



The FAA's goal is to ensure consistent application of the regulations.

Welcome to the Regulatory Consistency Communication Board (RCCB) Briefing

This briefing introduces the Regulatory Consistency Communication Board (RCCB), which has been established in the Flight Standards Service (AFS) and the Aircraft Certification Service (AIR) to address issues of inconsistent regulatory application.

Issues submitted to the RCCB must:

- 1) Involve regulations or policies overseen by AIR and/or AFS; and
- 2) Outline an inconsistency in how regulatory requirements are applied or described.

For additional information on the RCCB reference the current edition of FAA Order [8000.70](#), Regulatory Consistency Communication Board (RCCB).

Why did the FAA establish the RCCB?

The FAA Modernization and Reform Act of 2012, Public Law 112-95, section 313, mandated that the FAA seek industry input on the causes of inconsistent regulatory interpretation and application. In response, the FAA chartered the Consistency of Regulatory Interpretation Aviation Rulemaking Committee (ARC). One of the ARC's recommendations was for the FAA to establish the RCCB to provide clarification to internal and external stakeholders on questions related to the application of regulations. The ARC recommended that the RCCB members include representatives from the Flight Standards Service (AFS), Aircraft Certification Service (AIR), and Office of the Chief Counsel (AGC).

FAA Order [8000.70](#), Regulatory Consistency Communication Board (RCCB), effective March 9, 2017, formally established the RCCB.



Purpose of the RCCB

The purpose of the RCCB is to resolve inconsistencies in regulatory application. These inconsistencies must involve regulations or policies overseen by the Flight Standards Service (AFS) or the Aircraft Certification Service (AIR). The focus of the RCCB is to address inconsistencies within or between these services that require input from more than one policy office, division, service, line of business, or international Civil Aviation Authority.

The RCCB provides a collaborative environment where representatives from AFS, AIR, and the Office of the Chief Counsel discuss, clarify, and provide resolutions to issues involving inconsistencies in regulatory application brought forward by internal and external stakeholders.

Structure of the RCCB

The RCCB is made up of representatives from Flight Standards Service (AFS), Aircraft Certification Service (AIR), and Office of the Chief Counsel (AGC) and include:

- Chair
- Liaison
- Points of Contact (POC)

The RCCB chair is the facilitator for the RCCB. The chair is an AFS or AIR employee appointed by the heads of AFS and AIR. The chair – with input from the liaison, AGC, and RCCB POCs – makes the preliminary determination as to whether the RCCB will accept an issue. The chair provides direction on policy decisions and facilitates assignment of work to the RCCB POCs through the appropriate managers within the service, which may include changes to guidance documents.

The liaison is similar to a vice chair, but is not from the same service as the chair. The liaison is the main interface with the head of their service and relays key policy decisions from that service to the RCCB.

The POCs are senior managers from each AFS and AIR policy office or division and the AGC Regulations Division. The POCs attend RCCB meetings, identify and task subject matter experts (SMEs) within their offices or divisions to address the regulatory and policy questions raised, and produce the content to document the resolution of issues. The POCs required will vary depending on the number of offices involved in resolving a particular issue. The RCCB will meet as necessary to support the resolution of incoming issues.

The RCCB is supported by SMEs on the regulatory or policy issues in question.



Submitting issues to the RCCB

Types of issues the RCCB accepts

Issues submitted to the RCCB must:

- 1) Involve regulations or policies overseen by the Aircraft Certification Service (AIR) and/or the Flight Standards Service (AFS); and
- 2) Outline an inconsistency in how regulatory requirements are described or applied.

The RCCB addresses only those inconsistencies that involve more than one policy division, office, service, line of business, or international Civil Aviation Authority. If a single policy division or office can address the issue, the RCCB will forward the issue to that office to manage the resolution and response. In these cases the RCCB tracks the issue to ensure the submitter receives a response.

The RCCB is not a replacement for other FAA programs, processes, or initiatives currently available to internal and external stakeholders. If a submission to the RCCB falls under another existing FAA program, the RCCB will not accept the issue. Examples of other programs and processes include a petition for exemption, petition for rulemaking, request for legal interpretation, FAA hotline, Consistency and Standardization Initiative, Whistleblower Program, or FSIMS Librarian.

How to submit an issue to the RCCB

External and internal stakeholders have different options available to submit an issue to the RCCB. The goal of both options is to provide the RCCB with all of the information it needs to identify, understand, and address the inconsistency.

Any submission to the RCCB must include all the facts needed to start a review of the issue as a possible inconsistency. The submitter must make the case that an inconsistency exists.

Submissions should be as specific as possible and outline a current issue. Generic statements such as “the FAA is inconsistent in their review and acceptance or approval of manuals” do not detail a specific inconsistency or provide enough information to begin a review.

Submissions need to provide details such as:

- The background of the inconsistency.
- Specifics on who you have already contacted within the FAA.
- The specific regulations and/or policies that are causing the confusion and the operational impact of the inconsistency.

This level of detail gives the FAA enough information to begin a review of the issue.

[Click here for an example of the level of detail required in a submission.](#)

External stakeholders

- Must submit issues via the electronic submission [form](#).
- May submit issues anonymously. Anonymous submissions preclude the RCCB from any further contact with the submitter.

Internal stakeholders

- May submit issues through the form (which allows anonymous submissions) or via an email to the RCCB email box.
- Issues submitted via email must come from an FAA.gov email address.
- Issues submitted via email must include at least the minimum of information detailed in Order [8000.70](#), Appendix A. This includes contact information and specific details about the inconsistency.



Post submission communications and expectations

Submitters who provide an email address will receive an email confirming receipt of the submission. The RCCB will review the submission to determine if the issue falls within the scope of the RCCB and identify the policy division(s) or office(s) that will need to resolve the issue. There are three possible outcomes requiring different communications with submitters who provided an email address.

- 1. Full acceptance by the RCCB.** The submitter will receive an email advising them that the RCCB accepted the issue. After the RCCB reviews the issue more thoroughly, the submitter will receive a status report and an estimated time for resolution. Resolution includes publication of any required updates to policy documents and publication of a memo documenting the actions the FAA took to address the inconsistency. The memo will also be available to the public online.
- 2. The RCCB will only track the issue.** If a single policy division or office can resolve the inconsistency the submitter will receive an email with the contact information of the office that will address the issue. All further communication about the issue, including the final disposition, will be from that office. The RCCB tracks these issues to ensure resolution.
- 3. The RCCB rejects the issue.** There are two broad reasons for the RCCB to reject and not track an issue.
 - There is a more appropriate FAA program or process to address the issue. The RCCB is not required to send a response to the submitter. However, if time permits, the RCCB may send the submitter an email to recommend the appropriate FAA program or process for the issue.
 - The issue does not meet the RCCB submission requirements. For example, it does not ask a question, describe an inconsistency, or is categorically excluded. Examples of items that are categorically excluded include things such as personnel issues or questions from entities that are involved in an investigation. The RCCB does not respond to these submissions.

Resources and links

Submission Information and Links

- [RCCB Submission Form](#) (external stakeholders)
- RCCB Email Address (internal stakeholders only) – 9-AVS-RCCB@faa.gov

Additional Information on the RCCB

- [FAA Order 8000.70](#), Regulatory Consistency Communication Board (RCCB) (current edition)
- [InFO 17005](#), The Federal Aviation Administration (FAA) Aircraft Certification Service (AIR) and Flight Standards Service (AFS) Regulatory Consistency Communication Board (RCCB)
- [RCCB Memos](#) – Available in FSIMS under Publications/Other Documents/RCCB

Example of the level of detail required in an RCCB submission

What are the requirements for the third flight crewmember designated on the type certificate data sheet (TCDS) for the CH-47D? I am asking because two different Flight Standards offices have given me two different answers. On January 5, 2015, I spoke with the ABC Flight Standards office, Inspector Johnson, and was told the third flight crewmember had to be a pilot. Unsure of what training is required for this pilot I reached out to the DEF Flight Standards office, Inspector Smith, and asked the same question. He said he was unsure of the requirements to occupy the third flight crewmember position.

On July 22, 2014, my company, ABC Flying Service, was issued a type certificate (TC) approval for the CH-47D rotorcraft in the restricted category. The TC is applicable to ex-military CH-47Ds. Based on the “Pilot Certificate Aircraft Type Designations – Helicopter” table in Order 8900.1, volume 5, chapter 2, section 19, paragraph 5-734, the CH-47D corresponds to the BV-234. The model 234 TC is for standard category aircraft and requires a minimum crew of pilot and copilot. The TCDSs for the restricted category CH-47D specified a minimum crew of pilot, copilot, and flight crewmember.

The qualifications required for the flight crewmember are not stated in the TCDS. “Flightcrew member” is defined in 14 CFR part 1 as “a pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time.” “Crewmember” is defined in 14 CFR part 1 as “a person assigned to perform duty in an aircraft during flight time.” There is no flight engineer rating for helicopters under 14 CFR part 63.