AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC) MEETING

December 12, 2024 ***1:00 PM – 4:00 PM

- Welcome and Introductions
- Federal Advisory Committee Act (FACA) Statement
- Ratification of Minutes
- Status Updates and Recommendation Reports
  - Airman Certification System Working Group – Mr. David Oord
  - Transport Airplane and Engine (TAE) Subcommittee – Mr. Keith Morgan
    - Flight Test Harmonization Working Group – Mr. Brian P. Lee
    - Ice Crystals Icing Working Group – Ms. Melissa Bravin and Mr. Allan van de Wall
    - Engine and Powerplant Interface Working Group – Melissa Bravin and Douglas Beneteau
- FAA Updates
  - Personnel Updates
  - New ARAC Taskings
  - Regulatory Activities
- Fiscal Year 2025 Meeting Dates
  - March 20, 2025
  - June 26, 2025
  - September 18, 2025

AVIATION RULEMAKING ADVISORY COMMITTEE DRAFT RECORD OF MEETING

MEETING DATE: September 26, 2024

MEETING TIME: 1:00 pm - 4:00 pm ET

LOCATION: The Aviation Rulemaking Advisory Committee (ARAC) held a meeting in person at FAA Headquarters at 800 Independence Ave, SW, Washington, DC, 20591, in Conference Room 7B, and virtually on Zoom.

PUBLIC ANNOUNCEMENT: The Federal Aviation Administration (FAA) provided notice to the public of this ARAC meeting in a *Federal Register* notice published on September 9, 2024 (89 FR 73178).

ATTENDEES:

Committee Members	
Andrew Moore	National Agricultural Aviation Association (NAAA)
Chris Martino (In-Person)	Vertical Aviation International (VAI)
Chris Witkowski	Association of Flight Attendants (AFA)
David Oord (In-Person)	Wisk, *ARAC Chair*
Doug Carr (In-Person)	National Business Aviation Association (NBAA)
Gary Peterson	Transport Workers Union of America (TWU)
Javier de Luis	Advocate for Passengers and Victims (Ethiopian Airlines Flight 302)
Jonathan Archer	SAE International
Justin Barkowski (In-Person)	American Association of Airport Executives (AAAE)
Keith Morgan (In-Person)	Pratt & Whitney
Larry Rooney	Coalition of Airline Pilots Association (CAPA)
Lisa Ellman (In-Person)	Commercial Drone Alliance (CDA)
Mildred Troegeler	The Boeing Company
Paul Hudson (In-Person)	FlyersRights.org

Randy Kenagy	Air Line Pilots Association (ALPA)
Sarah MacLeod	Aeronautical Repair Station Association (ARSA)
Stéphane Flori (In-Person)	Aerospace & Defense Industries Association of Europe (ASD)
Walter Derosier (In-Person)	General Aviation Manufacturers Association (GAMA)

Non- Members	
Brian Koester (In-Person)	Jet Law
Brian Lee	Boeing Company *Flight Test Harmonization Working Group Chair*
Carlos Lima	Bombardier
Derik Del Castillo	Member of the Public
Diego Barbato	Bombardier
Doug Beneteau	GE Aerospace
Eduardo Del Castillo	Member of the Public
Erik Strickland	Regional Airline Association (RAA)
Fidelio Eugenio	Member of the Public
Gail Dunham	National Air Disaster Alliance/Foundation (NADA/F)
Hagop Kazarian	Bombardier
Jens Henning	General Aviation Manufactures Association (GAMA)
Jim Stieve	Southwest Airlines
Julio Ceron	TWU
Justin Madden	Airlines for America (A4A)
Kheira Aboub	Bombardier
Laura Everington (In-Person)	NBAA
Maryanne DeMarco (In-Person)	CAPA
Mel Johnson	Radia
Nobuyo Reinsch (In-Person)	Regional Airline Association (RAA)

Non- Members	
Rob Hackman (In-Person)	Experimental Aircraft Association (EAA)
Scott Nutter	Touch & Go Solutions
Shahul Hossain	Member of the Public

FAA Staff	
Aliah Duckett (In-person)	Office of Rulemaking (ARM)
Ali Gungor	Office of Aviation Policy & Plans (APO)
Angela McCullough	UAS Integration Office (AUS)
Brandon Roberts (In-person)	ARM, *Designated Federal Officer*
Bryan Davis	Flight Standards Service (AFS)
Catherine Burnett	AFS
Christopher Matthews	Office of the Chief Counsel (AGC)
David S Ryon	AFS
Elizabeth Forro (In-Person)	ARM
Everette Rochon	AFS
Jabari Raphael	AFS
James Crotty (In-Person)	ARM
James Sapoznik	AFS
James Wilborn	Aircraft Certification Service (AIR)
Jerome Sveeggen	AFS
Joshua Tarkington	AFS
Kevin Morgan	AFS
Kristin Tullius	AFS
Melissa Smith	ARM
Michelle Ferritto	ARM
Paul Gauthier	AFS

FAA Staff	
Puja Sardana (In-person)	FAA Contractor/The Regulatory Group
Rick Clark	AFS
Robert Ganley	AIR
Shannon Salinsky	AFS
Sean Whiteford (In-Person)	ARM
Thuy Cooper	ARM
Tina Buskirk	AFS
Uchenna Nwaobilor (In-Person)	ARM
Yvette Rose (In-person)	ARM
Zachary Thornburg (In-Person)	ARM

Welcome and Introduction

Mr. Brandon Roberts, Designated Federal Officer (DFO), called the meeting to order at 1:05 pm ET. He reminded everyone that the meeting was being recorded and reviewed logistics for the hybrid meeting, including information about exit procedures in case of an emergency.

Mr. Roberts read the required Federal Advisory Committee Act (FACA) statement (Title 5 U.S.C. Chapter 10). He stated that members of the public may address ARAC with permission of the Chair, Mr. David Oord.

Ratification of Minutes

Mr. Oord asked for a motion to accept the June 13, 2024,[1] ARAC meeting minutes. Mr. Keith Morgan motioned to accept the minutes, and Mr. Walter Desrosier seconded the motion.

All ARAC members voted in favor of ratifying the June meeting minutes.

Welcome New Members

[1] The June 13, 2024, meeting minutes can be found at: https://www.faa.gov/regulationspolicies/rulemaking/committees/documents/arac-meeting-packet-september-2024

Mr. Roberts announced that FAA renewed the ARAC charter for 2 years. He announced the reappointment of 14 members, and the appointment of 8 new members. Mr. Roberts welcomed the newly appointed members and identified their represented segments/industries:

- Jonathan Archer – represents aerospace engineers
- Javier de Luis – represents public citizens and passengers
- Lisa Ellman – represents commercial drones
- Murray Huling – represents private aircraft owners and operators (part 91)
- Robert Ireland – represents carriers
- Andrew Moore – represents aerial application industry owners and operators and non-operator agricultural pilots (part 137)
- Gary Peterson – represents aviation workforce
- Mildred "Margaret" Troegeler – represents manufacturers

All ARAC members then introduced themselves and provided additional details on their backgrounds and expertise. Mr. Roberts acknowledged the four outgoing ARAC members, and thanked them for volunteering their expertise and time on ARAC:

- Michelle Betcher
- Tom Charpentier
- Gail Dunham
- Daniel Friedenzohn

FAA Presentations

Mr. Chris Matthews from the FAA's Office of Chief Counsel presented the Federal Advisory Committee Act (FACA) 101 briefing and discussed how it applies to ARAC. Mr. Matthews presentation is included in the September meeting packet.

Mr. Paul Hudson asked about the difference between ARAC and an aviation rulemaking committee (ARC). Ms. Thuy Cooper noted that an ARC is not a FAC, thus is not governed by FACA. She further explained that FACA requires ARAC to host public meetings and keep detailed meeting minutes, and ARCs do not have that same requirement. Mr. Roberts further noted that ARAC is a standing body, and ARCs are established under the authority of the FAA Administrator on an as needed basis.

ARAC Updates Since the June 2024 Meeting

Mr. Oord noted that ARAC conducted a virtual vote to accept the Part 65.101 Repairman Certificate Portability Working Group Final Report. ARAC voted to accept the report and submitted it to the FAA on July 19, 2024.

Mr. Oord confirmed that on August 2, 2024, the TAE Subcommittee submitted the Transport Aircraft Metallic and Composite Structures Working Group Final Report

containing non-technical revisions. Mr. Oord stated ARAC approved the report at the July 2023 ARAC meeting, where members agreed that the report would be forwarded to FAA pending grammatical edits.

Status Reports and Recommendation Reports

A copy of the September 26, 2024, meeting packet, which includes working group presentations, can be found at:
https://www.faa.gov/sites/faa.gov/files/ARAC-09262024_Meeting-Packet_0.pdf

Airman Certification System Working Group (ACSWG)

Mr. Oord, ACSWG Chair, provided the working group's status report update. He reviewed some changes in the membership list, noted the ACSWG tasking remains the same, and stated that since the Airman Certification Standards and Practical Test Standards for Airmen; Incorporation by Reference (IBR) Final Rule published on April 1, 2024 (89 FR 22482), the working group has meet biweekly to define and prioritize next steps. Mr. Oord did not note any areas for ARAC consideration.

Training Standardization Working Group (TSWG)

Mr. Brian Koester provided an overview of the TSWG September 2024 Recommendation Report, which included three separate recommendations - (1) TSWG's Response to the FAA Request for Clarification on the Adaptive Recurrent Curricula, (2) the CL-30 Standardized Curriculum, and (3) sunsetting the TSWG.

Mr. Koester described FAA's request for additional information for five areas of adaptive recurrent training (Ground school, Supplemental grading criteria, Scenarios, Split oral exams, and Incomplete Flight Simulation Training Devices events). He noted that the working group's response to the request is included in section 5 of the recommendation report.

Mr. Koester explained other sections of the report, noting that the core of the recommendation report is to expedite implementation of standardized curriculum with goals to improve safety through standardization, reduce administrative burden, and create data driven recurrent training, while moving toward modernization. He described the working group's research strategies and focus to establish a strong foundation and framework for recommendations that can be quickly implemented while staying in compliance with current regulations. Mr. Koester noted that as more research was done, the scope of the work expanded.

He further explained that the TSWG has run its course, and the working group recommends FAA establish a path to recognize current training paradigm, noting:

- 135 operators rarely develop their own aircraft training program,

- 142 aircraft training programs are standardized, and
- current 142 training programs comply with regulations and guidance.

Mr. Koester stated ALPA provided a dissenting opinion, noting that ALPA does not support fully the TSWG recommendations for future Standardized Curricula (SC) development and approval. Specifically, ALPA recommends the work be continued in a standards development organization, which enables transparency with many experts in the industry. The retention of a broad base of subject matter experts would result in higher quality training under the SCs and maximize the potential safety gains. Another acceptable alternative to ALPA would be for the FAA to take over the task of developing the remaining SCs.

Mr. Oord stated ARAC would vote on each recommendation separately.

1) Mr. Oord asked for a motion to accept only section 5 of the TSWG report related to the Adaptive Recurrent Curricula. Mr. Desrosier motioned, and Mr. Chris Martino seconded the motion. Mr. Chris Witkowski asked if ALPA's concern was addressed in this section. Mr. Koester said no and clarified that recommendations in this section were already made, voted on, and accepted by ARAC. He noted FAA asked for clarity on the previously accepted Adaptive Recurrent Training Recommendation Report. The majority of members voted in favor of accepting section 5 and Paul Hudson abstained. Mr. Oord noted that he will forward section 5 of the report to the FAA.

2) Mr. Oord asked for a motion to accept the recommendation report for the Challenger 300 Curriculum. Mr. Desrosier motioned to accept, and Mr. Doug Carr seconded the motion. The majority of members voted in favor of accepting the Challenger 300 Curriculum and Mr. Hudson abstained. Mr. Oord noted that he will forward the Challenger 300 Curriculum to the FAA.

3) Mr. Oord asked for a motion to 'sunset' TSWG. Mr. Keith Morgan motioned, and Ms. Lisa Ellman seconded the motion. Mr. Randy Kenagy explained ALPA's concern, noting that work should be continued to be developed by a standards body instead of by industry. He noted that ALPA is supportive of the FAA taking on the responsibility to further the standard and is open to modifying the recommendations or supporting the document as written with the dissenting opinion. Mr. Koester noted that he doesn't believe the dissenting opinion changes the framework of the recommendations. Mr. Oord asked if discussion of a standards body was identified in the dissenting opinion, and Mr. Kenagy indicated that it was not, but that he can provide it. Mr. Kenagy stated that it would take less time if industry submitted recommendations directly to the FAA, rather than going through ARAC, which must follow the formal processes set forth by FAA. Mr. Desrosier noted that sunsetting the working group just means using existing recommendations, so it is not a recommendation to do anything different. Mr.

Roberts agreed and acknowledged that the FAA process did not move as quickly as expected. The majority of members voted to accept sunsetting the working group, with Mr. Witkowski voting against, and Ms. Ellman and Mr. Hudson abstaining. Mr. Oord stated that the motion carries, and thanked Mr. Koester and the working group members.

Transport Airplane and Engine (TAE) Subcommittee

Mr. Morgan provided the TAE Subcommittee status report update, including the membership list and the meeting schedule. Mr. Morgan reviewed the deliverable schedule and noted that ARAC will discuss and vote on the FTHWG Topic 22: Derated/Reduced Takeoff Thrust Recommendation Report during today's meeting.

Flight Test Harmonization Working Group (FTHWG)

Mr. Brian Lee reported the working group is finished with phase 4 of the tasking and that leadership planning for the phase 5 tasking is complete. He noted that phase 5 has launched ahead of the tasking with good momentum. Mr. Lee described phase 5 planning, schedule, and technical status details. Mr. Lee noted that EASA has withdrawn formally from this topic.

Mr. Lee stated that FAA published the System Safety Assessments (SSA) Final Rule on August 26, 2024, with an effective date of September 26, 2024. He stated the content of AC 25.671-1 (Control Systems-General) surprised the working group. He explained that there are elements in the AC that are markedly not harmonized (e.g. a new definition of "normal flight envelope" in AC 25.671-1) and previously not discussed.

Mr. James Wilborn, FAA's Aircraft Certification Service, reassured Mr. Lee that the FAA is aware of the working group's concerns and noted that the FAA is willing to continue to discuss AC 25.671-1 with FTHWG and the TAE Subcommittee.

Mr. Lee requested that the FAA continue encouraging foreign civil aviation authorities, including EASA, to support this activity.

Ice Crystal Icing Working Group (ICIWG)

Mr. Morgan named the co-chairs for the ICIWG, Melissa Bravin and Allan van de Wall. He noted the working group is active and on track to meet its schedule, which is the end of 2025.

Engine and Powerplant Interface Working Group (EPIWG)

Mr. Doug Beneteau stated the EPIWG is tasked with providing recommendations to ARAC on the most effective ways to resolve regulatory and guidance gaps and conflicts between Parts 25 and 33. He noted their recommendations should maximize harmonization between four authorities: FAA, EASA, the National Civil Aviation Agency

(ANAC), and Transport Canada Civil Aviation (TCCA). Mr. Beneteau described the tasking summary and reviewed meeting schedule. He described the work progress, noting the working group is on track to deliver an initial recommendation report for the first sub-task not later than 24 months after the first working group meeting.

Mr. Beneteau highlighted one topic for ARAC consideration, which would expand the scope of the current tasking. EPIWG would like for FAA to consider adding the "fan blade out release location, outer-most retention feature vs flow path" element to the tasking. Mr. Morgan clarified that this information has not formally been brought to TAE Subcommittee, so it is just being introduced to ARAC for awareness at this time.

FTHWG Topic 22: Reduced/Derated Thrust Takeoff Procedures Recommendation Report

Mr. Lee described recommendations in the report, noting that each is in response to the following taskings:

- Harmonize 14 CFR part 25: Airworthiness Standards - Transport Category Airplanes, and CS-25: Easy Access Rules for Large Airplanes, Appendix I
- Modify AC 25-13: Reduced and Derated Takeoff Thrust (Power) Procedures
- Modify AC 25-7: Flight Test Guide for Certification of Transport Category Airplanes, to accommodate the changes to Appendix I

Mr. Lee noted that the working group did not reach consensus and that dissenting opinions regarding procedures for throttle-push demonstration during Derated Thrust operation (where visual meteorological conditions are adjusted to improve performance) are included in the report.

Mr. Oord asked for a motion to accept the report, Mr. Desrosier motioned, and Mr. Morgan seconded the motion. Mr. Morgan confirmed that the working group consulted with FAA representatives to include the dissenting opinion. All members voted to accept the report.

FAA Updates

<u>FAA Personnel Updates</u>

Mr. Roberts noted the following updates:

- Flight Standards Service
    - Hugh Thomas is the permanent Director of the Office of Air Carrier Safety Assurance (ACSA).
    - Tim Adams and Brittany Richardson are the new Deputy Directors for the Office of Safety Standards (OSS).

- Theresa Dunn is the Acting Deputy Director for the Organization Designation Authorization (ODA) Office.

- Lucian Sikorskyj is the new Associate Administrator for Security and Hazardous Materials Safety (ASH-1).

Regulatory Updates

Mr. Roberts stated FAA issued the following eight final rules, one NPRM and one correction since the June 2024 ARAC meeting.

Final Rule

- Removal of Check Pilot Medical Certificate Requirement Final Rule published on June 18, 2024, with an effective date of July 18, 2024.
    - The correction published on July 16, 2024.

- Valparaiso, Florida, Terminal Area Final Rule published June 24, 2024, with an effective date of October 31, 2024.
    - The correction published on July 10, 2024.

- Prohibition Against Certain Flights in the Kabul Flight Information Region (FIR) (OAKX) Final Rule published on July 5, 2024, effective upon publication.

- Special Training and Experience Requirements: Robinson Helicopter R-22 and R-44 Final Rule published on July 23, 2024, with an effective date of August 22, 2024.

- Use of Supplemental Restraint Systems Final Rule published on August 22, 2024, with an effective date of October 21, 2024.

- Modernization of Passenger Information Requirements Relating to "No Smoking" Sign Illumination Direct Final Rule published on August 23, 2024, with an effective date of October 22, 2024. The comment period closed on September 23, 2024.

- System Safety Assessments Final Rule published on August 26, 2024, with an effective date of September 26, 2024.

- United States Commercial Space Launch Competitiveness Act Incorporation Final Rule published on September 19, 2024, with an effective date of November 18, 2024.

Notice of Proposed Rulemaking (NPRM)

- Equipment, Systems, and Network Information Security Protection NPRM published on August 21, 2024. Comment period closes on October 21, 2024.

Correction

- Airman Certification Standards and Practical Test Standards for Airmen; Incorporation by Reference; Correction published on September 10, 2024.

Adjournment

Mr. Oord reviewed the Fiscal Year 2025 Meeting Dates: December 12, 2024, March 20, 2025, June 26, 2025, and September 18, 2025. He concluded the meeting at 4:08 pm.

Airman Certification System Working Group
Status Report to the Aviation Rulemaking Advisory Committee

David Oord
Working Group Chair

December 2024

MEMBERS of ACSWG - INDUSTRY

- David Oord, Wisk
- Paul Alp, Independent
- Emelia Bernava, Independent
- David Bowen, ATS Airframe Services
- Jared Brit, Aviation Ed Academy
- Paul Cairns, Independent
- Kenneth Byrnes, Embry-Riddle
- Kevin Comstock, ALPA
- Rhonda Cooper, Boeing
- Eric Crump, Aerospace Center for Excellence
- Rob Cush, AMFA
- David Dagenais, Independent
- Samuel Daniels, Pilot/Instructor
- Maryanne DeMarco, CAPA
- David Earl, Flight Safety
- Scott Ferris, United Airlines
- Dan Foster, Helicopter, P-L FAA DPE
- Sue Gardner, AOA WG/EAA Safety Cmte.
- Tom Gunnarson, Wisk
- Robert Hackman, EAA
- Jens Hennig, GAMA
- Mark Holloway, AIM
- Chuck Horning, ERAU
- Murray Huling, AOPA
- Tom Johnson, Soaring Safety Fdn.
- David Jones, Avotek
- Karen Kalishek, NAFI
- John King, King Schools
- Janeen Kochan, ARTS Inc.
- Kent Lovelace, UND
- Justin Madden, A4A
- John McWhinney, King Schools
- Crystal Maguire, ATEC
- Nick Mayhew, Independent
- BJ Ransbury, NBAA Safety Cmte.
- Jimmy Rollison, Independent
- Arthur Rousseau, CC of Air Force
- Brad Schmidt, Leonardo Helicopters
- Mary Schu, Mary Schu Aviation
- Roger Sharp, Independent
- Andrew Smith, KSU
- Jackie Spanitz, ASA
- Burt Stevens, CFI Care
- Tim Tucker, Robinson
- Ted Voelkerdig, NATA
- Donna Wilt, SAFE
- Roger Woods, Leonardo

MEMBERS of ACSWG – FAA

- Ethan Argenbright
- Anna Celani
- James Ciccone
- Martha Clark
- Bryan Davis
- Joel Dickinson
- Mike Duffy
- Todd Evans
- Troy Fields
- Ramona Fillmore
- James Gibson
- Brian Karns
- Jeffrey Kerr
- Trey McClure
- Mike Millard
- Kevin Morgan
- Margaret Morrison
- Everette Rochon
- Lynsey Scott
- Ryan C. Smith
- Shelly Waddell Smith
- Scott Stacy
- Patricia Terry
- Matt Waldrop
- Stephanie Williams
- Lorraine Wright

SUMMARY OF TASKING

- Provide recommendations regarding standards, training guidance, test management, and reference materials for airman certification purposes.
- Data analysis subgroup to continue to develop reports needed for training, testing and safety improvements.
- Continuation of Pilot, Instructor, and Aircraft Mechanic certificates.
- Revisions for Private, Commercial, Remote Pilot certificates and the Instrument Rating.
- Added Sport and Recreational Pilot certificates – airplane.
- Added Private, Commercial, ATP, and Instructor certificates and Instrument Rating in additional aircraft categories–
    - Rotorcraft, powered lift, lighter-than-air, glider, etc.

SCHEDULE

- Interim reports
  - PVT, COM, ATP, Instructor, and AMT certificates and Instrument Rating – no later than June 2018 – complete
  - Call to Action report - May 2022
  - Call to Action, Recommendation 4, Data Analysis report - January 2023
  - Interim recommendation reports to be utilized, as the working group completes draft standards and guidance material.
- Final recommendation report
  - With IBR Final Rule cleared, work and collaboration spooling back up
  - Defining new processes, coordination, priorities, and timelines to complete the work and get to a final recommendation report.

SCHEDULE

- **2024 Meetings**
  - December 11 Meeting (Virtual)
  - Bi-weekly FAA-Industry leads call to ensure lines of communication remain open, work through and resolve issues, and maintain alignment

STATUS OF TASKING

- Standards
  - Prioritize both PTS to ACS conversions and revisions/updates to existing ACS
    - Keep the overall Airman Certification System up to date
  - ACS Revisions –
    - Aviation Mechanic General, Airframe, and Powerplant
    - Private Pilot for Rotorcraft Category Helicopter Rating
    - Commercial Pilot for Rotorcraft Category Helicopter Rating
    - Flight Instructor for Airplane Category
  - PTS to ACS –
    - CFI Glider; CFII Airplane and Helicopter; Airship; Commercial Balloon; Private Glider; Commercial Glider

STATUS OF TASKING

- Handbooks
  - In process -
    - Aviation Maintenance Technician – General Handbook (FAA-H-8083-30C), publishing ETA TBD.
    - Aviation Maintenance Technician – Airframe Handbook (FAA-H-8083-31B), publishing ETA TBD.
    - Aviation Maintenance Technician – Powerplant Handbook (FAA-H-8083-32B), publishing ETA TBD.
    - Instrument Flying Handbook (FAA-H-8083-15C), publishing ETA December 2025.

  - Recommendation Report –
    - Pilot's Handbook Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C), intended publication date June 2025.
    - Weight-Shift Control Handbook (FAA-H-8083-5C), intended publication date June 2025.
    - Helicopter Flying Handbook (FAA-H-8083-21B) and Helicopter Instructor Handbook (FAA-H-8083-4). The ACSWG reviewed the current editions to facilitate creating the scope of work and timeline for production of a new edition. No ETA for publication date of new editions.
    - Glider Flying Handbook (FAA-H-8083-13B), intended publication date December 2024.
    - Balloon Flying Handbook (FAA-H-8083-11B), intended publication date December 2024.

Transport Airplane and Engine Subcommittee Status Report to the Aviation Rulemaking Advisory Committee

Keith R. Morgan
Subcommittee Chair

12 DEC 2024

Members of the Transport Airplane and Engine Subcommittee

Pratt & Whitney

ALPA

A4A

Airbus

Boeing

GAMA

Embraer

SRCA

FAA

EASA

TCCA

TAE Meeting Schedule

- 2024 Meetings
  - January 23
  - April 23
  - July 23
  - October 22 (face-to-face Washington DC)

- 2025 Meetings
  - January 28 (virtual)
  - April 22 (West Coast)
  - July 22 (virtual)
  - Oct 21 (East Coast)

Active Working Groups

- Flight Test Harmonization (FTHWG)
- Engine Ice Crystal Icing (ICIWG)
- Engine Powerplant Interface (EPIWG)

Look Ahead Report Submittal Schedule to ARAC

- September 2025
  - FTHWG Tail Clearance During Certification Testing

December 2025

- ICIWG Final report
- EPIWG Rotor fragments

Flight Test Harmonization Working Group Status Report to the Transport Aircraft and Engines Subcommittee of the Aviation Rulemaking Advisory Committee

Brian P. Lee, Boeing

Laurent Capra, Airbus

Working Group Co-Chairs

22 October, 2024

MEMBERS of
Flight Test Harmonization Working Group Phase 4

Authorities	OEM's			Observers
FAA Joe Prickett Troy Brown (sponsor)	Airbus Philippe Genissel + SME's	Embraer Murilo Ribeiro + SME's	ATR Matthieu Ollivier Thierry Pauliard +SME's	JCAB (Japan) Shinsuke Yamauchi
				CAAI (Israel) Yshmael Bettoun
EASA Lorenzo Prieto Saiz	Boeing Brian Lee (Acting) Ryan Westbrock + SME's	Gulfstream Mike Watson +SME's	Airbus Canada Dimitri Cuesta +SME's	Norwegian Airlines John Lande
Transport Canada Lee Fasken ~~Manny Belanger~~	Bombardier Tony Spinelli +SME's	Textron Kurt Laurie +SME's	DeHavilland Canada Eric Herrmann +SME's	
				Operators
ANAC (Brazil) Carlos Cruz	Dassault Philippe Eichel +SME's			ALPA John Cinnamon ~~Brandon Miller~~ Yonas Aboye

Status of Working Group Activities

- Regular Meetings
  - Quarterly face-to-face meeting (two in Europe, two in North America)
  - Weekly scheduled telecons
- Additional working meetings
  - Subteams of FAME are meeting regularly (IN ADDITION) in support of the larger group
    - Effects of Environmental Factors
    - Flight Envelope for assessing failures

STATUS OF TASKING

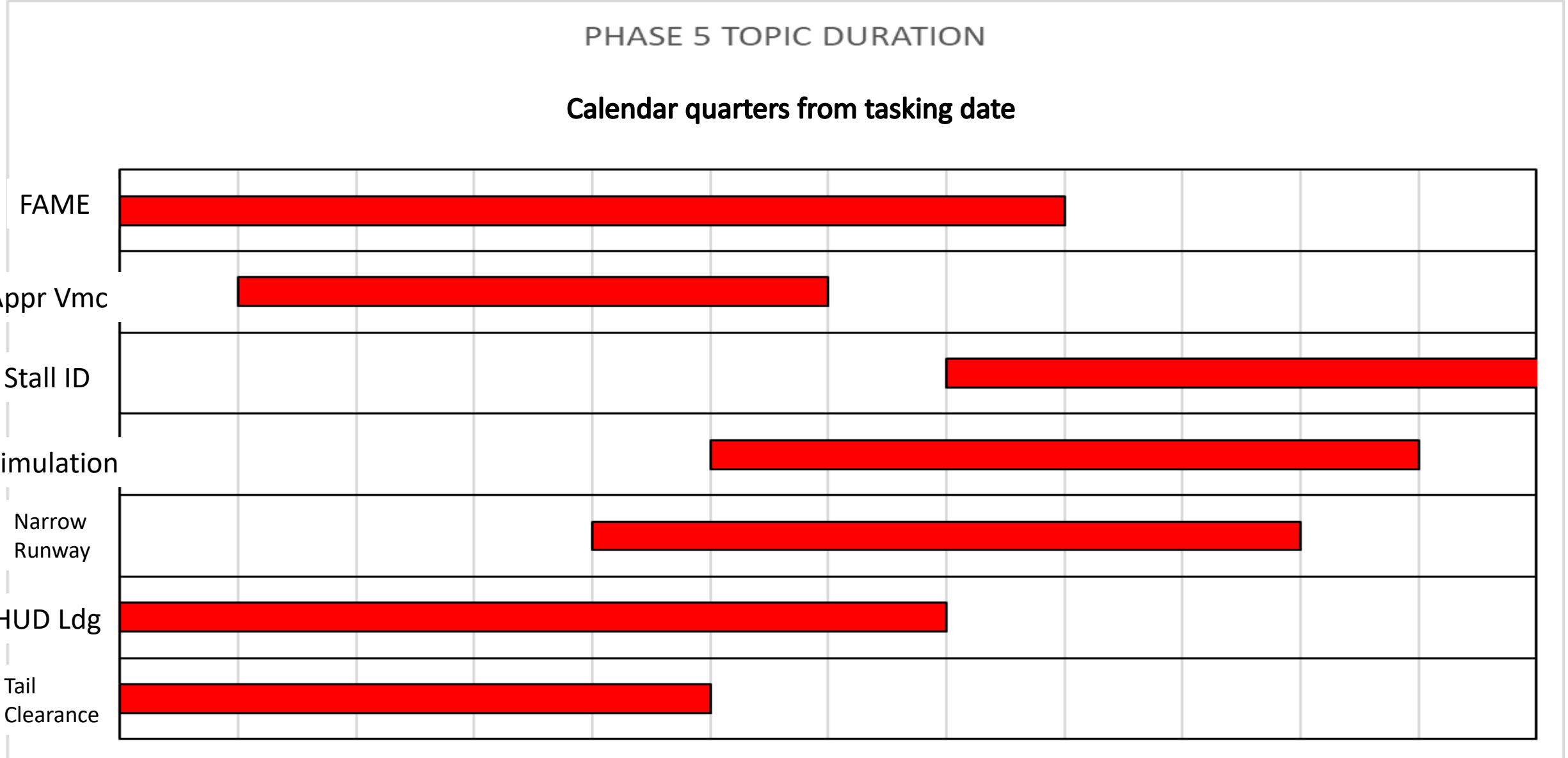
- Phase 4
  - Reduced/Derated Thrust Takeoff Procedures – Recommendation Report complete, to be discussed at this meeting.

- Leadership planning for Phase 5 tasking Complete
  - FAA sponsor has sent tasking statement for publication – preview to follow
- Phase 5 has launched
  - FAME (continued from Phase 4)\
  - HUD/Autoland Landing Distance
  - Tail Clearance during takeoff abuse testing

Phase 5 Planning

- Planning for Phase 5 complete (due dates from tasking date)
  - Tasking Statement transmitted for publication in Federal Register
    - (16) FAME (continue from Phase 4) (30 months)
      - Includes System Safety and Propulsion SME's (for 901(C))3)
    - (21) Narrow Runway (Baseline finished, now move to "narrower than baseline") (30 months)
      - Delayed start to allow for System Safety participation
    - (42) Use of Simulation for Certification (36 months)
      - Harmonize and improve wording in current guidance to encourage more use
    - (24) HUD/Autoland Landing Distance (18 months)
      - Improve consistency during landing operations
    - (34) Vmc Limit during Approach (24 months)
      - Generate equivalent to Vmc_L for approach flaps
    - (38) Stall ID / Protection Systems (36 months)
      - Harmonize guidance for pusher systems
    - (23) Tail Clearance during Certification Testing (18 months)
      - Harmonize philosophy for inadvertent contact with the tailskid

Phase 5 Plan (from when we actually started)



Phase 5 FTHWG Topic Technical Status (1 of 3)

- Topic #16 Failure Assessment Methodology & Evaluation (FAME)
  - EASA has withdrawn from this topic again
  - 2 sub-teams chartered and meeting regularly
    - Recommend Consistent Flight Envelope for failure evaluations
      - Working Group members to evaluate draft envelope parameters and values
    - Recommend Consistent Environmental Conditions for failure evaluations
      - Working Group members to evaluate proposed environmental conditions
        - Including specific definitions of wind and turbulence models
  - Interactions with CATA regarding 25.672: Questions have gone both directions, on-going
  - Team has generated evaluation procedures, processes, rating scales, and application of environmental conditions, etc.
    - Several member organizations have begun pilot testing of proposed procedures
    - Action on all members to begin testing proposed evaluation criteria
    - Reviewing (in great detail) the FAA's SSA final rule for impacts to what we have done, and are proposing
  - Active engagement with Civil Aviation Authorities' safety and flight controls specialists
  - Begun discussion with propulsion specialists on Uncontrollable High Thrust (UHT) failures
  - Topic leader considers on-track to finish on schedule

Phase 5 FTHWG Topic Technical Status (2 of 3)

- HUD / Autoland Landing distance
  - 25.125 landing distance is based on manual pilot technique; Many HUD's have a flare cue, which might not meet the same criteria for distance
  - Brought Work Plan up to date, agreed to details
    - Originally written more than 10 years ago
    - Much has happened since then
  - HUD flare cue effects on landing distance
    - Assessing where new guidance is needed (25.125 (dispatch and/or 25.1592 (time of arrival))
    - Assessing how to harmonize with CS AWO.A.HUD/112 Head-up display landing distance
  - Autolanding Landing Distance
    - Assessing whether and how to harmonize with CS AWO.A.ALS.109 Automatic Landing Distance
  - Autobraking
    - Assessing whether existing AC25-7D guidance for autobrake systems is sufficient.
  - Topic leader considers on track to finish on or ahead of schedule

Phase 5 FTHWG Topic Technical Status (3 of 3)

- Tail Clearance on takeoff
  - Reviewed various standards in place; working on common understandings
    - Flight test only tail skids
    - What about production protection devices?
    - Details of rotation rate; common variations in service
  - Nearing consensus on wording “Tail Skid Contact”
    - Flight test skid vs production skid
  - Defining “Rapid-” and “Over-” Rotation for guidance for 25.107(e) and (f)
  - Negotiating Test Weight clarification wording
  - On track to finish mid- 2025 (TAE in July; ARAC in September)

AREAS for ARAC CONSIDERATION

- We would like to continue to encourage Authorities to support this activity across necessary disciplines (as other members are)

Ice Crystal Icing Working Group Status Report Transport Aircraft and Engines Subcommittee

Melissa Bravin
Allan van de Wall
Working Group Co-Chairs

15 October 2024

ICI Working Group Membership

No Change

Member Name	Organization	Role
Philip Haberlen	(FAA-ANE Standards) FAA Representative	FAA Representative
Melissa Bravin	Boeing Commercial Airplanes	WG Co-Chair – Airplane – P
Allan van de Wall	GE Aviation	WG Co-Chair – Engine – P
Aaron Cusher	Collins	Other – P
Adam Malone	Boeing	Consultant
Alberto Ramon	FAA	Non-voting role
Ashlie Flegel	NASA	Consultant
Bob Hettman	FAA	Non-voting role
Dayne Olmstead	Air Line Pilots International Association	Other – P
Yonas Aboye	Air Line Pilots International Association	Other - P
Daijiro Kawakami	JCAB	Non-voting role
Dan Fuleki	National Research Council Canada	Consultant
David Dischinger	Honeywell	Engine – P
David Johns	TCCA-probes	Non-voting role
Doug Bryant	FAA	Non-voting role
Eric Duvivier	EASA	Non-voting role
Eric Fleurent-Wilson	TCCA-engines	Non-voting role
Fausto Enokibara	ANAC	Non-voting role
Jeanne Mason	FAA	Consultant
Jim Loebig	Rolls-Royce	Engine – P

Member Name	Organization	Role
John Fisher	FAA	Non-voting role
Jon Saint-Jacques	A4A/Atlas Air	Other – P
Josh Larson	Air Line Pilots Association	Other - P
Julien Delanoy	EASA	Non-voting role
Jun Izumi	JCAB	Non-voting role
Keith Morgan	Pratt & Whitney	ARAC Representative
Keith Wegehaupt	Honeywell	Engine – P
Mauricio Caio Rosin	TCCA	Non-voting role
Philip Chow	FAA	Consultant
Pierre-Emmanuel Arnaud	Airbus	Airplane – P
Rajeev Atluri	AeroSonic	Other - P
Roberto Marrano	Pratt & Whitney Canada	Engine – P
Roxanne Bochar	Pratt & Whitney	Engine – P
Shengfang Liao	Pratt & Whitney East Hartford	Engine – P
Shoichi Yamasaki	JCAB	Non-voting role
Takuya Mikami	JCAB	Non-voting role
Terry Tritz	Boeing	Consultant
Tom Dwier	Textron Aviation	Airplane – P
Tom Ratvasky	NASA	Consultant
Walter Strapp	Met Analytics Inc.	Consultant

Tasking Summary

No Change

- The ICIWG will provide advice and recommendations to the ARAC through the TAE Subcommittee on Appendix D to Part 33, and harmonization of §33.68 *Induction System Icing* requirements as follows:
    1. Evaluate recent ICI environment data obtained from both government and industry to determine whether flight testing data supports the existing Appendix D envelope.
    2. Evaluate the results carried out in Task 1 and recommend changes to the existing Appendix D envelope, as required. Examine how compliance with §33.68(e) and §25.1093(b)(1) can be shown to demonstrate that at the airplane level, engine effects that could prevent the continued safe flight and landing of the airplane during encounters in ice crystal icing conditions would be extremely improbable (10^{-9}). If that cannot be shown, recommend changes to the text of §33.68 or §25.1093 (or a combination of both) that would provide the level of safety described by §25.1309(b)(1).
    3. Compare available service data on air data probes from both government and industry probes on Appendix D, including any changes proposed in Task 2. Determine whether engine or aircraft data probe responses warrant the use of a different environmental envelope from those proposed in Task 2, or to the existing Appendix D envelope.
    4. Evaluate the results from Task 3 and recommend ICI boundaries relevant to aircraft and engine air data probes. If the working group proposes a different envelope for aircraft and engine air data probes, recommend if these should be included in the existing Appendix D, or create a new appendix to Part 33.
    5. Identify non-harmonized FAA or EASA ICI regulations or guidance. If the working group finds significant differences that impact safety, propose changes to increase harmonization that may also include icing environments other than Appendix D as a secondary objective.
    6. Recommend changes to the Advisory Circular AC20-147a, *Turbojet, Turboprop, Turboshaft and Turbofan Engine Induction System Icing and Ice Ingestion*, based on Task 1 through 5 results.
    7. Assist the FAA in determining the initial qualitative and quantitative costs, and benefits that may result from the working group's recommendations.
    8. Develop a recommendations report containing the results of tasks 1 through 6. The report should document both majority and dissenting positions on the findings, the rationale for each position, and reasons for disagreement.

2024 Schedule

No Change

- F2F meeting held 6-8 February 2024 @ Honeywell, Phoenix, AZ
- Other F2F meetings subject to need
- Monthly telecons as needed planned for 2024
  - Awaiting more information from joint probability study (details on next slide)

STATUS OF TASKING – 1 / 2

1. **COMPLETE -** Evaluate recent ICI environment data obtained from both government and industry to determine whether flight testing data supports the existing Appendix D envelope.

2. **IN-WORK -** Evaluate the results carried out in Task 1 and recommend changes to the existing Appendix D envelope, as required.

   a) **Joint Probability Study IN-WORK -** Examine how compliance with §33.68(e) and §25.1093(b)(1) can be shown to demonstrate that at the airplane level, engine effects that could prevent the continued safe flight and landing of the airplane during encounters in ice crystal icing conditions would be extremely improbable (10^{-9}). If that cannot be shown, recommend changes to the text of §33.68 or §25.1093 (or a combination of both) that would provide the level of safety described by §25.1309(b)(1).

   - **UPDATES:**
     - **Funding released for FAA / NASA Langley contract, anticipated to kick off ~~August(?) 2024~~ unknown (no change as of 10/3/2024)**
     - **Current prediction is that joint probability study projected to complete in by ~~end of 2024~~ unknown (no change as of 10/3/2024)**
     - **ICIWG requested and received approval for new end date of December 2025 - Current end date unknown (no change as of 10/3/2024)**

3. **COMPLETE -** Compare available service data on air data probes from both government and industry probes on Appendix D, including any changes proposed in Task 2. Determine whether engine or aircraft data probe responses warrant the use of a different environmental envelope from those proposed in Task 2, or to the existing Appendix D envelope.

4. **COMPLETE -** Evaluate the results from Task 3 and recommend ICI boundaries relevant to aircraft and engine air data probes. If the working group proposes a different envelope for aircraft and engine air data probes, recommend if these should be included in the existing Appendix D, or create a new appendix to Part 33

STATUS OF TASKING – 2 / 2

5. **COMPLETE -** Identify non-harmonized FAA or EASA ICI regulations or guidance. If the working group finds significant differences that impact safety, propose changes to increase harmonization that may also include icing environments other than Appendix D as a secondary objective.
6. **COMPLETE -** Recommend changes to the Advisory Circular AC20-147a, Turbojet, Turboprop, Turboshaft and Turbofan Engine Induction System Icing and Ice Ingestion, based on Task 1 through 5 results.
7. **COMPLETE -** Assist the FAA in determining the initial qualitative and quantitative costs, and benefits that may result from the working group's recommendations.
8. **FINAL REPORT IN-WORK -** Develop a recommendations report containing the results of tasks 1 through 6. The report should document both majority and dissenting positions on the findings, the rationale for each position, and reasons for disagreement.
   - Major update on probe applicability sent out for review 10/3/2024
   - ARAC Report ECD December 2025

AREAS of ARAC CONSIDERATION

- None

Engine Powerplant Interface Working Group Status Report Transport Aircraft and Engines Subcommittee

Melissa Bravin
Doug Beneteau
Working Group Co-Chairs

15 October 2024

Engine Powerplant Interface Working Group (EPIWG)

- Purpose: To provide recommendations to the ARAC on the most effective ways to resolve regulatory and guidance gaps and conflicts between 14 CFR Part 25 & 33.

- Recommendations should maximize harmonization of airworthiness authority regulations and guidance to the extent practicable (FAA, EASA, ANAC, TCCA)

Working Group Membership

Name	Organization	Role	Voting Member
Rob Esteve	PW		Yes
Doug Marchese	ALPA		Yes
Pierre-Emmanuel Arnaud	Airbus		Yes
Yonas Aboye	ALPA		Yes
Philippe Vigarios	Airbus		Yes
Dominique Bernard Tosolini	Safran		Yes
Doug Beneteau	GE Aerospace	Co-Chair	Yes
David Berger	GE Aerospace		Yes
Marco Fraternale	Leonardo Helicopters (Italy)		Yes
Ian Morris	Leonardo Helicopters (Yeovil)		Yes
Michael Dwight Danielson	Bombardier		Yes
James Barter	Bombardier		Yes
Melissa Bravin	Boeing	Co-Chair	Yes
Dylan Welsh	Boeing		Yes
Allison Bassett	Boeing		Yes
Maria Fernanda Dalla Rosa	Embraer		Yes
Thomas Andrew Rothermel	Gulfstream		Yes

Name	Organization	Role	Voting Member
Federica Musella	Rolls-Royce		Yes
Peter Turyk	PWC		Yes
Philippe Conchon	Dassault		Yes
Shawna Greiner	Honeywell Aerospace		Yes
Nathalie Goudin	ATR		Yes
Alan Strom	FAA AIR-62A	FAA Representative	No
Tim Mouzakis	FAA AIR-625		No
Jeff Stillinger	FAA AIR-625		No
Doug Bryant	FAA AIR-625		No
Brian Kierstead	FAA AIR-625		No
Deepak Kamath	FAA AIR-625		No
Phil Dang	FAA AIR-625		No
Philippe Hemeury	EASA		No
Angus Abrams	EASA		No
Marcelo Saito	ANAC		No
Roop Dhaliwal	TCCA		No
Grant Taylor	TCCA		No

Tasking Summary

In work

a) Rotor Blade Fragments: Propose revisions and new data reporting requirements under § § 33.19 and 33.94 and b) guidance for compliance with part 25 to ensure that engine containment test data can be properly evaluated at the aircraft level. This task would include both airplane and engine recommendations to completely address the current policy gaps regarding rotor blade failure.

b) Function & Reliability Testing: Review 14 CFR part 33 to determine how it supports the engine function and reliability flight test requirements of 14 CFR § 21.35(b)(2) and (f). If needed, propose amendments to the relevant regulations or guidance.

c) Engine Restart/Relight: Provide recommendations to resolve part 33 and part 25 regulatory or guidance gaps, or conflicts with respect to rapid restart/high power fuel cuts and quick windmill relight requirements.

d) Inhibition of engine protection systems used to comply with part 33: Address if and when part 25 aircraft systems should be able to deliberately inhibit the operation of engine systems used to meet part 33 safety requirements (e.g., software used as a means of compliance to prevent hazardous engine conditions resulting from shaft failure under § 33.27(a) and (c)). As a minimum, recommend whether additional allowance for aircraft inhibition of engine protection systems should go beyond the conditions described in FAA Policy Statement PS-AIR-33.27-02, "Turbine, Compressor, Fan, and Turbosupercharger Rotor Overspeed Engine Control Systems, 14 CFR § 33.27(c) & (e)," Dated February 2, 2023.

e) Electrical Wiring Interconnection Systems (EWIS): Propose changes to part 33 to ensure the engine would meet the part 25 subpart H and Appendix H25.5 EWIS requirements at the time of engine certification, without additional FAA certification findings at the part 25 level.

f) Thrust Reverser Aircraft Requirement Guidance: Recommend changes to AC 20-18B, "Qualification Testing of Turbojet and Turbofan Engine Thrust Reversers," dated July 7, 2015, to include additional part 25-specific thrust reverser requirements.

g) Where applicable, for any changes to FAA regulations proposed under each sub-task, provide quantitative and qualitative estimates of the resulting costs and benefits.

h) Develop reports for each task containing recommendations on the findings and results of the tasks explained above.
   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.
   c. The working group may submit incremental reports covering individual sub-tasks to the TAE for consideration by the ARAC.

EPIWG SMEs for Task a) Rotor Blade Fragments

Name	Company
Antoine Pilon	Airbus
Torben Syberg	Boeing
Andrew Kulak	Boeing
Alexander Girgenti	PW
Bill Graves	PW
Kevin Kirkeng	GE Aerospace
Juan van der Merwe	Rolls-Royce
Alain Bassot	Safran
Matthew Kappes	Rolls-Royce
Moritz Wirth	Rolls-Royce
Michael Bolis	Boeing
Katherine Cerra	Boeing

2024 Schedule

✓Kickoff meeting held 9-11 January @ FAA, Burlington, MA

✓June 11-13, 2024 – F2F meeting @ GE, Cincinnati, OH

✓September 17-19, 2024 – F2F meeting @ Boeing, Seattle, WA

- December 3-5, 2024 – F2F meeting in @ Rolls Royce, Berlin, Germany

- Telecons every 2 weeks

Tasking Status

- WG decided to limit work to one task at a time due to resource constraints (at least initially)
- Task (a) was introduced at kickoff meeting
- Follow-up telecons began in February
- Efforts to date focused on building detailed text to enable specific steps to be identified
  - Examples: review of field events, which components are of interest when evaluating blade-out capability, industry modeling capability for this complex scenario, etc.
- June F2F resulted in plan forward
  - 3 x AC updates: AC 25.362-41, AC 20-128, and AC 25-24
  - Common definitions (mostly from AIA 33.94 WG Recommendations)
- September F2F primarily a review of the above listed ACs (following page)
- Task A report to ARAC anticipated Dec 2025 (initial recommendations by early 2025)

September 17-19 F2F Outcomes

- Reviewed existing regulations to begin understanding differences and intent, primarily focused on 14 CFR Part 25.901 (c) and 25.903(d)
- Review the need for specific data needed & timing within collaborative engine/aircraft design phase to support airframe OEM hardware capability evaluations (in addition to 14 CFR 33.94 redline)
  - Critical Point Analysis (CPA): Fan blade release @ various speeds for blade fragmentation, trajectories and aircraft structure loads
- Discussed select engine OEM modeling capabilities to enable airframe OEM assessments, predictive capability focused on primary and secondary fragment trajectory within the containment case.
- Reviewed proposed new AC language defining the engine / airframe OEM integration steps necessary … Would be a 20 series AC applicable to both Part 25 and Part 33.
- May initiate task 2 (Function and Reliability Testing) early ‘25 depending on Task 1 progress

On track to deliver initial recommendation report for the first sub-task to the ARAC not later than 24 months after the first working group meeting

Open Discussion Items

- Industry team requested by the FAA to consider adding a new element to the tasking previously addressed via an AIA workgroup (Fan Blade out release location, outer-most retention feature vs flowpath).
  - A recommendation is not yet available from the team

Aviation Rulemaking Advisory Committee Task Notice
December 13, 2024

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

SUMMARY: The Federal Aviation Administration (FAA) assigned ARAC a new task to address the knowledge and skill differences between military aircraft maintenance versus civilian aircraft maintenance for the purpose of recommending airman certification standards and testing requirements. This notice informs the public of the new ARAC activity for the Airman Certification Standards (ACS) Working Group.

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (Title 5 U.S.C. §§ 1001). The FAA established the 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.

The FAA Reauthorization Act of 2024 (Public Law 118-63), Section 426, requires the FAA to issue a notice of proposed rulemaking to revise part 65 of title 14, Code of Federal Regulations, to create a military mechanic written competency test that addresses gaps between military and civilian experience. This section also requires the FAA to develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate with airframe or powerplant ratings. Consistent with Section 426(2)(C), the FAA will task ARAC to develop recommendations to support this activity.

THE TASK: The ACS Working Group will:

1. Provide recommendations for creating a written competency test for military mechanics that addresses differences between a military and civilian maintenance technician's knowledge and skills.

2. Develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate.

3. Identify difficulties military applicants face when applying for a FAA mechanic certificate.

4. Identify actions that can be taken to streamline the FAA mechanic certification process for military applicants.

5. Identify differences between a military aircraft mechanic versus a civilian aircraft mechanic (knowledge and skill) and make recommendations on how to address these differences.

6. Considering the current Aviation Mechanic General, Airframe and Powerplant ACS, provide a recommendation on if there should be a requirement to create a new stand-alone ACS for military competency testing.

7. Given the diverse range of military aviation maintenance specialties and the unique knowledge and skill associated with each, explain how these variances can be integrated into a unified competency test. For example, consider the differences between:
    a. a military rotorcraft mechanic,
    b. a military fixed wing turbine-powered aircraft mechanic,
    c. a military fixed wing turbo prop aircraft mechanic,
    d. Unmanned Aerial Vehicle (UAS) mechanic/technician.

8. Develop a report containing recommendations on the findings and results of the tasks explained above.
    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: The recommendation report should be submitted to the FAA no later than 12 months from the first working group meeting following acceptance of the new task.

WORKING GROUP ACTIVITY: The working group must comply with the procedures adopted by the ARAC and are as follows:

1. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by ARAC.

2. Provide a status report at each ARAC meeting.

3. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.

4. Present the recommendation report at the ARAC meeting.

5. If the working group was reinstated to answer questions the FAA had regarding the recommendation report, present the findings in response to the FAA's questions or concerns about the recommendation report at ARAC.

PARTICIPATION IN THE WORKING GROUP: The ACS Working Group will be comprised of technical experts having an interest in the assigned task. A working group member need not be a member representative of ARAC. The FAA would like a wide range of stakeholders to ensure all aspects of the tasks are considered in development of the recommendations.

The provisions of the August 13, 2014, Office of Management and Budget guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." (For further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

Confidential Information

All final work products submitted to the ARAC are public documents. Therefore, it should not contain any nonpublic proprietary, privileged, business, commercial, and other sensitive information (collectively, Confidential Information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share Commercial Information within the working group for purposes of completing an assigned tasked. Members must not disclose to any third party or use for any purposes other than the assigned task, any and all Confidential Information disclosed to one party by the other party, without the prior written consent of the party whose Confidential information is being disclosed. All parties must treat the Confidential Information of the disclosing party as it would treat its own Confidential Information, but in no event shall it use less than a reasonable degree of care. If any Confidential Information is shared with the FAA representative on a working and/or task groups, it must be properly marked in accordance with the FAA Committee Manual.

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.

The ARAC meetings are open to the public. However, working group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

FOR FURTHER INFORMATION CONTACT: Jimmy Wynne, Project Lead, Aircraft Maintenance Division, Federal Aviation Administration, 8th Floor, 800 Independence Avenue, SW, Washington, DC 20591. Telephone 202-267-1675; jimmy.j.wynne@faa.gov.

Aviation Rulemaking Advisory Committee Task Notice
December 13, 2024

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

SUMMARY: The Federal Aviation Administration (FAA) assigned ARAC a new task to enhance the processes for authorizing aircraft for service in commuter and on-demand operations. Certificate holders operating in accordance with Title 14 Code of Federal Regulations (CFR) part 135 must perform an aircraft conformity inspection prior to entering an aircraft into service. This notice informs the public of the new ARAC activity and solicits membership for the new Part 135 Aircraft Conformity Working Group (Part 135 ACWG).

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (Title 5 U.S.C. §§ 1001). The FAA established the 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.

On May 16, 2024, the President signed FAA Reauthorization Act of 2014, Public Law (Pub. L.) 118-63. Section (Sec.) 819 of Pub. L. 118-63 requires the FAA Administrator to establish the Part 135 ACWG to *study methods and make recommendations to clarify requirements and standardize the process for conducting and completing aircraft conformity processes in a timely manner for existing operators and air carriers operating aircraft under part 135 and entering such aircraft into service.*

On December 12, 2024, the FAA assigned this task to ARAC, which ARAC designated to the newly established Part 135 ACWG.

THE TASK: The Part 135 ACWG will provide advice and recommendations to the ARAC on the most effective ways to streamline and provide consistency to the aircraft conformity process. The Part 135 ACWG should review any relevant materials to assist in achieving their objective.

1. As directed in Sec. 819 of Pub. L. 118-63, the Part 135 ACWG shall consider all aspects of the FAA processes, such as FAA Order 8900.1, for ensuring aircraft conformity and make recommendations to enhance such processes with respect to:

    a. Methodologies for air carriers and operators to document and attest to aircraft conformity in accordance with the requirements of part 135;
    b. Streamlined protocols for operators and air carriers operating aircraft under part 135 to add an aircraft that was listed on another part 135 certificate immediately prior to moving to a new air carrier or operator; and

c. Changes to FAA policy and documentation necessary to implement the recommendations of the Working Group.

2. Develop a report containing recommendations on the findings and results of the tasks explained above.

   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: The recommendation report should be submitted to the FAA no later than 12 months from the first working group's meeting.

WORKING GROUP ACTIVITY: The working group must comply with the procedures adopted by the ARAC and as follows:

1. Conduct a review and analysis of the assigned tasks and any other related materials or documents.
2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by the Part 135 ACWG.
3. Provide a Part 135 ACWG status report at each ARAC public meeting.
4. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.
5. Present the recommendation report at the ARAC meeting.

PARTICIPATION IN THE WORKING GROUP: The Part 135 ACWG will be comprised of technical experts having an interest in the assigned task. A working group member need not be a member representative of ARAC. As directed by Sec. 819 of Pub. L. 118-63, the Part 135 ACWG shall be comprised of the following:

1. Representatives of the FAA.
2. Existing operators and air carriers operating aircraft under part 135.
3. Associations or trade groups representing such operators or air carriers.
4. Labor groups representing employees of air carriers operating under part 135 (as appropriate).

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

further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

NOMINATION PROCESS: Candidates are required to submit, in full, the following materials to be considered for membership. Failure to submit the required information may disqualify a candidate from the review process.

1. A résumé or curriculum vitae with the candidate's full name and home address (no P.O. Box).
2. A brief biography
3. A statement describing the candidate's interest in the task and the expertise the candidate would bring to the working group.
4. A statement describing the industry in which they would represent.

Nominations must be submitted electronically (by E-mail) to Ken Thomas at kenneth.c.thomas@faa.gov. The subject line should state "Part 135 Aircraft Conformity Working Group Nomination." The FAA must receive all requests by 5:00 pm Eastern Time, on Friday, January 17, 2025. The FAA will review the requests and advise you whether your request is approved.

The FAA reserves the discretion to appoint members to serve on the working group who were not nominated in response to this notice if necessary to meet Departmental needs in a manner to ensure an appropriate balance of membership.

Roles and Responsibilities

If you are chosen for membership on the working group, you must actively participate in the working group, attend all meetings, and provide written comments when requested. You must devote the resources necessary to support the working group in meeting any assigned deadlines. You must keep your management and those you may represent advised of working group activities and decisions to ensure the proposed technical solutions do not conflict with the position of those you represent. Once the working group has begun deliberations, members will not be added or substituted without the approval of the ARAC Chair.

Confidential Information

All final work products submitted to the ARAC are public documents. Therefore, it should not contain any nonpublic proprietary, privileged, business, commercial, and other sensitive information (collectively, Confidential Information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share Commercial Information within the working group for purposes of completing an assigned tasked. Members must not disclose to any third party or use for any purposes other than the assigned task, any and all Confidential Information disclosed to one party by the other party, without the prior written consent of the party whose Confidential information is being disclosed. All parties must treat the Confidential Information of the disclosing party as it would treat its own Confidential Information, but in no event shall it use

less than a reasonable degree of care. If any Confidential Information is shared with the FAA representative on a working and/or task groups, it must be properly marked in accordance with the FAA Committee Manual.

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.

The ARAC meetings are open to the public. However, working group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

FOR FURTHER INFORMATION CONTACT: Jim Anderson, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591. Telephone 503.906.0875; Email: jim.anderson@faa.gov.

Aviation Rulemaking Advisory Committee Task Notice
December 13, 2024

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

SUMMARY: The Federal Aviation Administration (FAA) assigned ARAC a new task to develop recommendations to enable the safe use of hydrogen in civil aviation. This notice informs the public of the new ARAC activity and solicits membership for the new Hydrogen Aviation Working Group (HAWG).

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (5 U.S.C., Ch. 10). 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.

Section 1019 of the FAA Reauthorization Act of 2024 (Public Law 118-63) directs the FAA and Department of Energy to conduct research and development activities relating to enabling the safe use of hydrogen in civil aviation, including the safe and efficient use and sourcing of hydrogen to propel commercial aircraft. The FAA seeks ARAC's input and recommendations on the research and development activities.

On December 12, 2024, the FAA assigned this task to ARAC, which ARAC designated to the Hydrogen Aviation Working group. Participants of the newly established HAWG will serve as members of the working group only, reporting to ARAC. The working group will provide advice and recommendations on the assigned tasks. ARAC must deliberate and discuss the report prior to voting on whether to submit the recommendation report to the FAA.

THE TASK: The HAWG will provide advice and recommendations to the ARAC on the most effective ways to enable the safe use of hydrogen in civil aviation. The working group should review any relevant materials to assist in achieving their objective. This includes reviewing certification regulations, guidance, and other requirements of the FAA to identify ways to certify hydrogen-powered commercial aircraft safely and efficiently.

1. The HAWG will consider and develop recommendations on:
    a. Public, economic, and noise benefits of the operation of commercial aircraft propelled by hydrogen and associated aerospace industry activity.
    b. Operational differences between aircraft propelled by hydrogen and aircraft propelled with other types of fuels.
    c. Barriers to the safe use of hydrogen as aviation fuel, identifying key hazards and risk mitigation measures.
    d. Prioritization of research and development areas to address these barriers.

2. Develop a report containing findings and recommendations for the tasks explained above.
    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.

The working group may be reinstated to assist the ARAC by responding to the FAA's questions or concerns after the recommendation report has been submitted.

SCHEDULE: This tasking notice requires two recommendation reports:

- The initial recommendation report for the specific tasks must be submitted for review and presented to the ARAC no later than 12 months after the first working group meeting.
- After the initial recommendation report is submitted, the final report must be submitted to the FAA for review and acceptance no later than 3 months following official acceptance by the ARAC.

WORKING GROUP ACTIVITY: The working group must comply with the procedures adopted by the ARAC and as follows:

1. Conduct a review and analysis of the assigned tasks and any other related materials or documents.
2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by ARAC.
3. Provide a status report at each ARAC meeting.
4. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.
5. Present the recommendation report at the ARAC meeting.
6. If the working group is reinstated to answer any questions the FAA has regarding the recommendation report, present the findings in response to the FAA's questions or concerns about the recommendation report at the ARAC meeting.

PARTICIPATION IN THE WORKING GROUP: The HAWG will be comprised of technical experts having an interest in the assigned task. A working group member doesn't have to be an ARAC member. The FAA would like a wide range of stakeholders, representing the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, academia, and other stakeholders to ensure all aspects of the tasks are considered in development of the recommendations. The candidates should meet the following criteria:

A. More than 10 years experience in senior technical or leadership positions within the aerospace industry, the broader aviation infrastructure ecosystem (e.g., airports, fuel distribution providers), hydrogen suppliers, relevant government agencies, or leading academic institutions.
B. Experience with aviation, preferably hydrogen powered aircraft, hydrogen infrastructure, hydrogen used as feedstocks for alternative fuels, risks, and mitigations in the use of hydrogen, broader aviation planning.

Ability to work with federal employees of the Department of Transportation, Department of Energy (DOE), Department of Defense (DOD) or National Aeronautics and Space Administration (NASA) without having a conflict of interests regarding any pending grants, loans or research projects.

The provisions of the August 13, 2014, Office of Management and Budget guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continue the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." (For further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

NOMINATION PROCESS: Candidates are required to submit, in full, the following materials to be considered for membership. Failure to submit the required information may disqualify a candidate from the review process.

1. A résumé or curriculum vitae, which must include relevant job experience and qualifications. The candidate must provide their full name and home address (no P.O. Box).
2. A brief biography, including professional and academic credentials.
3. A statement describing the candidate's interest in the task and the expertise the candidate would bring to the working group. The statement must also identify the stakeholder group that the candidate would represent.

Nominations must be submitted electronically (by e-mail) to Dr. Catalin Fotache at Catalin.G.Fotache@faa.gov. The subject line should state "Hydrogen Aviation Working Group Nomination." The FAA must receive all requests by **February 14, 2025, at 4:00pm Eastern Time**. The ARAC and the FAA will review the requests and advise you whether or not your request is approved.

At the FAA's discretion, members may be appointed to serve on the working group who were not nominated in response to this notice. This ensures the appropriate balance of membership meets the Departmental needs.

Roles and Responsibilities

If a nominee is chosen for membership on the working group, they must actively participate in the working group, attend all meetings, and provide written comments when requested. The member must devote the resources necessary to support the working group in meeting any assigned deadlines. They must keep their management and those they may represent advised of working group activities and decisions to ensure the proposed technical solutions do not conflict with the position of those that they represent. Once the working group has begun deliberations,

members will not be added or substituted without the approval of the ARAC Chair, FAA, including the Designated Federal Officer and the Working Group Chair.

Confidential Information

All final work products submitted to the ARAC are public documents. Therefore, it should not contain any non-public proprietary, privileged, business, commercial, and other sensitive information (collectively, confidential information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share commercial information within the working group for purposes of completing an assigned tasked. Members must not disclose to any third party, nor use for any purposes other than the assigned task, any and all confidential information disclosed to one party by the other party, without the prior written consent of the party whose confidential information is being disclosed. All parties must treat the confidential information of the disclosing party as it would treat its own confidential information, but in no event shall it use less than a reasonable degree of care. If any confidential information is shared with the FAA representative on a working and/or task group, it must be properly marked in accordance with the FAA Committee Manual.

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. The ARAC meetings are open to the public. However, working group meetings are not, except to the extent individuals with an interest and expertise are selected to participate. The FAA will not publicly announce working group meetings.

FOR FURTHER INFORMATION CONTACT: Dr. Catalin Fotache, Chief Scientist and Technical Advisor, Federal Aviation Administration, Bradley Flight Standards District Office (FSDO),1699 King Street, Suite 210, Enfield, Connecticut, 06082, Catalin.G.Fotache@faa.gov.

Aviation Rulemaking Advisory Committee Task Notice
December 13, 2024

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

SUMMARY: In response to Section 320 of the FAA Reauthorization Act of 2024 (Public Law (Pub. L.) 118-63), FAA assigned ARAC a new task to update analysis and recommendations provided by the Rotorcraft Occupant Protection Working Group (ROPWG) in 2018 and provide recommendations to encourage helicopter owners and operators to expedite the installation of crash resistant fuel systems (CRFS) in the aircraft of such owners and operators regardless of original certification and manufacture date. These safety systems are intended to reduce fatal accidents in the rotorcraft fleet. This notice informs the public of the new ARAC activity and solicits membership for the new Rotorcraft Occupant Protection Working Group.

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (5 U.S.C., Ch. 10). 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.

The FAA originally tasked the ARAC ROPWG in November 2015 to research and recommend rulemaking and other recommendations to improve rotorcraft safety related to post crash fires and blunt force trauma. ARAC submitted a series of reports with recommendations directed to both the FAA and industry in 2016 and 2018.

The FAA Reauthorization Act of 2018 created 49 U.S.C. 44737 (2018) to mandate covered rotorcraft include compliance to the set of 14 CFR 27 and 29 regulations recommended by the ROPWG. Covered rotorcraft are newly manufactured helicopters of type designs that predate the requirement for §§ 27.952 and 29.952 and related regulations for CRFS. Note that all new helicopter type certificates include the latest amendments to the regulations as part of their certification basis.

The ARAC ROPWG provided numerous recommendations for research and education on both CRFS and crash resistant seats and structures (CRSS). The FAA continues to work through the recommendations.

Section 320 of the FAA Reauthorization Act of 2024 (Public Law (Pub. L.) 118-63) requires FAA to task ARAC to review and update the ROPWG's 2018 CRFS recommendation report and develop recommendations for either the Administrator or the helicopter industry to encourage helicopter owners and operators to expedite the installation of crash-resistant fuel systems in the aircraft of such owners and operators regardless of original certification and manufacture date.

On (DATE), the FAA assigned this task to ARAC, which ARAC designated to the ROPWG. Participants of the newly established ROPWG will serve as members of the work group only, reporting to ARAC. The working group will provide advice and recommendations on the assigned task. The working group will submit the recommendation report to ARAC for consideration. ARAC must deliberate and discuss the report prior to voting on whether to submit the recommendation report to the FAA.

THE TASK: The ROPWG will provide advice and recommendations to the ARAC on the most effective ways to improve rotorcraft safety through reduction of fatal accidents due to post crash fires and blunt force trauma. The working group should review any relevant materials to assist in achieving their objective. As prescribed in Section 320 of Pub. L. 118-63, the ROPWG will - -

1. Review the data analysis conducted and the recommendations developed by the ARAC ROPWG of the Administration;[1]

2. Update the 2018 report of such working group on rotorcraft occupant protection by -
   a. reviewing National Transportation Safety Board data from 2016 through 2023 on post-crash fires in helicopter accidents; and
   b. determining whether and to what extent CRFS could have prevented fatalities in the accidents covered by the data reviewed under subparagraph a.

3. Develop recommendations for either the Administrator or the helicopter industry to encourage helicopter owners and operators to expedite the installation of CRFS in the aircraft of such owners and operators regardless of original certification and manufacture date.

4. Develop a report containing recommendations on the findings and results of the tasks explained above.
   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: The recommendation report should be submitted to the FAA no later than 18 months from the first working group meeting.

WORKING GROUP ACTIVITY: The working group must comply with the procedures adopted by the ARAC and as follows:

1. Conduct a review and analysis of the assigned tasks and any other related materials or documents.

[1] The working group should review the ARAC ROPWG Task 5 Final Recommendation Report for Crash Resistant Fuel Systems (CRFS). *See* https://www.faa.gov/sites/faa.gov/files/advisory_rulemaking_committees/ROPWG%20Final%20CRFS%20Report%202018-03-15.pdf.

2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by ARAC.

3. Provide a status report at each ARAC meeting.

4. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.

5. Present the recommendation report at the ARAC meeting.

6. If the working group is reinstated to answer any questions the FAA has regarding the recommendation report, present the findings in response to the FAA's questions or concerns about the recommendation report at the ARAC meeting.

PARTICIPATION IN THE WORKING GROUP: The ROPWG will be comprised of technical experts having an interest in the assigned task that represent a wide range of stakeholders (normal category rotorcraft manufacturers, transport category rotorcraft manufacturers, CRFS suppliers, and rotorcraft operators from various segments of the industry such as oil and gas exploration, emergency medical services, and air tour operators) to ensure all aspects of the tasks are considered in development of the recommendations. A working group member need not be a member representative of ARAC.

The provisions of the August 13, 2014, Office of Management and Budget guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." (For further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

NOMINATION PROCESS: Candidates are required to submit, in full, the following materials to be considered for membership. Failure to submit the required information may disqualify a candidate from the review process.

1. A résumé or curriculum vitae, which must include relevant job experience and qualifications. The candidate must provide their full name and home address (no P.O. Box).

2. A brief biography, including professional and academic credentials.
3. A statement describing the candidate's interest in the task and the expertise the candidate would bring to the working group. The statement must also identify the stakeholder group that the candidate would represent.

Nominations must be submitted electronically (by email) to Martin R. Crane at Martin.R.Crane@faa.gov. The subject line should state "Rotorcraft Occupant Protection Working Group Nomination." The FAA must receive all requests by **Friday, January 10, at 5:00 pm Eastern Time]**. The FAA will review the nominations and advise nominees whether or not their request is approved.

The FAA reserves the discretion to appoint members to serve on the working group who were not nominated in response to this notice if necessary to meet Departmental needs in a manner to ensure an appropriate balance of membership.

Roles and Responsibilities

If a nominee is chosen for membership on the working group, they must actively participate in the working group, attend all meetings, and provide written comments when requested. The member must devote the resources necessary to support the working group in meeting any assigned deadlines. They must keep their management and those they may represent advised of working group activities and decisions to ensure the proposed technical solutions do not conflict with the position of those that they represent. Once the working group has begun deliberations, members will not be added or substituted without the approval of the ARAC Chair, FAA, including the Designated Federal Officer, and the Working Group Chair.

Confidential Information

All final work products submitted to the ARAC are public documents. Therefore, it should not contain any nonpublic proprietary, privileged, business, commercial, and other sensitive information (collectively, Confidential Information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share Confidential Information within the working group for purposes of completing an assigned task. Members must not disclose to any third party or use for any purposes other than the assigned task any and all Confidential Information disclosed to one party by the other party without the prior written consent of the party whose Confidential Information is being disclosed. All parties must treat the Confidential Information of the disclosing party as it would treat its own Confidential Information, but in no event shall it use less than a reasonable degree of care. If any Confidential Information is shared with the FAA representative on a working and/or task group, it must be properly marked in accordance with the FAA Committee Manual.

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. However, working group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

FOR FURTHER INFORMATION CONTACT: Martin R. Crane, Federal Aviation Administration, AIR-62B, 10101 Hillwood Pkwy, Fort Worth, TX 76177. Telephone (817) 222-5056; Martin.R.Crane@faa.gov.

Aviation Rulemaking Advisory Committee Task Notice
December 13, 2024

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

SUMMARY: The FAA assigned ARAC a new task for transport category airplane designs. The task is to provide recommendations regarding new or updated standards and guidance material for transport airplane performance and handling characteristics. This notice informs the public of the new ARAC activity for the Flight Test Harmonization Working Group.

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (Title 5 U.S.C. §§ 1001). The FAA established the 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.

In March 2013, the FAA tasked the ARAC to provide recommendations regarding new or updated standards and guidance material related to the performance and handling characteristics of transport category airplanes. which ARAC designated to the Transport Airplane and Engine (TAE) Subcommittee Flight Test Harmonization Working Group (FTHWG). Participants of the Flight Test Harmonization Working Group serve as members of the work group only, reporting to ARAC through the TAE Subcommittee. The working group will provide advice and recommendations on the assigned task. The TAE Subcommittee will review and approve submission of the recommendation report to ARAC for consideration. ARAC must deliberate and discuss the report prior to voting on whether to submit the recommendation report to the FAA.

Due to the number and complexity of topic areas under consideration, ARAC divided the tasking into phases. In phase 1, the FTHWG prioritized over 30 potential topic areas for further consideration in 3 follow-on phases. A number of those topics were addressed in phases 1 through 3. In December 2020, an additional tasking for a fourth phase was requested by the FTHWG and granted by ARAC.

The follow-on tasking for phase 4 addressed the following topics:

- Failure Assessment: Methodology and Evaluation
- Narrow Runway Operations
- Takeoff and Landing Performance Assessment (TALPA)
- Landing Distance on Dry Runway
- Reduced/Derated Takeoff Thrust
- Landing in Abnormal Configurations

As the end of phase 4 approaches, the FTHWG has developed recommendations for the next highest priority topic areas remaining:

- Failure Assessment: Methodology and Evaluation (continuation)
- Narrow Runway Operations (continuation)
- Use of Simulation for Certification
- Autoland & Flare Cue Guidance Landing Distance
- Controllability During Approach and Landing
- Stall Identification/Protection Systems
- Tail Clearance during Certification Testing

THE TASK: The Flight Test Harmonization Working Group will provide advice and recommendations to the ARAC, through the TAE Subcommittee, on the most effective regulatory requirements and/or associated guidance as specified in the following topic areas to standardize as much as possible:

1. Airplane Handling Qualities/Characteristics

    a. Advisory Circular (AC) 25-7D, Flight Test Guide for Certification of Transport Category Airplanes, dated May 4, 2018, contains a handling-quality rating method for systematically determining appropriate minimum handling-quality requirements and evaluating those handling qualities for conditions affecting an airplane's flying qualities. The handling-quality rating method in the AC is not universally accepted within industry nor is it accepted by the European Union Aviation Safety Agency (EASA). The Flight Test Harmonization Working Group will review and recommend a universally acceptable method to supplement or replace the handling qualities rating method currently in the AC. This is a follow-on to the work on this topic in the phase 3/4 task, with the addition of subject matter experts from system safety to ensure cross-discipline harmonization.

    b. Assess minimum speed required for approach climb and airplane controllability when conducting a go-around with an engine failed. Transport Canada has additional guidance establishing a minimum margin between approach speed and the landing minimum control speed.

    c. Assess advisory material from regulatory authorities relating to reliability and safety considerations for stall identification and stall protection systems.

    d. Assess advisory material from regulatory authorities relating to the acceptability of the use of simulations in lieu of flight testing to show compliance with Subpart B requirements.

2. Airplane Performance (Takeoff, Climb, Approach, and Landing)

    a. Assess narrow runway certification requirements for takeoff and landing. The FAA methodology for assessing the effects of narrow runways on determination of minimum control speeds and crosswind guidelines differs from that of other authorities. This task seeks to harmonize methodologies.

    b. Assess Means of Compliance or alternate Means of Compliance for determining the autoland distance and the landing distance where a landing flare initiation cue or flare pitch guidance is presented on a display (heads-up or heads-down).

c. Assess advisory material from regulatory authorities relating to reliability and safety considerations for early rotation, one-engine-inoperative tests.

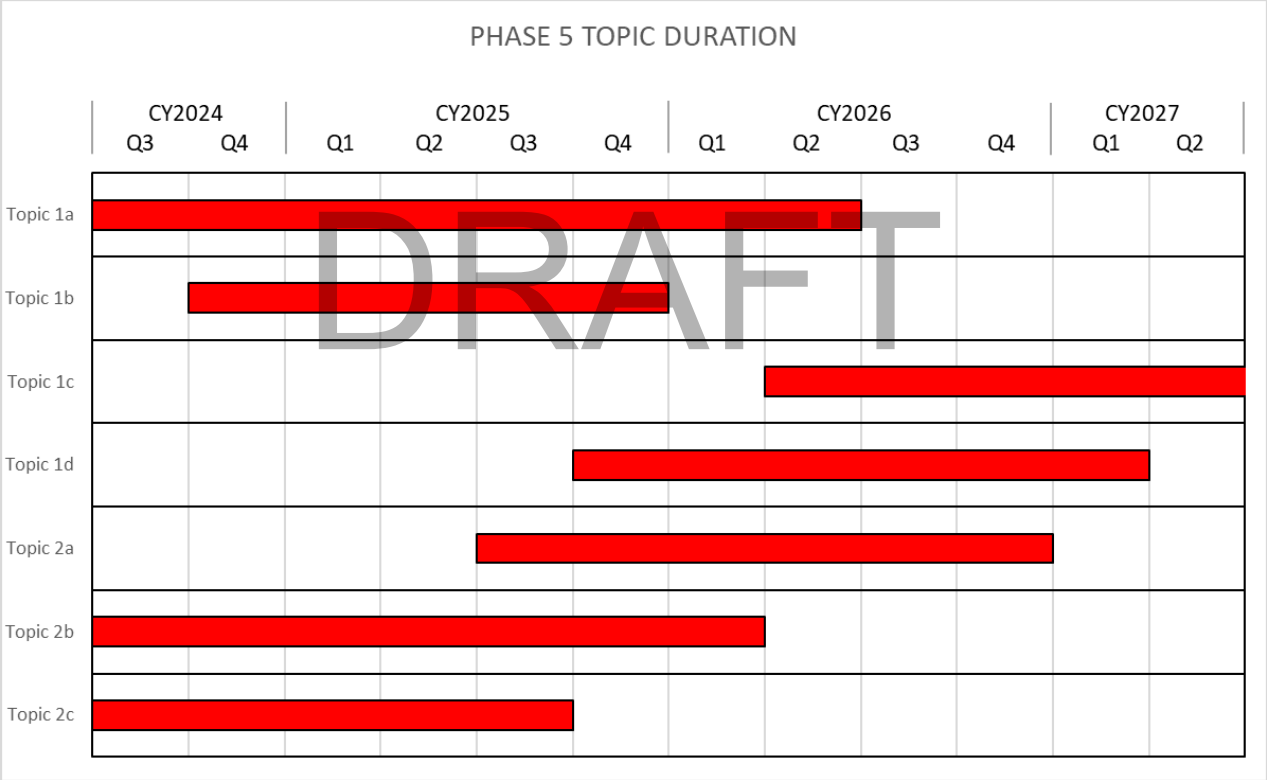
3. Develop a report containing recommendations on the findings and results of the tasks explained above.

   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: The recommendation report should be submitted to the FAA in phases, according to the following schedule:

This tasking notice requires seven recommendation reports.



- The recommendation report for item 1a is due to the FAA for review and acceptance no later than 24 months from the date that ARAC accepted the tasking.
- The recommendation report for item 1b is due to the FAA for review and acceptance no later than 18 months from the date that ARAC accepted the tasking.
- The recommendation report for item 1c is due to the FAA for review and acceptance no later than 36 months from the date that ARAC accepted the tasking.

- The recommendation report for item 1d is due to the FAA for review and acceptance no later than 33 months from the date that ARAC accepted the tasking.
- The recommendation report for item 2a is due to the FAA for review and acceptance no later than 30 months from the date that ARAC accepted the tasking.
- The recommendation report for item 2b is due to the FAA for review and acceptance no later than 21 months from the date that ARAC accepted the tasking.
- The recommendation report for item 2c is due to the FAA for review and acceptance no later than 15 months from the date that ARAC accepted the tasking.

WORKING GROUP ACTIVITY: The working group must comply with the procedures adopted by the ARAC and as follows:

1. Conduct a review and analysis of the assigned tasks and any other related materials or documents.

2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by the TAE Subcommittee.

3. Provide a status report at each TAE Subcommittee meeting.

4. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.

5. Present the recommendation report at the TAE Subcommittee meeting.

PARTICIPATION IN THE WORKING GROUP: The Flight Test Harmonization Working Group will be comprised of technical experts having an interest in the assigned task. A working group member need not be a member representative of ARAC. The FAA would like a wide range of stakeholders to ensure all aspects of the tasks are considered in development of the recommendations.

The provisions of the August 13, 2014, Office of Management and Budget guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." (For further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

Confidential Information

All final work products submitted to the ARAC are public documents. Therefore, it should not contain any non-public proprietary, privileged, business, commercial, and other sensitive information (collectively, confidential information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share commercial information within the working group for purposes of completing an assigned tasked. Members must not disclose to any third party, nor use for any purposes other than the assigned task, any and all confidential information disclosed to one party by the other party, without the prior written consent of the party whose confidential information is being disclosed. All parties must treat the confidential information of the disclosing party as it would treat its own confidential information, but in no event shall it use less than a reasonable degree of care. If any confidential information is shared with the FAA representative on a working and/or task group, it must be properly marked in accordance with the FAA Committee Manual.

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. The ARAC meetings are open to the public. However, working group meetings are not, except to the extent individuals with an interest and expertise are selected to participate. The FAA will not publicly announce working group meetings.

FOR FURTHER INFORMATION CONTACT: Troy A Brown, Federal Aviation Administration, 1801 South Airport Road, Wichita, KS 67209-2190; telephone: 405-666-1050; email: troy.a.brown@faa.gov.