as specificed in 121.401(d)	Inposes costs that exceed benefits	Modify
14 CFR 121.467 (a)(1)(iii)	Flight Attendant duty period limitations and rest requirements, Domestic, flag, and supplemental operations		Is outdated, unnecessary or ineffective	Modify

14 CFR 121.571	Briefing Passenger Before Takeoff	The use of safety belts, including instructions on how to fasten and unfasten the safety belts. Each passenger shall be briefed on when, where, and under what conditions the safety belt must be fastened about that passenger. This briefing shall include a statement that the Federal Aviation Regulations require passenger compliance with lighted passenger information signs and crewmember instructions concerning the use of safety belts.	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.575 (d)	Alcoholic Beverages	Each certificate holder shall within 5 days after the incident, report to the admisitratior the refusal of any person to comply with paragraph (a) of this section, or of any disturbance cause by a person who appears to be intoxicated onboard any of it's aircraft	Inposes costs that exceed benefits	Modify
14 CFR 121.577(a)	Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.	(a) No certificate holder may move an airplane on the surface, take off, or land when any food, beverage, or tableware furnished by the certificate holder is located at any passenger seat	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.585 (f)	Exit Seating	Each certificate holder shall make available for inspection by the public at all passenger loading gates and ticket counters at each airport where it conducts passenger operations, written procedures established for making determinations in regards to exit seating.	Is outdated, unnecessary or ineffective	Modify

14 CFR 121.589	Carry-on Baggage	No certificate holder may allow the boarding of carry-on baggage on an airplane unless each passenger's baggage has been scanned to control the size and amount carried on board in accordance with an approveed carry-onbagage program in its operaitons specifications. In addtion, no mpassenger may board an airplane if his/her carry-on baggage exceeds the baggage allowance prescribed in the carry-on baggage program in the certificate holder's operations specifications.	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.613	Dispatch or flight release under IFR or over the top.	Except as provided in §121.615, no person may dispatch or release an aircraft for operations under IFR or over-the-top, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released.	Is outdated, unnecessary or ineffective	Modify

14 CFR 121.619	Alternate airport for destination: IFR or over-the-top: Domestic operations.	(a) No person may dispatch an airplane under IFR or over-the-top unless he lists at least one alternate airport for each destination airport in the dispatch release. When the weather conditions forecast for the destination and first alternate airport are marginal at least one additional alternate must be designated. However, no alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecasts, or any combination of them, indicate— (1) The ceiling will be at least 2,000 feet above the airport elevation; and (2) Visibility will be at least 3 miles. (b) For the purposes of paragraph (a) of this section, the weather conditions at the alternate airport must meet the requirements of §121.625. (c) No person may dispatch a flight unless he lists each required alternate airport in the dispatch release.	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.625	Alternate Airport weather minima.	Except as provided in §121.624 for ETOPS Alternate Airports, no person may list an airport as an alternate in the dispatch or flight release unless the appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the alternate weather minima specified in the certificate holder's operations specifications for that airport when the flight arrives.	Is outdated, unnecessary or ineffective	Replace

14 CFR 121.711(c)(3)(4)	Communication records: Domestic and flag operations	(a) Each certificate holder conducting domestic or flag operations must record each en route communication between the certificate holder and its pilots using a communication system as required by §121.99 of this part. (b) For purposes of this section the term en route means from the time the aircraft pushes back from the departing gate until the time the aircraft reaches the arrival gate at its destination. (c) The record required in paragraph (a) of this section must contain at least the following information: (1) The date and time of the contact; (2) The flight number; (3) Aircraft registration number; (4) Approximate position of the aircraft during the contact; (5) Call sign; and (6) Narrative of the contact. (d) The record required in paragraph (a) of this section must be kept for at least 30 days.	Is outdated, unnecessary or ineffective	Repeal
14 CFR 121.915	Continuing Qualification Curriculum	Requalification: Each continuing qualification curriulum must include a curriculum segment that covers the requirements for requalifying a crewmember, aircarft dispatcher, other operations personnel, instructor or evaluator who has not maintained continuing qualification.	Imposes costs that exceed benefits	Repeal
14 CFR 121.436	Pilot qualification: Certificates and experience requirements	(a) No certificate holder may use nor may any pilot act as pilot in command of an aircraft (or as second in command of an aircraft in a flag or supplemental operation that requires three or more pilots) unless the pilot:(1) Holds an airline transport pilot certificate not subject to the limitations in § 61.167 of this chapter;	Inposes costs that exceed benefits	Repeal

14 CFR 121.436	Pilot qualification: Certificates and experience requirements	(a) No certificate holder may use nor may any pilot act as pilot in command of an aircraft (or as second in command of an aircraft in a flag or supplemental operation that requires three or more pilots) unless the pilot:(3) If serving as pilot in command in part 121 operations, has 1,000 hours as second in command in operations under this part, pilot in command in operations under § 91.1053(a)(2)(i) of this chapter, pilot in command in operations under § 135.243(a)(1) of this chapter, or any combination thereof. (c) For the purpose of satisfying the flight hour requirement in paragraph (a)(3) of this section, a pilot may credit 500 hours of military flight time obtained as pilot in command of a multiengine turbine-powered, fixed-wing airplane in an operation requiring more than one pilot.	Eliminates jobs or inhibits job creation	Modify

14 CFR 121.103	En route navigational facilities	(a) Except as provided in paragraph (b) of this section, each certificate holder conducting domestic or flag operations must show, for each proposed route (including to any regular, provisional, refueling or alternate airports), that suitable navigation aids are available to navigate the airplane along the route within the degree of accuracy required for ATC. Navigation aids required for approval of routes outside of controlled airspace are listed in the certificate holder's operations specifications except for those aids required for routes to alternate airports. (b) Navigation aids are not required for any of the following operations-- (1) Day VFR operations that the certificate holder shows can be conducted safely by pilotage because of the characteristics of the terrain; (2) Night VFR operations on routes that the certificate holder shows have reliably lighted landmarks adequate for safe operation; and (3) Other operations approved by the certificate holding district office.	Is outdated, unnecessary or ineffective	Repeal
14 CFR 121.119	Weather reporting facilities	(a) No certificate holder conducting supplemental operations may use any weather report to control flight unless it was prepared and released by the U.S. National Weather Service or a source approved by the Weather Bureau. For operations outside the U.S., or at U.S. Military airports, where those reports are not available, the certificate holder must show that its weather reports are prepared by a source found satisfactory by the Administrator.	Is outdated, unnecessary or ineffective	Modify

14 CFR 121.333 (c)(3)	Use of oxygen	(3) Notwithstanding paragraph (c)(2) of this section, if for any reason at any time it is necessary for one pilot to leave his station at the controls of the airplane when operating at flight altitudes above flight level 250, the remaining pilot at the controls shall put on and use his oxygen mask until the other pilot has returned to his duty station.	Is outdated, unnecessary or ineffective	Repeal or Modify
14 CFR 121.135	Manual contents	(a) Each manual required by Sec. 121.133 must--(3) Have the date of last revision on each page concerned;	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.481	Flight time limitations: One or two pilot crews.		Is outdated, unnecessary or ineffective	Modify
14 CFR 121.483	Flight time limitations: Two pilots and one additional flight crewmember.		Is outdated, unnecessary or ineffective	Modify
14 CFR 121.485	Flight time limitations: Three or more pilots and an additional flight crewmember		Is outdated, unnecessary or ineffective	Modify
14 CFR 121.7	Definitions		Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify
14 CFR 121.565	Engine Inoperative: Landing; reporting		Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives and policies	Modify

14 CFR 121.619	Alternate airport for destination IFR: Domestic Operations	(a) No person may dispatch an airplane under IFR or over-the-top unless he lists at least one alternate airport for each destination airport in the dispatch release. When the weather conditions forecast for the destination and first alternate airport are marginal at least one additional alternate must be designated. However, no alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecasts, or any combination of them, indicate-- (1) The ceiling will be at least 2,000 feet above the airport elevation; and (2) Visibility will be at least 3 miles.	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.621	Alternate airport for destination: Flag Operations	(a) No person may dispatch an airplane under IFR or over-the-top unless he lists at least one alternate airport for each destination airport in the dispatch release, unless--(1) The flight is scheduled for not more than 6 hours and, for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling will be:(i) At least 1,500 feet above the lowest circling MDA, if a circling approach is required and authorized for that airport; or(ii) At least 1,500 feet above the lowest published instrument approach minimum or 2,000 feet above the airport elevation, whichever is greater; and(iii) The visibility at that airport will be at least 3 miles, or 2 miles more than the lowest applicable visibility minimums, whichever is greater, for the instrument approach procedures to be used at the destination airport; or	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.623	Alternate airport for destination IFR: Supplemental Operations	(a) Except as provided in paragraph (b) of this section, each person releasing an aircraft for operation under IFR or over-the-top shall list at least one alternate airport for each destination airport in the flight release	Is outdated, unnecessary or ineffective	Modify

14 CFR 121.631	Original dispatch or flight release, redispatch or amendment of dispatch or flight release	(a) A certificate holder may specify any regular, provisional, or refueling airport, authorized for the type of aircraft, as a destination for the purpose of original dispatch or release.	Is outdated, unnecessary or ineffective	Modify
14 CFR 121.645	Fuel Supply: Turbine-engine powered airplanes, other than turbo propeller: Flag and supplemental operations	(a) Any flag operation within the 48 contiguous United States and the District of Columbia may use the fuel requirements of Sec. 121.639.	Is outdated, unnecessary or ineffective	Repeal
14 CFR 121.697	Disposition of load manifest, flight release, and flight plans: Supplemental operations	(c) Except as provided in paragraph (d) of this section, if a flight originates at a place other than the certificate holder's principal base of operations, the pilot in command (or another person not aboard the airplane who is authorized by the certificate holder) shall, before or immediately after departure of the flight, mail signed copies of the documents listed in paragraph (a) of this section, to the principal base of operations.	Is outdated, unnecessary or ineffective	Modify
14 CFR, Part 121, Subpart Z, 121.1005(c)	Hazardous Materials Training Program	This paragraph prescribes conditions where persons who work for more than one certificate holder [in a hazmat function] and who have been fully trained in one certificate holder's FAA Approved Hazmat Program, need only be trained in the 2nd certificate holder's policies and procedures [differences training].	Is outdated, unnecessary or ineffective	Modify
14 CFR, Part 121, Subpart Z, 121.1005(e)	Hazardous Materials Training Program	e) Repair stations. A certificate holder must ensure that each repair station performing work for, or on the certificate holder's behalf is notified in writing of the certificate holder's policies and operations specification authorization permitting or prohibition against the acceptance, rejection, handling, storage incidental to transport, and transportation of hazardous materials, including company material. This notification requirement applies only to repair stations that are regulated by 49 CFR parts 171 through 180.	Is outdated, unnecessary or ineffective	Repeal

14 CFR 121.368 (h)	Contract Maintenance	Paragraph (h) - Each certificate holder who contracts for maintenance, preventive maintenance, or alterations must provide to its FAA Certificate Holding District Office, in a format acceptable to the FAA, a list that includes the name and physical (street) address, or addresses, where the work is carried out for each maintenance provider that performs work for the certificate holder, and a description of the type of maintenance, preventive maintenance, or alteration that is to be performed at each location. The list must be updated with any changes, including additions or deletions, and the updated list provided to the FAA in a format acceptable to the FAA by the last day of each calendar month.	The rule is unnecessary. The information is already required of Part 121 Certficate holders in their Operations Specification D091. FAA Assistant Chief Counsel's Interpretation of the rule is flawed and creates an unnecessary burden on the operator.	Repeal
121.629(b)	Operation in icing conditions	(b) No person may take off an aircraft when frost, ice, or snow is adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft or when the takeoff would not be in compliance with paragraph (c) of this section. Takeoffs with frost under the wing in the area of the fuel tanks may be authorized by the Administrator.	c) Impose costs that exceed benefits	Modify

121.434			requires more flexibility to substitute a check airman.	Modify
121.689			Is outdated, unnecessary or ineffective	Modify
121.432			Is outdated, unnecessary or ineffective	Modify
121.434(c)(1)(ii)	Operating experience, operating cycles, and consolidation of knowledge and skills	(ii) In addition, if a qualifying pilot in command is completing initial or upgrade training specified in §121.424, be observed in the performance of prescribed duties by an FAA inspector during at least one flight leg which includes a takeoff and landing. During the time that a qualifying pilot in command is acquiring the operating experience in paragraphs (c)(l) (i) and (ii) of this section, a check pilot who is also serving as the pilot in command must occupy a pilot station. However, in the case of a transitioning pilot in command the check pilot serving as pilot in command may occupy the observer's seat, if the transitioning pilot has made at least two takeoffs and landings in the type airplane used, and has satisfactorily demonstrated to the check pilot that he is qualified to perform the duties of a pilot in command of that type of airplane.	Overly taxing on FA to have inspectors available for the plethora of Captains qualified on a daily basis. Airlines have exemptions in place for the ability of this role delegated to Aircrew Program Designees (APD).	Modify

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
14 CFR 151.111	Advance planning proposals: General	§ 151.111 Advance planning proposals: General. (a) Each advance planning and engineering proposal must relate to an airport layout plan or plans and specifications for the development of a new airport, or the further development of an existing airport. Each proposal must relate to a specific airport, either existing or planned, and may not be for general area planning. (b) Each proposal for the development or further development of an airport must have as its objective either the development of an airport layout plan, under § 151.5(a), or the development of plans designed to lead to a project application, under §§ 151.21(c) and 151.27, or both. (c) Each proposal must relate to planning and engineering for an airport that - (1) Is in a location shown on the National Airport Plan; and (2) Is not served by scheduled air carrier service and located in a large or medium hub, as identified in the current edition of “Airport Activity Statistics of Certificated Route Air Carriers” (published jointly by FAA and the Civil Aeronautics Board), that is available for inspection at any FAA Area or Regional Office, or for sale by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. (d) Each proposal must relate to future airport development projects eligible under subparts B and C.	Inconsistent with regulatory reform initiatives	Repeal

14 CFR 151.37	Sponsor eligibility	§ 151.37 Sponsor eligibility. To be eligible to apply for an individual or joint project for development with respect to a particular airport a sponsor must - (a) Be a public agency, which includes for the purposes of this part only, a State, the District of Columbia, Puerto Rico, the Virgin Islands, Guam or an agency of any of them; a municipality or other political subdivision; a tax-supported organization; or the United States or an agency thereof; (b) Be legally, financially, and otherwise able to - (1) Make the certifications, representations, and warranties in the application form prescribed in § 151.67(a); (2) Make, keep, and perform the assurances, agreements, and covenants in that form; and (3) Meet the other applicable requirements of the Federal Airport Act and subparts B and C; (c) Have, or be able to obtain, enough funds to meet the requirements of § 151.23; and (d) Have, or be able to obtain, property interests that meet the requirements of § 151.25(a). For the purpose of paragraph (a) of this section, the United States, or an agency thereof, is not eligible for a project under subparts B and C, unless the project - (1) Is located in Puerto Rico, the Virgin Islands, or Guam; (2) Is in or is in close proximity to a national park, a national recreation area, or a national monument; or (3) Is in a national forest or a special reservation for United States	Inconsistent with regulatory reform initiatives	Repeal

14 CFR 151.125	Allowable advance planning costs	§ 151.125 Allowable advance planning costs. (a) The United States' share of the allowable costs of an advance planning proposal is stated in the advance planning grant agreement, but is not more than 50 percent of the total cost of the necessary and reasonable planning and engineering services. (b) The allowable advance planning costs consist of planning and engineering expenses necessarily incurred in effecting the advance planning proposal. Allowable cost items include - (1) Location surveys, such as preliminary topographic and soil exploration; (2) Site evaluation; (3) Preliminary engineering, such as stage construction outlines, cost estimates, and cost/benefit evaluation reports; (4) Contract drawings and specifications; (5) Testing; and (6) Incidental costs incurred to accomplish the proposal, that would not have been incurred otherwise. (c) To qualify as allowable, the advance planning costs paid or incurred by the sponsor must be - (1) Reasonably necessary and directly related to the planning or engineering included in the proposal as approved by FAA; (2) Reasonable in amount; and (3) Verified by sufficient evidence.	Inconsistent with regulatory reform initiatives	Repeal

14 CFR 157.3	Projects requiring notice	§ 157.3 Projects requiring notice. Each person who intends to do any of the following shall notify the Administrator in the manner prescribed in § 157.5: (a) Construct or otherwise establish a new airport or activate an airport. (b) Construct, realign, alter, or activate any runway or other aircraft landing or takeoff area of an airport. (c) Deactivate, discontinue using, or abandon an airport or any landing or takeoff area of an airport for a period of one year or more. (d) Construct, realign, alter, activate, deactivate, abandon, or discontinue using a taxiway associated with a landing or takeoff area on a public-use airport. (e) Change the status of an airport from private use to public use or from public use to another status. (f) Change any traffic pattern or traffic pattern altitude or direction. (g) Change status from IFR to VFR or VFR to IFR.	Inconsistent with regulatory reform initiatives	Repeal
14 CFR 158.7	Exclusivity of authority	(a) A State, political subdivision of a State, or authority of a State or political subdivision that is not the eligible public agency may not tax, regulate, prohibit, or otherwise attempt to control in any manner the imposition or collection of a PFC or the use of PFC revenue. (b) No contract or agreement between an air carrier or foreign air carrier and a public agencymay impair the authority of such public agency to impose a PFC or use the PFC revenue in accordance with this part.	Inconsistent with regulatory reform initiatives	Repeal

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
14 CFR Part 150, App. A, Section A150.101(d) and all related regulatory provisions and guidance.	14 CFR Part 150 Noise Compatibility Planning	A150.101(d) For the purposes of compliance with this part, all land uses are considered to be compatible with noise levels less than Ldn 65 dB. Local needs or values may dictate further delineation based on local requirements or determinations	Is outdated, unnecessary or ineffective	Modify

14 CFR 382.117	Must carriers permit passengers with a disability to travel with service animals?	The passenger needs the emotional support or psychiatric service animal as an accommodation for air travel and/or for activition at the passenger's destination.	Is outdated, unnecessary or ineffective	Modify
14 CFR 206.2	Certificates of Public Convenience and Necessity: Special Authorization and Exemptions	All air carriers are hereby exempted from the requirements of section 41902(b) of the Statute, which provides that each air carrier must periodically provide the Department and the U.S. Postal Service a listing of all of its regularly operated aircraft schedules and schedule changes, showing for each schedule the points served and the departure and arrival times.	Creates inconsistency in reporting requirements between air carriers and is inconsistent with regulatory reform initiatives	Repeal
14 CFR 234.12	Airline Service Quality Performance Reports	ny carrier may request a waiver from the reporting requirements of this part. Such a request, at the discretion of the Director, Bureau of Transportation Statistics may be granted for good cause shown. The requesting party shall state the basis for such a waiver.	Creates inconsistency in reporting requirements between air carriers and is inconsistent with regulatory reform initiatives	Repeal
14 CFR 248.5	Witholding from public disclosure	The special reports required to be filed by § 248.2 shall be withheld from public disclosure, until further order of the BTS, if such treatment is requested by the air carrier at the time of filing.	Creates inconsistency in reporting requirements between air carriers and is inconsistent with regulatory reform initiatives	Repeal
14 CFR 249.10	Waiver of requirements	A waiver from any provision of this regulation may be made by the Director, Office of Airline Information, upon the Director's own initiative or upon submission of a written request by a carrier or group of carriers. Each request for waiver shall demonstrate that unusual circumstances warrant a departure from prescribed retention periods, procedures, or techniques, or that compliance with the prescribed requirements would impose an unreasonable burden on the carrier, and that granting the waiver would be in the public interest.	Creates inconsistency in reporting requirements between air carriers and is inconsistent with regulatory reform initiatives	Repeal
14 CFR 250.5(a)(1)	Amount of denied boarding compensation for passengers denied boarding involuntarily	(1) No compensation is required if the carrier offers alternate transportation that, at the time the arrangement is made, is planned to arrive at the airport of the passenger's first stopover, or if none, the airport of the passenger's final destination not later than one hour after the planned arrival time of the passenger's original flight;	The low amount of compensation is outdated and/or ineffective	Modification

14 CFR 253.5	Notice of Terms of Contract of Carriage	Except as provided in §253.8, each air carrier shall include on or with a ticket, or other written instrument given to a passenger, that embodies the contract of carriage and incorporates terms by reference in that contract, a conspicuous notice that: (a) Any terms incorporated by reference are part of the contract, passengers may inspect the full text of each term incorporated by reference at the carrier's airport or city ticket offices, and passengers have the right, upon request at any location where the carrier's tickets are sold within the United States, to receive free of charge by mail or other delivery service the full text of each such incorporated term; (b) The incorporated terms may include and passengers may obtain from any location where the carrier's tickets are sold within the United States further information concerning: (1) Limits on the air carrier's liability for personal injury or death of passengers, and for loss, damage, or delay of goods and baggage, including fragile or perishable goods; (2) Claim restrictions, including time periods within which passengers must file a claim or bring an action against the carrier for its acts or omissions or those of its agents; (3) Rights of the carrier to change terms of the contract. (Rights to change the price, however, are governed by §253.7); (4) Rules about reconfirmation of reservations, check-in times, and refusal to carry; (5) Rights of the carrier and limitations concerning delay or failure to perform service, including schedule changes, substitution of alternate air carrier or aircraft, and rerouting.	Creates an inconsistency by not requiring descriptions of the rights and responsibilites of two parties to a contract	Modification

40 CFR 141.800	Aircraft Drinking Water Rule (ADWR)	Rule designed to protect the public from "bad water" on Aircraft; although Trains/Buses/Water Vessels also fall under the Safe Drinking Water Act (SDWA) as Interstate Carrier Conveyances (ICCs). It's been over six years since the Effective Date of the ADWR... and similar Rules for ICCs have not been developed, as promised.	Inposes costs that exceed benefits	Modify
49 CFR 175.10	Carriage of Hazmat	Any battery that is removed must be protected against short circuit by placement in original retail packaging or by otherwise insulating terminals (e.g., by taping over exposed terminals or placing each battery in a separate plastic bag or protective pouch).	Is outdated, unnecessary or ineffective	Repeal

Regulation	Title	Text	Why is this rule on the list? a) Eliminate jobs, or inhibit job creation; b) Are outdated, unnecessary or ineffective; c) Impose costs that exceed benefits; or d) Create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies	Proposed Action (Repeal/Replace/Modify)
AC 25-22 and FAA Memo ANM-03-111-07 Ref 25.1447(c)(2) & 1.1	AC 25-22 - CERTIFICATION OF TRANSPORT AIRPLANE MECHANICAL SYSTEMS FAA Memo ANM-03-111-07 – "Policy Statement on Testing of Flightcrew Oxygen Masks for Transport Category Airplanes" 25.1447(c)(2) - Equipment standards for oxygen dispensing units & 1.1 - General Definitions	25.1447(c)(2) "If oxygen dispensing units are installed, the following apply: (a) There must be an individual dispensing unit for each occupant for whom supplemental oxygen is to be supplied. Units must be designed to cover the nose and mouth and must be equipped with a suitable means to retain the unit in position on the face. Flight crew masks for supplemental oxygen must have provisions for the use of communication equipment. (b) If certification for operation up to and including 25,000 feet is requested, an oxygen supply terminal and unit of oxygen dispensing equipment for the immediate use of oxygen by each crewmember must be within easy reach of that crewmember." ... (c)(2) Each flight crewmember on flight deck duty must be provided with a quick-donning type oxygen dispensing unit connected to an oxygen supply terminal. This dispensing unit must be immediately available to the flight crewmember when seated at his station, and installed so that it: (i) Can be placed on the face from its ready position, properly secured, sealed, and supplying oxygen upon demand, with one hand, within five seconds and without disturbing eyeglasses or causing delay in proceeding with emergency duties; and (ii) Allows, while in place, the performance of normal communication functions." 1.1	c) Impose costs that exceed benefits; or d) Create a serious inconsistency	Replace/Modify

Policies, Orders, Notices, Advisory Circulars, and Cert Memos

FAA PS-ANM-25-12	Certification of Structural Elements in Flight Control Systems	Complete Policy Statement	b) Are outdated, unnecessary or ineffective	Repeal
FAA PS-ANM100-1993-00041	Compliance with 25.571(e) Discrete Source Damage (Uncontained Engine Failure)	Complete Policy Statement	b) Are outdated, unnecessary or ineffective c) Impose costs that exceed benefits	Repeal
AC 20-174	Development of Civil Aircraft and Systems	The AC says: "However, it is not intended to require that the more structured techniques described in ARP 4754A be applied where traditional techniques have been shown to be acceptable for more traditional systems designs."	c	Modify
AC 20-174	Development of Civil Aircraft and Systems	Text mandating the use of SAE ARP 4754A	c) Impose costs that exceed the benefits	Repeal

AC 21-50	Installation of TSOA articles and LODA appliances	Paragraph 4.b.(2): To the extent that the FAA-approved TSOA data aligns with the applicable airworthiness requirements, the data needs no further substantiation or evaluation by the FAA. Paragraph 5: Identifying the FAA-approved data relative to the TSO MPS will allow an applicant to determine the level of performance provided by the TSO article. To do this, the applicant must thoroughly review and understand the documentation associated with the TSO approval.	c)	Modify
Order 8110.4C, Change 1-5 incorporated	Type Certification	Section 2-4, "Requirements Definition," paragraph b.(4) "Assignments and Duties of the Project Officer" states: “The project officer is responsible for ensuring that the project team is using current policy and guidance. The project officer also provides project- specific rules (for example, special conditions and exemptions) and policy (for example, acceptable means of compliance, ELOS, and certification basis) to the project team.”	c) Impose costs that exceed benefits	Modify

FAA Order 8100.15B	AMOC Quarterly Reports	"b. Alteration/Repair Activity Reports. If approving major alteration or repair data, an ODA holder must submit reports to the OMT lead identifying the approvals it has issued. At a minimum these reports must be submitted quarterly, but may be submitted more frequently as required by the OMT. The report should identify the make, model and series of product and a description of the repair or alteration approved and any additional information specified by the OMT."	c) Impose costs that exceed benefits;	Modify
MSG-3 Guidance Material: MSG-3 Revision 2013-1	Hidden function safety effects (Category 8)	The hidden function safety effect requires a task(s) to assure the availability necessary to avoid the safety effect of multiple failures.	c,d	Modify
AC 25.795-2A	Flight Deck Penetration Resistance	(10) Witness sheet. A witness sheet of suitable material should be placed six inches behind the test specimen for verification that there was not complete penetration of the sample by the projectile or fragments. However, if the witness sheet is butcher paper or equivalent, only actual penetrations of the witness sheet are considered as having penetrated the specimen. Tiny particles that do not have sufficient energy to penetrate paper do not pose a concern with the design and are not considered penetrations.	c) Impose costs that exceed benefits	Modify

Policies, Orders, Notices, Advisory Circulars, and Cert Memos

AC 150-5220.16D	AWOS for Non-Federal Applications	An option allows type certified, commissioned AWOS III and AWOS IV data to be disseminated by the FAA nationally so that the weather information is available for forecasting and flight planning purposes.	Eliminates jobs or inhibits job creation	Modify
AC 120-76C	Guidelines for the Certification, Airworthiness and Operation Use of Electronic Flight Bags	10. DISPLAY OF OWN-SHIP POSITION. The display of an own-ship symbol limited to the airport surface is identified by this AC as a Type B software application and limited to functions having a failure condition classification considered to be a minor hazard or less, and only for use at speeds of less than 80 knots (kts). Type B software applications using own-ship may be considered only an aid to situational awareness; no use in operations other than an aid to situational awareness will be authorized (i.e., not appropriate for: surface navigation, surface alerting, time-based operations, guidance, maneuvering, and control functions, etc.). Display of own-ship position on the airport surface as a Type B application is intended to help flightcrews orient themselves on an airport chart/map, and to improve pilot positional awareness during taxi takeoff, and upon landing. Type B software applications using display of own-ship position on the airport surface are not sufficient to be used as the basis for operational guidance, Par 4 Page 4 5/9/14 AC 120-76C maneuvering, and control, and assume compliance with the operational guidelines in AC 120-74, Parts 91, 121, 125, and 135 Flightcrew Procedures during Taxi Operations. Airborne and surface functions with a failure condition classification of major hazard or higher, which includes depiction of own-ship position in-flight, require approved software (refer to AC 20-173).	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify

FAA Order 8200.1D FAA Order 8260.19G	United States Standard Flight Inspection Manual Flight Procedures and Airspace	8200.1D, 6-4(j) – Air/ground communication Satisfactory communications coverage over the entire airway or route segment at minimum en route IFR altitudes must be available with an ATC facility. Where ATC operations require continuity in communication coverage and ATC requests verification, flight inspection must evaluate that coverage in accordance with appropriate chapters of this order. 8260.19G, 2-9-1 – Communications requirements Order 8200.1, chapter 8, defines communication tolerances and flight inspection procedures. Even though gaps in navigation course guidance may be approved, reliable communications coverage over the entire airway or route segment at minimum en route IFR altitudes must be available. a. MEAs or MAAs are predicated upon continuous approved communications capability for the entire designated segment. All available resources must be explored before restricting the use of altitudes of an airway or route due to a lack of acceptable communications coverage. Coordination must be effected with ATC for determination of the acceptability of communications coverage in a particular area. b. Mandatory communications with the appropriate ARTCC are not required; communications with other ATC facilities are allowable. Where necessary, in order to provide direct communications with a center, appropriate recommendations for a peripheral site should be made.	Is outdated, unnecessary or ineffective	Modify

Order 8900.1, Volume 3, Chapter 24, Section 4		3-2116 GENERAL. Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, and 135 require certificate holders to use weather reports and forecasts from specified sources. Pilots and other persons responsible for operational control must have enough weather information to determine whether a flight can be accomplished in compliance with 14 CFR. Weather information systems must provide all weather information required by 14 CFR. 3-2117 REGULATORY REQUIREMENTS REGARDING SOURCES OF WEATHER REPORTS. A. Weather Reports. For all operations conducted under parts 121 and 135, weather reports either must be prepared by the National Weather Service (NWS) or by sources approved by the NWS or Federal Aviation Administration (FAA). The term “weather report” is as used in 14 CFR and as described in Advisory Circular (AC) 00-45, Aviation Weather Services, section 3.1, Aviation Routine Weather Reports (METAR) and Selected Special Weather Reports (SPECI) (current edition). Forecasters use surface aviation weather observations as the basis for predicting future weather conditions. Any forecast used to control flight movement must be prepared from (based on) weather reports prepared by the NWS or other approved sources.	Inposes costs that exceed benefits	Modify

Policies, Orders, Notices, Advisory Circulars, and Cert Memos

FAA Order 8900.1, Change 85	Aerobatic Practice Area (APA)	Volume 3, Chapter 5, Section 1, Paragraph 3-119(a)(3) 3) Applicants for aerobatic practice areas located directly over or in the immediate vicinity of an airport, although not required, should coordinate the planned activity with airport management. This is in keeping with a “good neighbor” policy and provides a means for addressing potential aviation safety concerns. The issuing FSDO will review, verify, and evaluate any potential safety concerns and modify the special provisions attached to the Certificate of Waiver accordingly to address these concerns. Volume 3, Chapter 5, Section 1, Paragraph 3-123(a)(6) 6) Before issuing the waiver, ensure that all proposals are coordinated with AT and any other entity directly affected by the establishment of the aerobatic practice area. Volume 3, Chapter 5, Section 1, Paragraph 3-123(b)(6) 6) Before issuing the waiver, ensure that all proposals are coordinated with AT and any other entity directly affected by the establishment of the aerobatic contest box.	Creates a serious inconsistency or otherwise interfers with regulatory reform initiatives and policies	Modify

JO 7400.2L, Pg. 32-3-3	Section 4	a. Screening. FAA Order 1050.1 contains a list of air traffic actions which normally do not result in significant impacts to the environment (CATEX) and therefore, do not require the preparation of an EA or an EIS. One of the requirements for a CATEX determination is to ensure that there are no extraordinary circumstances as defined in FAA Order 1050.1. 1. The environmental screening process provides a uniform and consistent approach to identify extraordinary circumstances and/or the potential for significant impacts associated with impacts of proposed air traffic actions. The process is based on currently approved FAA tools and policies.	Imposes costs that exceed benefits	Repeal
FAA Order 8900.1, Volume 3, Chapter 19, Section 7, Table 3-71	Safety Assurance System: Night Vision Imaging Systems	Rapid deceleration, steep turns(except for ATP), settling with power, hovering autorotation's, Tail rotor failure, dynamic rollover, low rotor rpm, anti torque system failure, confined area/pinnacle operations, slope operations	Imposes costs that exceed benefits	Repeal

Policies, Orders, Notices, Advisory Circulars, and Cert Memos

AC 25-13	Reduced and Derated Takeoff Thrust (Power) Procedures	AC requires a periodic takeoff demonstration* using the airplane's takeoff thrust setting.	Impose costs that exceeds benefits; Outdated, unnecessary and ineffective	Modify
AC 90-114A with change 1	Automatic Dependent Surveillance-Broadcast Operations with Change 1	§ 4.5 PREFLIGHT REQUIREMENTS	Inposes costs that exceed benefits	Modify
AC 20.107B Chapter 11	Composite Aircraft Structure	AC 20.107 B on : Chapter 11 of the AC is outdated, unnecessary or ineffective.	Is outdated, unnecessary or ineffective	Modify
Policy ANM-25-20	HEWABI for composite structures		Is outdated, unnecessary or ineffective	Repeal
	Vision 100 - Century of Aviation Reauthorization Act	The Act requires that after December 11, 2004, no person may serve as a flight attendant aboard an aircraft of an air carrier unless that person holds a Certificate of Demonstrated Proficiency (certificate) issued by the FAA.	Inposes costs that exceed benefits	Repeal

Policies, Orders, Notices, Advisory Circulars, and Cert Memos

Guidance Material	Various - Internal & External		All of the above.	Modify or Repeal
AC 00-58B		Voluntary Disclosure Reporting Program (VDRP)	Is outdated, unnecessary or ineffective	Modify or Repeal
8900.1 Vol 4, Ch. 7, Para 4-1128.b.4.g	Volume 4 AIRCRAFT EQUIPMENT AND OPERATIONAL AUTHORIZATION	a) If only one NVG crewmember is required for takeoff from unimproved sites, the operator must develop and use appropriate operational procedures and training for dual NVG high and low reconnaissance, which must include the evaluation of egress route(s). The single pilot using NVGs, provided no substantial change in conditions (wind, obstructions, and weather conditions) has occurred between the time of the reconnaissance and the departure, may use egress routes selected during high and low reconnaissance.	Creates a serious inconsistency or otherwise interferes with regulatory reform initiatives and policies	Modify
21 / Order 8110.4	Conformity	TBD	a, b, c and d	Modify

Exemptions OpSpecs

FAA EXEMPTIONS				
Exemptions, especially 3585, 4901, 5218, 5400, 4902, 5487, 5533, 5549, 4298, 9825, 10690, 4416, 6140, 15538, 10482		Outdated, unecessary and ineffective; Imposes costs that exceed burdens	Modify or Repeal	Comprehensive review of all regularly renewed exemptions to ascertain the regulations that need to be repealed, modified or replaced.
OPERATION SPECIFICATIONS				
OpSpecs	Parts 119, 121, 135, 145, 147, et. al.	Outdated, unnecessary or ineffective; imposes costs that exceed benefits; Create a serious inconsistency or otherwise interfere with regulatory reform	Modify or Repeal	Perform comprehensive review of all OpSpec paragraphs to determine whether each is 1) required by the regulations; 2) included for the convenience for the certificate holder or FAA; or 3) issued to the particular