



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

## **Aviation Rulemaking Advisory Committee Task Notice** December 12, 2017

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

**SUMMARY:** At the September 14, 2017, ARAC meeting, the FAA assigned and ARAC accepted a continuation of a task to provide recommendations regarding standards, training guidance, test management, and reference materials for airman certification purposes. ARAC assigned the task to the Airman Certification System Working Group (ACSWG). The FAA assigned the continuation of work on the Airline Transport Pilot certificate, the Instructor certificate, and the Aircraft Mechanic certificate. The FAA also expanded the task to include revisions to the standards, training guidance, test management, and reference materials for the Private Pilot, Commercial Pilot and Remote Pilot certificates and the Instrument rating, and added the Sport Pilot and Recreational Pilot certificates in all airplane categories, and the Private Pilot, Commercial Pilot, Airline Transport Pilot, and Instructor certificates and the Instrument rating in the remaining aircraft categories to include rotorcraft, powered lift, and glider to the list of certificates and ratings for which the ARAC will provide recommendations.

**BACKGROUND:** 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 December 19, 2013, ARAC accepted the FAA's assignment of a new task to establish an ACS WG to assist in the development of standards, training guidance, test management, and reference materials for airman certification testing. The FAA announced the ARAC's acceptance of this task and solicited members through a Federal Register Notice published on January 29, 2014 (79 FR 4800). The original task focused on the Private Pilot, Commercial Pilot, Airline Transport Pilot, and Authorized Instructor certificates and the Instrument Rating in the airplane category. The task was expanded in February 2016 (81 FR 6099) to include the Aircraft Mechanic certificate with Airframe and/or Powerplant ratings. The FAA has implemented several ARAC recommendations associated with the ACS WG. Specifically, the FAA implemented the initial Airman Certification Standards for the Private Pilot airplane certificate and Instrument-Airplane rating in June 2016, and initial ACS for the Commercial Pilot airplane certificate in June 2017 along with the first revisions to the ACS for the Private Pilot airplane certificate and the Instrument-Airplane rating.

**THE TASK:** The ACS WG will provide advice and recommendations to the ARAC on the continued development and maintenance of standards, training guidance, test management, and reference materials for airman certificates and ratings in the airplane category, to include Private Pilot, Commercial Pilot, Airline Transport Pilot, Instructor, Remote Pilot, and Aircraft Mechanic

certificates and the Instrument rating, adding the rotorcraft, powered lift, and glider categories, and expand the scope to add the Sport Pilot and Recreational Pilot certificates in all categories. In developing this report, the ACS WG and its new members shall familiarize itself with:

- a. A report to the FAA from the Airman Testing Standards and Training Aviation Rulemaking Committee: Recommendations to Enhance Airman Knowledge Test Content and Its Processes and Methodologies for Training and Testing ([www.faa.gov/aircraft/draft\\_docs/arc](http://www.faa.gov/aircraft/draft_docs/arc));
- b. ACS WG reports to the ARAC;
- c. Aeronautical knowledge and proficiency standards set forth in 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors; 14 CFR part 65 Certification: Airman Other Than Flight Crewmembers, subpart D, Mechanics, and Subpart E, Repairmen; 14 CFR part 107, Small Unmanned Aircraft Systems, Subpart C, Remote Pilot Certification;
- d. FAA Airman Knowledge Test Guides in the FAA-G-8082 series;
- e. Current Practical Test Standards or Airman Certification Standards documents for the affected certificates or ratings; and
- f. Current FAA guidance materials, to include the Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25); the Airplane Flying Handbook (FAA-H-8083-3); the Aviation Instructor's Handbook (FAA-H-8083-9); the Instrument Flying Handbook (FAA-H-8083-15); the Instrument Procedures Handbook (FAA-H-8083-1); the Risk Management Handbook (FAA-H-8083-2); the Aviation Maintenance Technician Handbook- General (FAA-H-8083-30), the Aviation Maintenance Technician Handbook Airframe (FAA-H-8083-31) Volumes 1 and 2; the Aviation Maintenance Technician Handbook Powerplant (FAA-H-8083-32) Volumes 1 and 2; the Aircraft Weight and Balance Handbook (FAA-H-8083-1); the Remote Pilot – Small Unmanned Systems Study Guide (FAA-G-8082-22); the Helicopter Flying Handbook (FAA-H-8083-21A), the Glider Flying Handbook (FAA-H-8083-13A); and the appropriate FAA Airman Knowledge Testing Supplements (FAA-CT-8080 series documents).

The FAA has specifically tasked the ACS WG to support the FAA's goal to enhance aviation safety by providing a means for the aviation industry to provide expert assistance and industry views to the FAA's Flight Standards Service (AFS) on the development, modification, and continued alignment of the major components of the airman certification system, which include:

- a. The ACS for airman certificates and ratings (i.e. 8081-series documents);
- b. Associated training guidance material (e.g., H-series handbooks);
- c. Test management (e.g., test question development, test question boarding, test composition/test "mapping," and CT-8080-series figures); and
- d. Reference materials, to include AFS directives and Aviation Safety Inspector guidance; FAA Orders, Advisory Circulars (ACs), and other documents pertaining to the airman certification system.

The FAA has tasked the ACS WG to 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.

After the FAA accepts the recommendation report from ARAC, the FAA may task the ARAC ACS WG to complete the following additional tasks:

- a. Provide recommendations for regular industry review of standards, guidance, and test management for each airman certificate or rating included in this task; and
- b. Provide prioritized recommendations for applying the Airman Certification Standards framework to other airman certifications and ratings.

ARAC may reinstate the ACS WG to assist it 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 reports should be submitted to the FAA for review and acceptance no later **June 12, 2020**.

- As tasked on December 19, 2013, published on January 29, 2014 [79 FR 4800], and amended at the ARAC's September 14, 2017, meeting, the ARAC must submit a recommendation report covering the ARAC ACS Working Group's initial tasking for the Private Pilot, Commercial Pilot, Airline Transport Pilot, Instructor, and Aircraft Mechanic certificates and the Instrument Rating.
- A recommendation report, to include the expanded task as described above and proposed timelines for full task completion.

**WORKING GROUP ACTIVITY:** The ACS WG must comply with the procedures adopted by the ARAC and are 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 ARAC.
3. Provide a status report at each ARAC meeting.
4. Draft and submit the recommendation reports based on the review and analysis of the assigned tasks.
5. Present the recommendation reports at the ARAC meeting.

Subcommittees and working groups must not provide advice or work products directly to the FAA. They shall report all of their recommendations and advice to the full ARAC for deliberation and discussion. The FAA only accepts recommendation reports from the ARAC.

### Roles and Responsibilities

The existing ACS WG continues to be comprised of technical experts having an interest in the assigned task and the FAA is now soliciting new members with expertise in the rotorcraft, powered lift, glider, and remote pilot training and testing fields. 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.)

If you wish to become a member of the ACS WG for the purpose of assisting with the expanded task, write the person listed as the FAA POINT OF CONTACT expressing that desire. Describe your interest in the task and state the expertise you would bring to the working group. The FAA must receive all requests by **January 11, 2018**. The ARAC and the FAA will review the requests and advise you whether or not your request is approved.

The members of the ACS WG must actively participate, attend all meetings, and provide written comments when requested. The members must devote the resources necessary to support the working group in meeting any assigned deadlines. The members must keep management and those represented advised of the working group activities and decisions to ensure the proposed technical solutions do not conflict with the position of those represented.

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.

#### Confidential Information

All final work products submitted to the ARAC and TAE Subcommittee 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 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 groups, it must be properly marked in accordance with the Office of Rulemaking Committee Manual, ARM-001-15.

**FAA POINT OF CONTACT:** Van L. Kerns, Manager, Regulatory Support Division, FAA Flight Standards Service, AFS 600, FAA Mike Monroney Aeronautical Center P.O. Box 25082 Oklahoma City, OK 73125; telephone (405) 954-4431, email van.l.kerns@faa.gov.