Federal contractors may not use Federal funds from a contract to develop COMPETES Act challenge applications or to fund efforts in support of a COMPETES Act challenge submission.

Issued on: May 16, 2014.

Susan L. Kurland,

Assistant Secretary of Aviation and International Affairs.

[FR Doc. 2014–11885 Filed 5–21–14; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent of waiver with respect to land; Freeman Municipal Airport, Seymour, Indiana.

SUMMARY: The FAA is considering a proposal to change 3.1 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Freeman Municipal Airport, Seymour, Indiana. The aforementioned land is not needed for aeronautical use.

The property is located at 740 East C Avenue, on the corner of 4th Avenue. The property is surplus airport property, following its military air base use during World War II, and is no longer needed for aeronautical purposes. It is currently, and has long been, leased for use as light industrial business. Upon release, the land will be sold for continued use for light industrial purposes.

DATES: Comments must be received on or before June 23, 2014.

ADDRESSES: Documents are available for review by appointment at the FAA Chicago Airports District Office, Michael Ferry, Program Manager, 2300 East Devon Avenue, Des Plaines, IL, 60018, Telephone: (847) 294–8251 *Michael.Ferry@faa.gov;* or at the Seymour Municipal Airport Authority, Don Furlow, 1025 A Avenue, Seymour, IN, 47274, 812–522–2031.

Written comments on the Sponsor's request must be delivered or mailed to: Michael Ferry, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL, 60018, Telephone Number: (847) 294–8251/FAX Number: (847) 294–7046.

FOR FURTHER INFORMATION CONTACT: Michael Ferry, Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL, 60018. Telephone Number: (847) 294–8251/
Number: (847) 294–7046.

SUPPLEMENTARY INFORMATION: In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The property has long been surplus airport property, following its use as a military air base during World War II, and is currently being used for light industrial business. The land was acquired as airport property from the United States government in 1948 through the Surplus Property Act. The airport plans to sell the property at fair market value upon release. The income from the sale will be reinvested in the airport.

The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

This notice announces that the FAA is considering the release of the subject airport property at the Freeman Municipal Airport, Seymour, Indiana, from federal land covenants, subject to a reservation for continuing right of flight as well as restrictions on the released property as required in FAA Order 5190.6B section 22.16. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA.

Legal Description

LOT 41A OF ''SEYMOUR MUNICIPAL AIRPORT AUTHORITY—MINOR SUBDIVISION'' AS RECORDED IN PLAT CABINET 7, PAGE 1948 IN THE OFFICE OF THE JACKSON COUNTY RECORDER AND DESCRIBED AS FOLLOWS:

BEGINNING AT A 1'' STEEL PIPE (FOUND) MARKING THE WEST CORNER OF LOT 41A; THENCE NORTH 44°13′57″ EAST (ASSUMED BEARING) ALONG THE NORTHWEST LINE OF SAID LOT A DISTANCE OF 351.16 FEET TO THE NORTH CORNER OF SAID LOT AND A 1'' STEEL PIPE (FOUND); THENCE SOUTH 45°48′15″ EAST ALONG THE NORTHEAST LINE OF SAID LOT A DISTANCE OF 384.04 FEET TO THE EAST CORNER OF SAID LOT AND A 5/8'' REBAR AND CAP (FOUND); THENCE SOUTH 44°11′45″ WEST ALONG THE SOUTHEAST LINE OF SAID LOT A DISTANCE OF 351.29 FEET TO THE SOUTH CORNER OF SAID LOT AND A 5/8'' REBAR AND CAP (FOUND); THENCE NORTH 45°47′01″ WEST ALONG THE SOUTHWEST LINE OF SAID LOT A DISTANCE OF 384.26 FEET TO THE POINT OF BEGINNING, CONTAINING 3.10 ACRES, MORE OR LESS, AND SUBJECT TO ALL LEGAL RIGHTS OF WAY AND EASEMENTS.

Issued in Des Plaines, Illinois, on May 12, 2014.

Jim Keefer,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2014–11857 Filed 5–21–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Aviation Rulemaking Advisory Committee (ARAC) meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the ARAC.

DATES: The meeting will be held on June 19, 2014, starting at 2:00 p.m. Eastern Standard Time. Arrange oral presentations by June 12, 2014.

ADDRESSES: The meeting will take place at the Hyatt Regency Bethesda, One Bethesda Metro Center (7400 Wisconsin Avenue), Bethesda, MD 20814, Diplomat/Ambassador Room.

FOR FURTHER INFORMATION CONTACT: Renee Pocius, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267–5093; fax (202) 267–5075; email *Renee.Pocius@faa.gov.*

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (5 U.S.C. App. 2), we are giving notice of a meeting of the ARAC taking place on June 19, 2014, at the Hyatt Regency Bethesda, One Bethesda Metro Center (7400 Wisconsin Avenue), Bethesda, MD 20814.

The Agenda includes:

1. Status Reports From Active Working Groups
   a. AC 120–17A Maintenance Control by Reliability Methods (ARAC)
   b. Airman Certification System Working Group (ARAC)
   c. Airworthiness Assurance Working Group (TAE)

d. Engine Harmonization Working Group (TAE)
i. Engine Bird Ingestion
ii. Engine Endurance Testing Requirements—Revision of Section 33.87
e. Flight Test Harmonization Working Group (TAE)—Phase 2 Tasking
2. New Tasks
3. Status Report from the FAA
4. Charter Renewal
a. Membership

Attendance is open to the interested public but limited to the space available. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than June 12, 2014. Please provide the following information: Full legal name, country of citizenship, and name of your industry association, or applicable affiliation. If you are attending as a public citizen, please indicate so.

For persons participating by telephone, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section by email or phone for the teleconference call-in number and passcode. Callers outside the Washington metropolitan area are responsible for paying long-distance charges.

The public must arrange by June 12, 2014 to present oral statements at the meeting. The public may present written statements to the Aviation Rulemaking Advisory Committee by providing 25 copies to the Designated Federal Officer, or by bringing the copies to the meeting.

If you are in need of assistance or require a reasonable accommodation for this meeting, please contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on May 16, 2014.

Lirio Liu,

Designated Federal Officer, Aviation Rulemaking Advisory Committee.

[FR Doc. 2014–11829 Filed 5–21–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2014–31]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Title 14, Code of Federal Regulations (14 CFR). The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before June 11, 2014.

ADDRESSES: You may send comments identified by docket number FAA–2013–1033 using any of the following methods:

- Government-wide rulemaking Web site: Go to *http://www.regulations.gov* and follow the instructions for sending your comments digitally.
- Mail: Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590.
- Fax: Fax comments to the Docket Management Facility at 202–493–2251.
- Hand Delivery: Bring comments to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to *http://www.regulations.gov*, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

Docket: To read background documents or comments received, go to *http://www.regulations.gov* at any time or to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mark Forseth, ANM–113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057–3356, email *mark.forseth@faa.gov*, phone (425) 227–2796; or Sandra Long, ARM–201, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, email *sandra.long@faa.gov*, phone (202) 267–47145.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on May 16, 2014.

Lirio Liu,

Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2013–1033.
Petitioner: The Boeing Company.
Section of 14 CFR Affected: § 26.21(b)(2)(ii).
Description of Relief Sought: The petitioner requests relief to enable it to revise Service Bulletin 737–52A1038. The relief requested is based on the fact that a widespread fatigue damage re-analysis has shown that the Inspection Start Point for the service actions for the aircraft listed in the service bulletin would occur after the aircraft had reached the limit of validity at which point they would be required to be withdrawn from service.

[FR Doc. 2014–11827 Filed 5–21–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2014–30]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Title 14, Code of Federal Regulations (14 CFR). The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before June 11, 2014.

ADDRESSES: You may send comments identified by docket number FAA–

AVIATION RULEMAKING ADVISORY COMMITTEE

RECORD OF MEETING

MEETING DATE: June 19, 2014

MEETING TIME: 2:00 p.m.

LOCATION: Hyatt Regency Bethesda
One Bethesda Metro Center (7400 Wisconsin Avenue)
Diplomat/Ambassador Room
Bethesda, Maryland 20814

PUBLIC ANNOUNCEMENT: The Federal Aviation Administration (FAA) told the public of this Aviation Rulemaking Advisory Committee (ARAC) meeting in a Federal Register notice published May 22, 2014 (79 FR 29478).

ATTENDEES: **Committee Members**

Dan Elwell	Airlines for America (A4A), *ARAC Chair*
Todd Sigler	The Boeing Company (Boeing), *ARAC Vice Chair*
Chris Baum*	Air Line Pilots Association, International (ALPA)
Michelle Betcher*	Airline Dispatchers Federation (ADF)
Craig Bolt*	Pratt & Whitney *Transport Airplane and Engine (TAE) Subcommittee, Chair*
Dr. Tim Brady	Embry-Riddle Aeronautical University (ERAU)
Mark Bury*	Federal Aviation Administration (FAA) *Office of the Chief Counsel, AGC–200*
Ambrose Clay*	National Organization to Insure a Sound Controlled Environment (NOISE)
Gail Dunham	National Air Disaster Alliance/Foundation (NADA/F)
Stéphane Flori	AeroSpace and Defence Industries Association of Europe (ASD)

Jens Hennig	General Aviation Manufacturers Association (GAMA)
Paul Hudson	Aviation Consumer Action Project (ACAP)
Mark Larsen*	National Business Aviation Association (NBAA)
Lirio Liu	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–1* *Designated Federal Officer (DFO)*
George Novak	Aerospace Industries Association (AIA)
David Oord	Aircraft Owners and Pilots Association (AOPA)
Ric Peri	Aircraft Electronics Association (AEA)
Phil Poynor*	National Association of Flight Instructors (NAFI)
Bob Robeson	Federal Aviation Administration (FAA) *Office of Aviation Policy and Plans, APO–300*
Yvette Rose	Cargo Airline Association (CAA)
David Supplee*	International Association of Machinists and Aerospace Workers (IAMAW)
Chris Witkowski	Association of Flight Attendants Communications Workers of America (AFA−CWA)
David York	Helicopter Association International (HAI)

Attendees

Ryan Aggergaard	Modification and Replacement Parts Association (MARPA)
Andrew Appelbaum	FlyersRights.org
Ali Bahrami	Aerospace Industries Association (AIA)
Charlene Brown	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–020*

Briana Carlson	FlyersRights.org
Thuy Cooper	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–100*
Nile Elam	Aircraft Mechanics Fraternal Association (AMFA)
Katie Haley*	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–203*
Fumiki Horikoshi	Japan Civil Aviation Bureau (JCAB)
Ron Little*	Delta Air Lines, Inc.
Justin Madden	Aircraft Mechanics Fraternal Association (AMFA)
Bob Mattern*	Pratt & Whitney
Neil Modzelewski	PAI Consulting
Renee Pocius	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–020*
Mary Schooley*	Federal Aviation Administration (FAA) *Northwest Mountain Region–Transport Airplane Directorate, ANM–111*
Alan Strom*	Federal Aviation Administration (FAA) *New England Region–Aircraft Certification Service Engine and Propeller Directorate, ANE–142*
Daniel Tibuni*	Federal Aviation Administration (FAA) *New England Region–Aircraft Certification Service Engine and Propeller Directorate, ANE–111*

*Attended via teleconference.

WELCOME AND INTRODUCTION

Mr. Dan Elwell, ARAC Chair, called the meeting to order at 2:02 p.m. and thanked the ARAC members and the public for attending. He invited the attendees to introduce themselves. Mr. Elwell then asked Ms. Lirio Liu, DFO, to read the required Federal Advisory Committee Act, Title 5, United States Code Appendix 2 (2007) statement.

Ratification of Minutes

Mr. Elwell asked for any revisions or amendments to the draft minutes of the March 20, 2014, meeting previously circulated. Without revisions or questions, the ARAC ratified the minutes.

RECOMMENDATION REPORT

Mr. Elwell noted there were no recommendation reports for presentation to the ARAC.

STATUS REPORTS FROM ACTIVE WORKING GROUPS

AC 120–17A, Maintenance Control by Reliability Methods Working Group (Maintenance WG) (Attachment 1)

Mr. Elwell introduced Mr. Ron Little to provide the Maintenance WG's status report. Mr. Little stated the Maintenance WG held several face-to-face meetings, most recently in Dallas, Texas, in May 2014. He stated the Maintenance WG finalized the terms and definitions to use in the advisory circular (AC). Mr. Little noted task groups have begun work on process flow charts for data, data analysis, and reports the AC will address.

Mr. Little noted Ms. Sally Marshall, FAA Flight Standards Service (AFS), will temporarily replace Mr. Paul Pitts as the FAA Representative on the Maintenance WG. He stated Ms. Marshall was in the process of familiarizing herself with its work to date. Mr. Little added he does not believe the personnel change would delay the Maintenance WG's efforts.

Mr. Little stated the Maintenance WG members will travel to Atlanta, Georgia, for a face-to-face meeting June 24–26, 2014. He stated the Maintenance WG would finalize the process flow charts for the maintenance reliability program and begin work on the reliability program revision process, which is the final element of the AC.

Mr. Little stated the Maintenance WG's progress in Atlanta, will determine if an additional face-to-face meeting in Cincinnati, Ohio is needed. He stated after its meeting or meetings, the Maintenance WG would draft its recommendation report and the AC. He thanked Mr. Steve Douglas, AFS, for arranging contractor support to record meeting minutes and assist the Maintenance WG in drafting the report and AC.

Mr. Little asked if any attendees had questions regarding the status report, but none were raised.

Airman Certification Systems Working Group (ACSWG)(Attachment 2)

Mr. Elwell introduced Mr. David Oord to provide the ACSWG's status report. Mr. Oord stated the ACSWG had achieved a quorum since the last ARAC meeting. He stated he is chairing the ACSWG and the membership includes representatives from a diverse mix of organizations, academia, and FAA branches, as well as individual subject matter experts who responded to the Federal Register notice about the formation of the ACSWG.

Mr. Oord stated the ACSWG developed a phased work plan to guide its efforts, in accordance with its tasking. He stated the ACSWG established task groups to address individual tasks.

Mr. Oord noted the ACSWG recently completed the first phase of its work plan. He described the plan phases and tasks as follows:

- Phase 1 (Completed)
  - Task 1—Develop a plan to prototype the Airman Certification Standard (ACS).
  - Task 2—Finalize the commercial pilot ACS.
    - The FAA will publish this in the Federal Register around the end of June 2014 on behalf of the ACSWG.
  - Task 3—Finalize the authorized instructor ACS.
    - The FAA will also publish this in the Federal Register.
    - The authorized instructor ACS is different than other ACSs because it covers the elements of fundamental instruction and must be paired with an underlying foundational certificate, such as the private pilot certificate. The private pilot ACS covers knowledge, skills, and risk management elements the instructor needs to teach.
- Phase 2
  - Task 1—Implementation and expansion of the ACS prototyping plan.
    - The private pilot ACS will be prototyped with a class of seven students in an accelerated private pilot course at ERAU. This will include surveys of students, instructors, and evaluators.
    - The FAA will issue a policy statement explaining the ACS contains all of the elements contained in the existing Practical Test Standard (PTS), and may therefore be used for evaluation and testing.
  - Task 2—Finalize and map the private pilot ACS.
    - Existing knowledge test questions will be coded in accordance with the ACS.
    - Coded questions will be used to assemble a sample written test and establish a process to board test questions and map them to the ACS.
    - The ACSWG will also review the Pilot's Handbook of Aeronautical Knowledge.
- Phase 3
  - Task 1—Finalize the Airline Transport Pilot (ATP) ACS.
    - This originally was part of Phase 1, but the ACSWG was concerned publishing a draft ATP ACS shortly before issuing a revised ATP PTS in August 2014 could cause confusion. The revised ATP PTS will be the starting point upon which knowledge, skill, and risk management components of the ATP ACS will be based.
    - The FAA will publish this in the Federal Register.

- Task 2— Continue prototyping ACSs
  - Initially, participation in prototyping activities will expand from seven to 50 students.
  - Eventually, prototyping will expand to a nationwide project including all private pilot, commercial pilot, and instrument rating training under parts 61, 141, and possibly 142 of Title 14, Code of Federal Regulations (14 CFR).
- Task 3—Incorporate public comments received in response to publication of the commercial pilot ACS.
- Task 4—Incorporate public comments received in response to publication of the instrument rating ACS.
- Task 5—Incorporate public comments received in response to publication of the authorized instructor ACS.
- Task 6—Final test question development. With industry cooperation, the ACSWG will develop, map, and board review test questions to be used for certification.

Mr. Oord stated the ACSWG and the active task groups participate in weekly teleconferences. He stated the ACSWG held its first face-to-face meeting May 21–22, 2014, in Washington, DC, and has scheduled additional meetings in January, April, and June 2015.

Mr. George Novak asked if the ACSWG and the Air Carrier Training (ACT) Aviation Rulemaking Committee (ARC) work are related. Mr. Oord stated there is some commonality of membership between the two groups. He noted Mr. Robert Burke, ACT ARC FAA Co-Chair, will brief the ACSWG on the ACT ARC's activities. He stated confusion arises at times regarding the distinction between certification testing and air carrier training. He noted the ACT ARC is focused on training, while the ACSWG focuses on certification and testing.

Mr. Oord expressed gratitude to ERAU, Assistant Chief Flight Instructor Paul Cairns, and the Orlando Flight Standards District Office for their assistance in facilitating initial prototyping of the private pilot ACS.

In response to a question from Mr. Todd Sigler, ARAC Vice Chair, Mr. Oord stated the ACSWG will finish its work by October 2015, as scheduled

Ms. Gail Dunham asked when the existing PTSs were issued or most recently revised.
Mr. Jens Hennig explained the FAA originally issued the PTSs in the 1980s, and they have been subject to a rotating 5-year revision cycle. Mr. Oord stated the ACSWG is updating the PTSs and creating an integrated and holistic ACS. He explained the PTSs set forth the practical skills required for pilot certification. He stated the ACSs expand on the PTSs by incorporating the knowledge and risk management elements necessary to increase safety.

Engine Harmonization Working Group (EHWG) (TAE): Bird Ingestion Regulation Assessment Tasking (Attachment 3)

Mr. Bolt stated the EHWG held its fifth meeting related to the Bird Ingestion Regulation Assessment task June 10–12, 2014, in Cologne, Germany. He noted the EHWG continues to make good progress.

Mr. Bolt stated at the Cologne meeting, the EHWG reviewed industry data on phases of flight most frequently affected by core bird ingestion. He stated the EHWG decided to add a climb condition to the existing takeoff condition as core elements of the medium flocking bird requirements. He stated the EHWG is assessing climb parameters of 250 knots at 3,000 feet, with the lowest thrust rating for the engine. He stated these parameters would approximate an event resulting in the greatest possible ingestion of bird material into the engine core.

Mr. Bolt stated the EHWG is assessing the analytical techniques involved in understanding such ingestion events. He stated the EHWG is also working to include an approach phase condition in the requirements, which would involve a lower engine power setting.

Mr. Bolt stated the EHWG has reached consensus that the existing large flocking bird ingestion regulations are adequate. He also stated the EHWG continues to work toward establishing ownership of a fleet-based database of bird ingestion events.

Mr. Bolt noted the EHWG holds monthly Web conferences and will meet September 23-25, 2014, in Burlington, Massachusetts.

Engine Harmonization Working Group (EHWG) (TAE): Engine Endurance Test Requirements Tasking

Mr. Bolt stated the EHWG is tasked with determining whether the engine endurance test requirements, contained in 14 CFR § 33.87 need revision to accommodate modern, high-bypass-ratio engines.

Mr. Bolt stated the EHWG met April 8–9, 2014, in Burlington, and meet next July 1–2, 2014, in East Hartford, Connecticut. At its first meeting, the EHWG received a briefing by the FAA Office of Rulemaking (ARM) on the ARAC process, established a work plan, and assigned data gathering tasks due before the next meeting.

Airworthiness Assurance Working Group (AAWG) (TAE)

Mr. Bolt stated the AAWG met June 10–11, 2014, in Chicago, Illinois. He noted it devoted the majority of its meeting to the topic of industry guidelines on handling removable structural components (RSC). Mr. Bolt explained RSCs are structurally significant components that can be removed from an airplane, worked on, and potentially installed on a different airplane. He added RSC handling introduces such considerations as aging aircraft inspection requirements, fatigue and damage tolerance, and corrosion control. Mr. Bolt explained that RSC use should be tracked appropriately. He stated the AAWG is gathering data to formulate a proposal to ensure consistent, systematic handling of RSCs throughout the industry.

Mr. Bolt stated the AAWG hopes to meet next in the first quarter of 2015. He added it typically meets approximately once per year, and participates in teleconferences in the interim. Mr. Bolt

noted the AAWG would continue to monitor the activities of various structural task groups established in the industry for different airplane models, relative to the implementation of widespread fatigue damage rules.

Ms. Yvette Rose commended the diversity of the AAWG membership. She noted the materials Mr. Bolt supplied referred to the possible formation of an ARC in September 2014 to deal with 14 CFR § 25.571. She asked whether that would affect the AAWG's planned meeting schedule and deadlines. Mr. Bolt provided background on the potential ARC. He stated the ARAC issued a recommendation about § 25.571 several years ago in response to a Loads and Dynamics Harmonization Working Group tasking, but ARM deprioritized it in favor of more pressing issues. He stated the FAA elected to move forward with the recommendation by establishing an ARC.

Ms. Rose asked whether the AAWG's current tasking has a deadline. Mr. Bolt explained that because the AAWG has the unique task the FAA and industry monitor implementation of aging aircraft rules, the task is open-ended.

Flight Test Harmonization Working Group (FTHWG) (TAE)

Mr. Bolt stated the ARAC had approved the FTHWG's Phase 1 Recommendation Report at its March 20, 2014, meeting. He noted Phase 1 was a prioritization exercise, and the report outlined the topics the FTHWG concluded are the highest priority topics for standards development. He added the report also contained draft work plans for development of the recommended standards.

Mr. Bolt stated the FAA published a Phase 2 tasking for the FTHWG in the Federal Register on April 11, 2014. He reviewed the Phase 2 tasking, which includes topics in the areas of fly-by-wire flight controls, takeoff and landing performance, and handling characteristics.

In response to a question from Mr. Paul Hudson, Mr. Bolt outlined the specific areas the FTHWG would consider with respect to fly-by-wire flight controls: Amendment 25–121, Airplane Performance and Handling Characteristics in Icing Conditions, lateral/directional/ longitudinal stability, out of trim requirements, side stick controls, and flight envelope protection. Historically, new technology would require special conditions or certification review. Mr. Bolt explained the FTHWG will review current practice and develop recommendations regarding development of regulatory content or advisory materials.

Mr. Bolt stated the FTHWG met June 2–6, 2014, in Cologne, Germany. He noted the FTHWG reviewed the Phase 2 tasking, assigned leads for subtasks, and began to follow the work plans contained in its Phase 1 Recommendation Report. Mr. Bolt explained the FTHWG had focused thus far on gathering relevant information, such as existing special conditions or certification review items from the European Aviation Safety Agency.

Mr. Bolt stated the FTHWG's next meeting is scheduled for October 2014. He noted member participation in the FTHWG is good, and it has set a meeting schedule extending through March 2017.

Mr. Hudson asked whether the FTHWG is looking into the Air France Flight 447 crash in June 2009 or the disappearance of Malaysia Airlines Flight 370 (MH370) in March 2014. Mr. Bolt stated the FTHWG could potentially examine the effect of probe icing, which was

involved in the Air France Flight 447 accident. He explained because the circumstances surrounding MH370 are unknown, it is impossible to say whether it bears any relation to the FTHWG's work.

NEW TASKS

Mr. Elwell noted the FAA had no new tasks for the ARAC.

STATUS REPORT FROM THE FAA

14 CFR Part 147

Ms. Liu noted that in June 2007, ARAC accepted a task related to CFR part 147, which addresses aviation maintenance technician schools. The ARAC submitted recommendations in December 2008 and the FAA officially initiated rulemaking based on those recommendations.

In response to a question from Mr. Ric Peri, Ms. Liu stated the FAA believes the rulemaking will be nonsignificant. She added the FAA expects to issue a Notice of Proposed Rulemaking during the summer of 2015.

Rulemaking prioritization

Ms. Liu stated in December 2012 ARM developed the Pre-Rulemaking Evaluation and Prioritization (PREP) Worksheet based on the ARAC's recommendations. She presented the most recent version of the PREP Worksheet, which ARM has been automated and revised based on feedback from initial use. Ms. Liu noted the PREP Worksheet is a useful tool for ARM and provides good raw scoring of prospective rulemakings.

Ms. Liu stated in the previous year ARM began an annual call for FAA lines of business (LOB) to provide a list of proposed rulemakings for the following fiscal year (FY). In 2013, ARM prioritized 46 potential FY2014 rulemakings. She stated ARM initiated15 rulemakings based on this prioritization, and another seven (which were not among the original 46) based on intervening factors.

Ms. Liu stated 31 of the original 46 potential rulemakings from the previous year remain on the list. She noted ARM asked the LOBs to reprioritize the remaining potential rulemakings using the revised PREP Worksheet. She explained ARM enhanced the safety area of the worksheet and reweighted the drivers to more clearly rank the priority of potential rulemakings.

Ms. Liu stated by August 2014 ARM expects to have a draft prioritized list of rulemakings it hopes to initiate in FY2015. She stated ARM would present the list for approval at the September 30, 2014, Rulemaking Management Council meeting.

Ms. Liu stated in addition to identifying and prioritizing proposed rulemakings for FY2015, ARM asked the LOBs to identify rulemakings they hope to pursue in future years. She added ARM asked the LOBs to identify any rules that might require ARC or ARAC involvement. Ms. Liu explained the ARAC would be able to provide input on such rulemakings before the FAA issues any taskings to the ARAC in connection with them.

Mr. Hudson asked whether the PREP Worksheet is a tool ARAC members can use to propose rulemaking projects or a tool for internal FAA use only. Ms. Liu stated it is an internal tool and

the ARAC will continue to work on taskings issued to it by the FAA. Rulemaking prioritization was initiated to make optimal use of ARM's finite capacity. She explained ARM's capacity limits it to approximately 20 rulemaking actions per year. Ms. Liu noted the ARAC may produce a list similar to the future years rulemakings list she described previously, allowing early evaluation of potential rulemakings which lack the urgency or the maturity to justify proceeding in the upcoming fiscal year.

Mr. Elwell observed the ARAC members largely represent industry interests, and naturally want as much involvement in the rulemaking prioritization process as possible. He stated the ARAC membership best serves its interests in this regard by speaking with a unified voice, when possible. He noted the rulemaking prioritization efforts undertaken by ARM over the previous 18 months had been the result of the collective efforts of the ARAC members.

Ms. Liu stated input on future year potential rulemakings currently offers the greatest potential for industry participation in the rulemaking prioritization process. She stated the constraints imposed by resource limitations and restrictions regarding identification of planned rulemakings prior to official publication limit the opportunity for participation in current year rulemaking prioritization.

Mr. Sigler noted the industry's general desire for transparency in the prioritization process. He stated the opportunity for the ARAC to review the list of future year proposed rulemakings would both aid that transparency and serve to validate the rulemaking prioritization process.

Ms. Liu stated once potential rulemakings are prioritized, individual LOBs have significant input into adjustments to the prioritization of their own potential rulemaking projects, to account for factors that are difficult to quantify. She explained once these internal adjustments have been made, rather than attempt to rank potential rulemakings from the various LOBs, ARM prioritizes potential rulemakings between the LOBs by drawing from each LOB's top priority, and then from subsequent priority levels. Ms. Liu noted the result roughly conforms to the raw scoring of potential rulemakings derived by using the PREP Worksheet. She added the process also results in rulemaking prioritization that corresponds fairly well with the priorities communicated by industry, such as rulemaking with respect to 14 CFR parts 23 and 147. Ms. Liu suggested the ARAC review the latest Department of Transportation rulemaking list and the associated priorities at its next meeting.

Ms. Rose asked how the prioritization process takes into account the submission of petitions for rulemaking. Ms. Liu explained the prioritization tool scores petitions as drivers. She noted the weighting of attributes has been adjusted based on feedback and trends from early use. Ms. Liu stated the adjusted categories affecting prioritization are now safety, environment, operations, economics, and drivers. She added these adjustments did not significantly affect the order of prioritization, but did result in clearer scoring distinctions between potential rulemakings.

Mr. Novak asked who is expected to complete the PREP Worksheet and whether those individuals are qualified to estimate a rule's economic impact. Ms. Liu explained the program office completes the PREP Worksheet and inputs such as safety impact or estimated economic impact must be supported at a relatively early stage. For example, she noted a detailed safety

assessment or cost/benefit analysis may be required. Ms. Liu stated if a necessary supporting analysis is not present, the potential rulemaking likely would be deemed not ready to proceed.

Mr. Peri suggested the FAA add the qualifier "estimated" to question 18, which deals with economic impact. Ms. Liu stated the change could be made, and noted the PREP Worksheet is accompanied by a guidance document that clarifies some of the questions.

Mr. David York expressed gratitude to the FAA for the time and effort it has spent implementing the ARAC's recommendations.

Request for clarification of the Avionics System Harmonization Working Group (ASHWG) recommendations

Ms. Liu stated the FAA is seeking clarification from the ASHWG on the recommendations they submitted to the FAA in March 2013. She added the FAA would like the ARAC to discuss the ASHWG's response to an FAA request for clarification at its September 18, 2014, meeting. Ms. Renee Pocius stated the FAA is drafting a letter to the ASHWG through Mr. Elwell describing the clarification sought.

Committee Database Website

Ms. Liu stated the FAA is actively working on fixing the broken links identified on the Committee Database Website. She added the FAA hopes, in particular, to have the TAE links fixed before the September 18, 2014, ARAC meeting.

Feedback

Ms. Liu reviewed feedback submitted after the March 20, 2014, ARAC meeting. She noted it had been mostly positive, with the exception of feedback concerning the adequacy of the teleconference equipment. She added a request had been made to have wireless internet (WiFi) service available at meetings, and noted WiFi service was available at the current meeting.

Ms. Liu stated the FAA continues to look for better meeting space at FAA Headquarters for the ARAC meetings. However, she cautioned that as the quality of the meeting space improves, it becomes more likely that the ARAC meeting will be bumped from the space on short notice. She noted efforts to secure meeting space at ARAC member organization facilities had not been successful.

ARAC Charter Renewal

Ms. Liu noted the FAA must renew the ARAC charter every 2 years, and the next renewal is in September 2014. She stated the FAA is updating the charter, but there are no substantive changes. Ms. Liu added she expects the new charter will be renewed before the September 18, 2014, ARAC Meeting.

Ms. Liu stated she hopes ARAC member representatives will continue to serve on the ARAC. She noted the FAA does not intend to send reissuance letters to members with this charter renewal, as had taken place 2 years previously. She stated FAA will ask the ARAC to reconfirm the ARAC bylaws at the September 18, 2014, meeting.

FUTURE MEETINGS

Mr. Elwell stated the next ARAC meetings are scheduled for Thursday, September 18, 2014, and Thursday, December 18, 2014.

OFF AGENDA REMARKS

MH370/Aircraft Tracking

Ms. Dunham stated MH370 commemorative pins have been released and anyone interested should contact her.

Ms. Dunham stated the disappearance of MH370 reflects a need for changes to rules with respect to aircraft tracking. She urged the FAA to consider a rulemaking because industry will not implement technology in the absence of direction from the FAA.

Mr. Hudson stated ACAP had identified seven different technologies capable of tracking aircraft like MH370. He noted it has been over 10 years since the terrorist attacks of September 11, 2001, and expressed surprise that it remains possible to turn off an aircraft's transponder in flight to avoid tracking. He observed the International Civil Aviation Organization (ICAO) formed two groups, one in 2001 and one recently, to discuss the vulnerability, but passengers and victims' families were not invited to participate. Mr. Hudson expressed his hope that the FAA would participate in such discussions and ensure that passenger interests are represented and that action is taken.

Mr. Oord stated he had participated in the recent ICAO meeting on global tracking in Montreal, Canada. He noted the International Air Transport Association formed a task force to develop tracking methods pending adoption of requirements by ICAO. Mr. Elwell stated the Aircraft Tracking Task Force recently held its first stand-alone meeting in Montreal, Canada, and would present its report and recommendations by the end of September 2014.

Airport Security

Ms. Dunham also noted recent terrorist attacks occurred at Jinnah International Airport in Karachi, Pakistan, highlighting the need for renewed consideration of airport security provisions.

Boeing 787 Dreamliner (B787) Certifications

Mr. Hudson stated Boeing made two significant announcements regarding the B787 aircraft in the previous week. He noted Boeing announced on May 28, 2014, it had received Extended Operations (ETOPS) certification to operate 5 ½ hours from the nearest landing zone. He expressed dismay at this announcement and stated ACAP had petitioned to reduce the B787's ETOPS certification from 3 to 2 hours. He asked why no information on the certification is available on the FAA Web site.

Mr. Hudson stated Boeing's second significant announcement concerned the approval of the B787–9 series airplane. He again noted the absence of any corresponding information on the FAA Web site. Mr. Hudson asked if aircraft self-certification is part of Boeing's authority.

Ms. Liu noted the issues Mr. Hudson raised were outside the ARAC's scope, which is limited to aviation rulemaking. However, she stated Boeing would have to demonstrate compliance with the applicable regulations to receive the announced certifications. Ms. Liu suggested

Mr. Hudson direct his questions to Boeing. She stated it is not a standard FAA policy to announce the issuance of every certification. Mr. Elwell stated aircraft manufacturers cannot certify their own aircraft—for ETOPS operations or otherwise.

Recognition of Tony Fazio

Ms. Liu stated Mr. Tony Fazio, Director of the FAA Office of Accident Investigation and Prevention, had announced his retirement effective August 22, 2014. She formally recognized his service to the aviation community.

ADJOURNMENT

Mr. Elwell adjourned the meeting at 3:30 p.m.

ACTION ITEMS

Action Item	Responsible Party
Send ACSWG status write-up and/or work plan to Ms. Pocius.	David Oord
Provide ARAC with the DOT project list for the September 2014 ARAC meeting.	FAA

Approved by: 

Dan Elwell, Chair

Dated: August 8, 2014

Ratified on: September 18, 2014

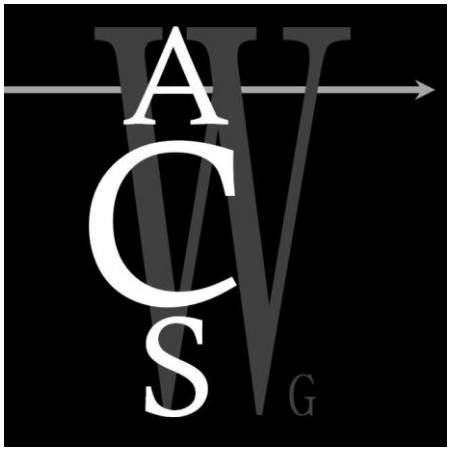
AC 120-17A Maintenance Control by Reliability Methods ARAC Working Group Status Update

- **Face-to-Face Meeting in Dallas, May 6-8, 2014**
  - Finalized terms and definitions.
  - Began work on process flow charts for data, analysis and reports incorporating SMS into the process.

- **Personnel Changes**
  - FAA Representative: Sally Marshall is temporarily taking over for Paul Pitts.
  - Hired a contractor through PAI Consulting to assist with the drafting of the recommendation report and the advisory circular.

- **Face-to-Face Meeting in Atlanta, June 24-26, 2014**
  - Finalizing process flow charts.
  - Begin work on Reliability Program revision process.

- **Next Steps**
  - Possible meeting in Cincinnati based on the progress made in Atlanta.
  - Begin drafting the recommendation report and advisory circular.
  - On track to submit final documents to ARAC by March 2015.



Aviation Rulemaking Advisory Committee

Airman Certification System Working Group

Work Plan – Rev 8

July 28, 2014

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INTRODUCTION

On January 29, 2012, the Federal Aviation Administration (FAA) posted in the Federal Register a Notice to inform the public of the Aviation Rulemaking Advisory Committee (ARAC); New Task Assignment for the ARAC: Establishment of the Airman Certification System Working Group.

The FAA assigned the ARAC a new task arising from recommendations from both the Airman Testing Standards and Training Aviation Rulemaking Committee (ARC) and ARAC Airman Testing Standards and Training Working Group (ATST WG). The ATST WG recommended ways to ensure that the FAA's airman testing and training materials better support reduction of fatal general aviation accidents. The FAA and the Aviation Industry jointly seek to improve airman training and testing by establishing an integrated, holistic airman certification system that clearly aligns testing with certification standards, guidance, and reference materials, and maintains that alignment. The new task was to establish an Airman Certification System Working Group (ACS WG) that will 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.

This work plan has been developed to assist the working group in coordinating its tasks and accomplishing its objectives. As the working group goes through its process, this work plan will be amended and added to as necessary.

BACKGROUND

The FAA established the ARAC to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities. The ARAC's objectives are to improve the development of the FAA's regulations by providing information, advice, and recommendations related to aviation issues.

On September 21, 2011, the FAA chartered the Airman Testing Standards and Training Aviation Rulemaking Committee (ARC) for the U.S. aviation community to develop recommendations for more effective training and testing in the areas of aeronautical knowledge and flight proficiency required for safer operation in today's National Airspace System (NAS). The FAA's charge to the ARC was to help ensure that FAA's technical information related to existing standards for airman knowledge and skill tests, computer testing supplements, knowledge test guides, practical test standards and training handbooks incorporates the most current, relevant, and effective approaches to training and testing. The FAA specifically tasked the ARC with providing recommendations on a process for ongoing stakeholder participation in developing the content of these materials, and methodologies for developing better test item bank questions.

On August 30, 2012, the ARAC accepted the FAA's assignment of a new task in response to several of the ARC's recommendations. ARAC established the ATST WG to address the private pilot, flight instructor, and instrument rating training and testing materials by developing an integrated Airman Certification Standards (ACS) document for each one. The FAA also tasked the ATST WG to develop a detailed proposal to realign and, as appropriate, streamline and consolidate existing FAA guidance material (e.g., handbooks) with each integrated ACS documents; and to propose methodologies to ensure that knowledge test item bank questions are consistent with both the ACS documents and the test question development principles set forth in the ARC's recommendations.

On September 30, 2013, the ARAC submitted to the FAA the ATST WG's final report and recommendations to improve airman training and testing by establishing an integrated, holistic airman certification system that clearly aligns testing with certification standards, guidance, and reference materials, and maintains that alignment.

The ATST WG recommended specific steps the FAA should take to adopt the proposed Airman Certification System approach, and steps for its ongoing management. One of these steps was for the FAA to establish an ACS WG to assist the agency in ensuring that the content of its ACS, guidance, and knowledge testing materials is relevant and current; and to ensure that all components of the airman certification system are maintained in alignment.

On December 2013, the ARAC discussed the proposed actions for the ACS WG tasking. The FAA subsequently assigned, and the ARAC has accepted, a new task to establish the ACS WG.

The FAA has specifically tasked the ACS WG to support the FAA's goal to enhance general aviation safety and reduce the fatal general aviation accident rate 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:

1. The ACS for airman certificates and ratings (i.e. 8081-series documents);
2. Associated training guidance material (e.g., H-series handbooks);
3. Test management (e.g., test question development, test question boarding, test composition/test ''mapping,'' and CT–8080-series figures); and
4. 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 ACS WG is expected to develop a report describing its work on each of the listed elements. Any disagreements will be documented, including the rationale for each position and the reasons for the disagreement.

In developing this work plan, the ACS WG members shall familiarize themselves with:

1. 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 (http://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/Airmen.Testing.Standards.Recommendation.Report.9.30.2013.PDF);
2. A report from the Airman Testing Standards and Training Working Group to the Aviation Rulemaking Advisory Committee (http://www.faa.gov/aircraft/draft_docs/media/afs/airman_test_arc_final_rpt.pdf);
3. Aeronautical knowledge standards set forth in 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors;
4. Flight proficiency standards set forth in 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors;
5. FAA Airman Knowledge Test Guide (FAA–G–8082–17E);
6. Current Practical Test Standards documents for Private Pilot Airplane (FAA–S–8081–14B); Flight Instructor Airplane (FAA–S–8081–6C); and Instrument Rating for Airplane, Helicopter, and Powered Lift (FAA–S–8081–4E); and
7. Current FAA guidance materials, to include the Pilot's Handbook of Aeronautical Knowledge (FAA–H–8083–25A); the Airplane Flying Handbook (FAA–H–8083–3A); the Aviation Instructor's Handbook (FAA–H–8083–9A); the Instrument Flying Handbook (FAA–H–8083–15A); and the Instrument Procedures Handbook (FAA–H–8083–1A).

The ACS WG final report must be forwarded to the ARAC for review and approval no later than December 31, 2015.

The ACS WG must comply with the procedures adopted by ARAC. As part of the procedures, the ACS WG must:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the next ARAC meeting held following publication of this notice.
2. Provide a status report at each meeting of the ARAC.
3. Draft the report and required analyses and/or any other related materials or documents.
4. Present the final report to the ARAC for review and approval.

RULES OF ROAD

In order to accomplish its tasking, the ACS WG should function as a team which has a specific performance objective or recognizable **goal** to be attained. Coordination of activity among the members of the team will be required for the attainment of the goal.

Furthermore, the work will be collaborative and we all should:

- Set aside personal agendas: Have a common goal
- Have concrete, achievable, and realistic objectives as to how the problem is going to be solved
- Structure the team and co-ordinate the members strengths to best suit the problem
- Foster trust and sharing of information so the best decisions are made

The working group, its subgroups and teams will have the structure needed for accomplishing its tasks and goals. That structure will have the following necessary elements –

- Clear roles and accountability
    - Everyone should have a clear and specific tasking within the team
- An effective communications system that provides information that is easily accessible
    - Document issues raised and decisions made
- Monitoring of performance and feedback
    - Fair and accurate appraisal
- Fact-based judgments
    - Objective, factual data for good decision making

If any of the rules are not being adhered to, members should bring it to the attention of the ACS WG chair or subgroup leads.

PHASED APPROACH AND SUBGROUPS

In order to accomplish the tasks assigned to it, the ACS WG will institute a multi-phase approach, utilizing subgroups, subgroup leads, and completion goals. The subgroup's progress will be closely monitored using weekly telcon updates. If needed, resources will be shifted in order to complete the tasks on time.

PHASE I – April-June 2014

Phase 1 - Task 1 (P1T1) – Develop Initial Prototyping Plan for PVT, COM, IFR
Completion Goal – May 31, 2014
Prototype Subgroup Lead – Eric Crump
FAA SME – Ethan Argenbright
Status - COMPLETE

Task Elements:

Develop recommendations for:

- Appropriate mix of participants
- How to structure, conduct – standardized "how to" processes
- Metrics for success
- Requirements (logistics, authorizations)
- Training & outreach to selected participants, DPEs, FSDOs
- Ideas for mentoring – experienced ARC/ATST members assigned to serve as industry mentor/POC for prototype participants with less background
- Other

Subgroup Members:

Paul Cairns
Mariellen Couppee
Jens Hennig
John King
Kent Lovelace
Hans Reigle
Mary Schu
Roger Sharp
Robert Stewart

Phase 1 - Task 2 (P1T2) – Finalize COM ACS
Completion Goal – May 31, 2014
COM Subgroup Lead – Jackie Spanitz
FAA SMEs – Leisha Bell & Jeff Kerr
Status - COMPLETE

Task Elements:

- Review, refine, and complete ATST WG's proposed Commercial Pilot Airman Certification Standards document
- Prepare Commercial Pilot ACS for *Federal Register* (publication with request for comment)

Subgroup Members:

Rick Bedard
Kevin Comstock/Brian Hannah
Maryanne DeMarco
Don Dillman
John Hazlet
Janeen Kochan
Gary Morrison/Steve Hall
J.R. Russell/Bob Wright

Phase 1 - Task 3 (P1T3) – Finalize Instructor ACS
Completion Goal – May 31, 2014
CFI Subgroup Lead – Mac McWhinney
FAA SME – Margaret Morrison
Status - COMPLETE

Task Elements:

- Review, refine, and complete ATST WG's proposed Authorized Instructor Airman Certification Standards document
- Prepare Authorized Instructor ACS for *Federal Register* (publication with request for comment)

Subgroup Members:

Paul Alp
Kate Fraser
Phil Poynor
Burt Stevens
Doug Stewart
Batson Michael Wilson

PHASE II – July-September 2014

Phase 2 - Task 1 (P2T1) – Implementation + Expansion of Prototyping Plan for PVT, COM, IFR
Completion Goal – TBD
Prototype Subgroup Lead – Eric Crump
FAA SME(s) – Ethan Argenbright
Status - Ongoing

Task Elements:

Implement Phase I recommendations for:

- Prototyping ACS concept through phased approach
  - Phase 1: Initial Field Trial (June 2014 – August 2014)
    - Small group at one or two training schools/centers through same FSDO
    - Total participant size of 20 applicants or less
    - Evaluations using only Private ACS document
  - Phase 2: Focus Group Implementation (September 2014 – December 2014)
    - Larger test size branching out to include independent flight instructors, university/college programs, academies, and traditional flight schools
    - Sample size should include no more than two FSDOs
    - Total participant size of 50 applicants or less
    - Evaluations using only Private ACS document
  - Phase 3: Expanded Implementation (January 2015 – June 2015)
    - Nationwide beta test with all sample groups represented
    - Sample size should include multiple FSDOs
    - Sample size of 100 applicants or less
    - Evaluations using Private, Instrument, and Commercial ACS documents pending availability and completeness
- Collect feedback from test participants – not limited to applicants, instructors, and examiners
- Refine communications, training, and ACS use as needed between phases
- Training & outreach to selected participants, DPEs, FSDOs - ongoing
- Other

Subgroup Members:

Paul Cairns
Mariellen Couppee
Kate Fraser
Gary Morrison
Jens Hennig
Janeen Kochan
Kent Lovelace
Hans Reigle
Mary Schu
Roger Sharp
Burt Stevens

Phase 2 - Task 2 (P2T2) – Finalization + Mapping of PVT ACS
Completion Goal – 30 September 2014
PVT Map Subgroup Lead – Jackie Spanitz
FAA SME(s) – Leisha Bell
Jeff Kerr
Cathy Majauskas
Margaret Morrison
Status - Ongoing

Task Elements:

- Code current pool of industry-developed Private Pilot Airplane sample test questions to PVT ACS
- Revise industry-developed sample test questions as applicable
    - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
    - Ensure test questions can be answered by the references associated with the assigned ACS code
    - Review draft editions of new Pilot's Handbook of Aeronautical Knowledge and Airplane Flying Handbook

Subgroup Members:

Paul Alp
Rick Bedard
Kevin Comstock
Brian Hannah
Don Dillman
Steve Hall
Gary Morrison
John Hazlet
John King
Janeen Kochan
Larry Rooney
Maryanne DeMarco
Kent Lovelace
Mac McWhinney
Phillip Poynor
JR Russell
Bob Wright
Mary Schu
Burt Stevens
Doug Stewart
Robert Stewart

PHASE III – August 2014 -

Phase 3 - Task 1 (P3T1) – Finalize ATP ACS
Completion Goal – December 2014
ATP Subgroup Lead – Jackie Spanitz
FAA SMEs – Leisha Bell, Cathy Majauskas, Jeff Kerr
Status - TBD

Task Elements:

- Review, refine, and complete "baseline" ATP Airman Certification Standards document
- Prepare ATP ACS for *Federal Register* (publication with request for comment)

Subgroup Members:

(Should be same as in initial COM/ATP group)

Phase 3 - Task 2 (P3T2) – Prototype Continuation + Expansion of Phase II, Task 1
Completion Goal – TBD
Prototype Subgroup Lead – Eric Crump
FAA SME(s) – Ethan Argenbright
Status - TBD

Task Elements:

Implement Phase I recommendations for:

- Prototyping ACS concept through phased approach
  - Phase 2: Focus Group Implementation (September 2014 – December 2014)
    - Larger test size branching out to include independent flight instructors, university/college programs, academies, and traditional flight schools
    - Sample size should include no more than two FSDOs
    - Total participant size of 50 applicants or less
    - Evaluations using only Private ACS document
  - Phase 3: Expanded Implementation (January 2015 – June 2015)
    - Nationwide beta test with all sample groups represented
    - Sample size should include multiple FSDOs
    - Sample size of 100 applicants or less
    - Evaluations using Private, Instrument, and Commercial ACS documents pending availability and completeness
- Collect feedback from test participants – not limited to applicants, instructors, and examiners
- Refine communications, training, and ACS use as needed between phases
- Training & outreach to selected participants, DPEs, FSDOs - ongoing
- Other

Subgroup Members:

Paul Cairns
Mariellen Couppee
Kate Fraser
Gary Morrison
Jens Hennig
Janeen Kochan
Kent Lovelace
Hans Reigle
Mary Schu
Roger Sharp
Burt Stevens

Phase 3 - Task 3 (P3T3) – COM ACS documents – Review Comments, Map and Finalize
Completion Goal – TBD
COM ACS Subgroup Lead – Jackie Spanitz
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Review public comments to docket
- Create categories for comments similar in nature
- Determine areas which need to be addressed
- Edit standards as necessary
- Finalize standard
- Code current pool of Commercial Pilot Airplane sample test questions to COM ACS
- Revise test questions as applicable
    - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
    - Ensure test questions can be answered by the references associated with the assigned ACS code

Subgroup Members:

TBD

Phase 3 - Task 4 (P3T4) – IFR ACS documents – Review Comments, Map and Finalize
Completion Goal – TBD
IFR ACS Subgroup Lead – Roger Sharp
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Review public comments to docket
- Create categories for comments similar in nature
- Determine areas which need to be addressed
- Edit standards as necessary
- Finalize standard
- Code current pool of Private Pilot Airplane sample test questions to IFR ACS
- Revise test questions as applicable
    - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
    - Ensure test questions can be answered by the references associated with the assigned ACS code

Subgroup Members:

TBD

Phase 3 - Task 5 (P3T5) – AI ACS documents – Review Comments, Map and Finalize
Completion Goal – TBD
Instructor ACS Subgroup Lead – Mac McWhinney
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Review public comments to docket
- Create categories for comments similar in nature
- Determine areas which need to be addressed
- Edit standards as necessary
- Finalize standard
- Code current pool of Private Pilot Airplane sample test questions to PVT ACS
- Revise test questions as applicable
    - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
    - Ensure test questions can be answered by the references associated with the assigned ACS code

Subgroup Members:

TBD

Phase 3 - Task 6 (P3T6) – Test Question Development
Completion Goal – TBD
Question Development Subgroup Lead – Kent Lovelace
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Create and prototype a process for developing new test questions mapped to PVT ACS Areas of Operation and Tasks
- Implement process to develop and board new test questions by SME group
    - To include at least one non-FAA participant
    - Subgroup members assigned to this task must have (or receive) training in test question development.
    - All participants must receive a test security briefing, and non-FAA members must sign a non-disclosure agreement.

Subgroup Members:

TBD

NOTIONAL SCHEDULE

Phase I

Kick off Telcon (TEL-1) – March 27, 2014 – 4pm Eastern
Subgroup Telcons – GoToMeeting
- COM Subgroup –Tuesdays at 4pm Eastern
- Instructor Subgroup –Wednesdays at 4pm Eastern
- Prototype Subgroup –Thursdays at 4pm Eastern

First Face to Face Meeting (F2F-1) – May 21-22, 2014 at NBAA – Washington, DC

Phase II

Second Face to Face Meeting (F2F-2) – September 16-17, 2014 at NBAA - Washington, DC
Subgroup Telecons – GoToMeeting
- PVT Mapping Subgroup – Tuesdays at 4pm Eastern
- Prototype Subgroup –Thursdays at 4pm Eastern

Face to Face Meetings:

Third Face to Face Meeting (F2F-3) – January 6-7, 2015 at GAMA – Washington, DC
Fourth Face to Face Meeting (F2F-4) – April 14-15, 2015 at NBAA – Washington, DC
Fifth Face to Face Meeting (F2F-5) – June 23-24, 2015 at NBAA – Washington, DC

MEMBERSHIP

Name	Organization	Contact Info
	Industry Participants	
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PROTOTYPE SUBGROUP

Implementation Recommendations

OVERVIEW

The ACS Prototype Subgroup was charged with drafting recommendations for the process of ACS implementation. Our recommendations represent broad industry knowledge with the added benefit of meaningful and valuable FAA participation.

We believe that moving to complete ACS acceptance is a critical step in improving the quality of pilot certificated by the FAA, not only in improved knowledge and skills, but also in the essential area of risk management. We also believe that moving to complete ACS acceptance is an intricate process with many moving parts. We support a phased release of the ACS concept with continuous data monitoring and quality assurance efforts on the part of FAA and industry to ensure the ACS concept is functional and efficient in accomplishing its stated purpose.

PURPOSE OF ACS PROTOTYPING

ACS prototyping is **not** meant to test the standards themselves. That part of the process has already been conducted through FAA/industry working groups and multiple rounds of public comment received through the Federal Register. The purpose of the ACS prototyping process is to test the clarity of the standards, as written, for all participant groups involved in the process and to test the effectiveness of evaluating knowledge, skills, and risk management during practical examinations. By evaluating these topics, we can better construct transition training material for all parties involved prior to a full-scale rollout of the ACS concept.

NOTE: The overarching concept of the ACS is **not** to change the requirements for testing toward a pilot certificate or rating, but rather to more clearly communicate the specific requirements expected of a competent and proficient pilot applicant based on current FAA policy.

IMPLEMENTATION PROCESS AND TIMELINE

Phase 1: Initial Field Trial (June 2014 – August 2014)

- Small group at one or two training schools/centers through same FSDO
- Total participant size of 20 applicants or less
- Evaluations using only Private ACS document

Phase 2: Focus Group Implementation (September 2014 – December 2014)

- Larger test size branching out to include independent flight instructors, university/college programs, academies, and traditional flight schools
- Sample size should include no more than two FSDOs
- Total participant size of 50 applicants or less
- Evaluations using only Private ACS document

Phase 3: Expanded Implementation (January 2015 – June 2015)

- Nationwide beta test with all sample groups represented
- Sample size should include multiple FSDOs
- Sample size of 100 applicants or less
- Evaluations using Private, Instrument, and Commercial ACS documents pending availability and completeness

IMPLEMENTATION REQUIREMENTS & RECOMMENDATIONS

Note: Italic type indicates items that are necessary specifically for prototype implementation. Other items are also identified that are necessary prior to full national implementation.

Flight Training Schools

- *Opt in to ACS beta test process*
- Potential curriculum changes to accommodate ACS testing requirements

DPEs

- Receive ACS concept implementation training at initial and recurrent training events
- *Use ACS evaluation tracking sheet to provide feedback to ACS program coordinator*

Flight Instructors

- *Opt in to ACS beta test process*
- *Use ACS survey instrument to provide feedback to ACS program coordinator*

Pilot Applicants

- *Opt in to ACS beta test process*
- *Use ACS survey instrument to provide feedback to ACS program coordinator*

FAA Policy Divisions (AFS-800, AFS-600)

- *Circulate policy memo confirming ability to use ACS during practical tests (ACS is consistent with (and incorporates) existing Practical Test Standards)*
- *Designate FAA point of contact who can serve as an ACS program coordinator for internal inquiries from FSDOs regarding ACS implementation/tracking and collect field data regarding ACS testing*
- Review and Update FIRC guidance to educate CFIs regarding ACS concept and implementation
- Assess feasibility of modifying IACRA to provide task level granularity for any unsatisfactory items on the practical test

FAA FSDOs

- *AFS conducts training for manager, frontline manager(s), and DPE POI(s) on ACS concept*
- AFS identifies regional/district "FAA ACS Focal Points" to conduct training events and seminars among local training communities

Other

- Review, revise and map current reference documents (e.g., FAA guidance and handbooks) to source regulatory and policy requirements
- Ensure references listed for each ACS Task address specific knowledge, skill, and risk management task elements
- Correlate existing knowledge test questions to coding convention found in the ACS documents
- Remove irrelevant knowledge test questions that do not have sounds regulatory basis and cannot be successfully matched to the ACS documents
- Develop new knowledge test questions (as needed) to support areas addressed in the ACS documents
- Conduct nationwide seminars covering ACS concept and implementation process

MEASUREMENT METRICS

Success of the ACS beta test will be measured in terms of feedback received from test participants. Survey instruments must be developed and deployed by the ACS WG. Survey instruments will be available to various groups participating in the ACS process. The ACS WG will collect and analyze the results from the survey instruments and provide the information to the FAA for its review and consideration in ACS implementation process.

Survey instruments must be created to support the various participant groups, and those instruments must be customized to ask appropriate questions of each group. For example, a Private Pilot applicant evaluated under the ACS will have no frame of reference for conducting a practical test under the PTS, but that individual can provide feedback regarding his/her personal opinions of clarity and thoroughness of the ACS document used during his/her practical test.

Regarding practical test performance tracking and data collection during the beta test, a sample DPE data collection tool follows.

ACS Tracking: Beta Test

Date	Certificate or Rating		
24 Apr 2014	Private, Airplane Single Engine Land		

Region		Evaluator		Pass	Fail	LOD
Southwest		SW-111				

AoO	Task	K, S, RM	Item	Description	Fail
I	A	K	1	Required pilot documents	
1	A	K	2	Logging Pilot time	X
1	A	K	3	Compensation/Reimbursement	
1	A	S			
1	A	RM	1	Distinguishing proficiency vs. currency	
1	A	RM	2	Setting personal minimums	
1	A	RM	3	Maintaining fitness to fly	
1	A	RM	4	Flying unfamiliar aircraft	
1	A	RM	5	Flying with unfamiliar flight display systems or unfamiliar avionics	

AoO	Task	K, S, RM	Item	Description	Fail
2	A	K	1	Required pilot documents	
2	A	K	2	Logging Pilot time	X
ETC					
ETC					

Sample DPE post-flight evaluation data collection tool for an ACS practical test.

TAE Update for ARAC

June 19, 2014

EAR 99 - Commercial product, no technical data.

TAE Engine Harmonization Working Group

Task: Bird Ingestion Regulation Assessment

The objective of this ARAC task is to evaluate whether the requirements for small and medium bird core ingestion and the large flocking bird requirements for Class "D" engines (1.35m^2-2.5m^2 inlet areas) should be revised. Identify any deficiencies in the current rule, and provide the FAA with recommendations for changes, as appropriate, by March 31, 2015.

Specific Tasks:

1) Evaluate the core ingestion element for small and medium birds, and consider the large flocking bird threat in this assessment.
2) Evaluate large flocking bird requirements for Class "D" engines.
3) Consider the NTSB's two bird ingestion related safety recommendations from the USAir 1549 investigation.
4) Define an industry process for periodic update and review of engine bird ingestion data.

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TAE Engine Harmonization Working Group

Task: Bird Ingestion Regulation Assessment

5th Meeting June 10-12, 2014 in Cologne, Germany hosted by EASA

Reviewed industry provided data on jet aircraft operations, AIA core ingestion data for departures vs arrivals, and updated data on dwell time for critical flight phases.

Consensus that existing core element of the MFB test criteria be modified to add a climb condition consisting of 250 knots bird speed and engine power setting consistent with OEM performance prediction for the aircraft the climb phase at 3,000' altitude (ISO Std Day) using the lowest expected thrust rating for the engine. Run on profile to be assessed / tested would be same as LFB requirements.

Consensus on a proposal that the MFB core climb analysis / test be based on the predicted amount of MFB core ingested at the climb condition. If less than a given amount of MFB enters core at climb then no demonstration required at that condition; however, assessment for the Flight Idle / 200 knots approach condition would then be required. Success criteria for flight idle point requires further discussions; however, the approach phase (if applicable) would be accomplished via analysis.

Consensus achieved that applying the Large Flocking Bird ingestion regulations to the Class "D" inlet sizes is not warranted.

Continued working on path to establish a formal ownership of bird database management.

Continuing to hold monthly WebEx/Telecon to address action items from meetings and keep work progressing. Next meeting September 23-25 in Burlington, MA

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TAE EHWG Engine Bird Ingestion

Working Group Members:

Alan Strom (FAA-ANE Standards) FAA Representative
Les McVey (General Electric Aviation) WG Co-Chair
Chris Demers (Pratt & Whitney) WG Co-Chair
Angus Abrams (EASA)
Amy Anderson (FAA-Airports)
John Barton (SNECMA)
Mark Beauregard (Pratt & Whitney Canada)
Walter Drew (Airbus Industries)
Tom Dwier (Cessna)
Ken Knopp (FAA)
Brian Lesko (Air Line Pilots Association)
Dr. Julian Reed (Rolls Royce)
Russ Repp (Honeywell)
Terry Tritz (Boeing)
DC Yuh (Transport Canada)

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TAE Engine Harmonization Working Group

Task: Engine Endurance Test Requirements

Tasking Published Jan 22, 2014 - objective is to develop an alternate to the current 150 Hour Endurance Test (14CFR33.87) that is more relevant to today's high technology engines and does not require the engine to be substantially modified in order to meet the test conditions

Initial WG Meeting held April 8/9, 2014 at FAA-ECO Burlington, Ma

Next face to face WG meeting July 1st & 2nd at P&W East Hartford

Monthly (and as required) telecons held with published agenda and action items, quarterly face to face meetings scheduled

Work plan & tasking developed

Team actively sharing inputs and data to evaluate content of proposed rule versus current 33.87 requirements

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TAE Engine Harmonization Working Group
Task: Engine Endurance Test Requirements
Team Members

- Peter Thompson – GE Aviation (Chair)
- Neill Forrest – Rolls-Royce Derby
- Greg Mias – Pratt & Whitney
- Mark Beauregard – Pratt & Whitney Canada
- Pat O'Connell – Rolls-Royce Indy
- Tom Rogozinski – Honeywell
- Carlos Oncina – Boeing
- Walter Drew – Airbus Industrie
- Dorina Mihail – FAA
- Chip Queitzsch – FAA
- Pat Markham – Heico
- Yves Cousineau – TCCA
- Tony Boud – EASA
- Dominique Bouvier - SNECMA

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TAE Airworthiness Assurance Working Group (AAWG)

June 10/11, 2014 Meeting in Chicago

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AAWG June 10/11 Meeting Agenda

- **STG Reports**
  - **Airbus**
  - **Boeing**
  - **Bombardier**
  - **Embraer**
- **STG Guidelines Document Revision**
  - **Review draft, first update in 20 years**
- **FAA Actions**
  - **25.571 ARC Charter – Potential ARC starting in September**
  - **Summary of Comments on GSHWG -**
  - **Section 26.47 FCAS Final**
- **EASA Ageing Aircraft Status**
- **Industry Direction on Fatigue & Damage Tolerance (F&DT)**
  - **Presentation by Dr. Gorelik, FAA Chief Scientist for F&DT**
- ***RSC Industry Guidelines –***
- **Future of AAWG**
  - **Discussion on oversight role, future tasking, engagement in structures rulemaking with focus on Safety, Compliance, and Consistency**

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AAWG Removable Structural Components(RSC)

- **The bulk of the meeting was devoted to the handling of Removable Structural Components**
- **Lack of industry standardized procedures to deal with the maintenance requirements that RSCs are driving**
  - **Increased costs**
  - **A diversity of incompatible methods of compliance**
  - **The potential for non-compliance**
- **Target: Provide a systematic solution to enable utilization based maintenance of RSCs is achieved in a more cost effective manner**
- **Proposal: Identify industry actions (by Oct 2014) which would set the direction of the solution and codify this in a document released by A4A**

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Next AAWG Meeting

- The next AAWG meeting is planned for 1Q 2015
  - WFD implementation OEM/STG report-out
  - Open action items – primarily WFD and RSC related
  - Plans/issues with next group for WFD implementation
  - Acceptance of STG guideline update
  - Review Draft of FAA revision to AC 120-104
  - Report on Industry initiatives on CFR 25.571 (Proposed ARC)
  - EASA Rulemaking Status
  - Future role of AAWG (beyond WFD)

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AAWG Membership

Airbus
- Alain Santgerma
- Marc Bozzolo

Boeing
- Steve Chisholm (Co-Chair)
- Maria Cardwell
- Kevin Donahue
- Sean Harper
- Don Jensen

Bombardier
- Claude Boucher
- Alex Vinitsky

Embraer
- Thomaz Yokoyama
- Luiz Perin
- Carlos Chaves

Lockheed-Martin
- Ralph Sykes

ANAC – Brazil Aviation Safety
- Fabiano Hernandes
- Pedro Caldeira

European Aviation Safety Agency
- Richard Minter

Federal Aviation Administration
- Walt Sippel
- Dale Hawkins
- Michael Gorelik

Transport Canada
- Chuck Lanning
- Hin Tsang

ABX
- Joe Freese

American Airlines
- Phil Yanaconne

All Nippon Airways
- Shinichi Yoshizaki

British Airways
- Phil Ashwell

Delta Air Lines
- Mike Matthews

Deutsche Lufthansa
- Thorsten Koch

FedEx
- Mark Yerger (Co-Chair)
- Steven Rife

Japan Airlines
- Hideaki Morisaki

KLM Royal Dutch Airlines
- Peter Dol

Lynden Air Cargo
- Ethan Bradford

Southwest Airlines
- Vinnie Ploubis

US Airways
- Mike Tallarico
- Lam Nguyen

United Airlines
- Joe Moses

UPS
- Andrew Gallagher
- Bruce Nord

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TAE Flight Test Harmonization Working Group

Phase 2 Tasking Summary:

The working group should develop recommended standards in the following high priority topic areas:

1. **Fly-by-wire Flight Controls. Specific areas include:**
   - **a. Applicability/adaptation of Amendment 25-121 airplane performance and handling characteristics in icing conditions requirements (Lead: Airbus)**
   - **b. Lateral/directional/longitudinal stability (Lead: Boeing)**
   - **c. Out of trim requirements (Lead: Embraer)**
   - **d. Side stick controls (Lead: Gulfstream)**
   - **e. Flight envelope protection (Lead: Boeing)**

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TAE Flight Test Harmonization Working Group

Phase 2 Tasking Summary, continued:

2. Takeoff and Landing Performance. Regulatory requirements and associated guidance material for airworthiness certification in the following areas listed below. (Note: This topic area excludes items addressed by the Takeoff and Landing Performance Assessment Aviation Rulemaking Committee.)

a. Flight test methods used to determine maximum tailwind and crosswind capability. For crosswind testing, better define intended operational use of demonstrated maximum steady and gusting crosswind performance. (Lead: Airbus)

b. Wet runway stopping performance. (Lead: FAA)

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TAE Flight Test Harmonization Working Group

Phase 2 Tasking Summary, continued:

c. **Steep approach landing performance. Current airplane certification standards are not harmonized among the U.S., Canadian, Brazilian, and European airworthiness authorities. (Lead: Bombardier)**

d. **Guidance material addressing the adverse effects on stall speed in ground effect. (Lead: Gulfstream)**

e. **Runway excursion hazard classification. Current safety assessments are not harmonized among the U.S., Canadian, Brazilian, and European airworthiness authorities. (Lead: Airbus)**

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TAE Flight Test Harmonization Working Group

Phase 2 Tasking Summary, continued:

3. Handling Characteristics. Guidance material for airworthiness certification in the following areas:

a. Guidance material for assessing handling qualities (Lead: Boeing)

b. Guidance for assessing susceptibility to pilot-induced oscillations/airplane-pilot coupling (PIO/APC) (Lead: Embraer)

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TAE Flight Test Harmonization Working Group

FTHWG Phase 2 Work Plan and Status Summary:

- **Phase 1 recommendations report approved by ARAC Committee on March 20, 2014**
- **Phase 2 tasking published on April 11, 2014**
- **Tasking closely follows Phase 1 recommendations**
- **Three year period specified to complete tasking**
- **No change in overall work plan developed during Phase 1, however additional detail and status information is provided**
- **Initial Phase 2 meeting, FTHWG-31, took place June 2-6, 2014 in Cologne, Germany hosted by EASA**
- **First two tasks initiated: Envelope Protection and Stability**
- **Excellent start on both tasks – high level of involvement and cooperation by all participants**

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TAE Flight Test Harmonization Working Group

FTHWG Phase 2 Plan and Status Summary (continued):

- **Four monthly telecons are scheduled on these two tasks to progress the work prior to the next meeting in October**
- **WG is using relevant Fly by Wire CRIs, and Special conditions as a starting point**
- **The approach is to develop and integrate new rules and means of compliance in a more fundamental manner so as to apply to a broader set of system types per the Phase 1 work plan**
- **This approach holds many challenges but with good group and topic leadership, a high level of expertise, and motivated team members the group is optimistic of success**
- **The “flight in icing” topic will be kicked off at the next meeting (FTHWG-32) in October 2014**

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TAE Flight Test Harmonization Working Group

FTHWG Member Organizations:

- **Current organizations following one Phase 1 dropout:**
  - **FAA (ANM-111)**
  - **ANAC**
  - **Boeing**
  - **Embraer**
  - **Dassault**
  - **Bombardier**
  - **Gulfstream**
  - **American Airlines**
  - **Transport Canada**
  - **Airbus**
  - **Textron (Cessna)**
  - **EASA**
  - **ALPA**
- **There is the possibility that additional organizations will provide support for specific topics to be taken up later in Phase 2**

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TAE Flight Test Harmonization Working Group

Future FTHWG Meeting Schedule and Venues:

• FTHWG-32	October 20-24, 2014	Boeing/Seattle
• FTHWG-33	March 9-13, 2015	Airbus/Toulouse
• FTHWG-34	June 15-19, 2015	Gulfstream/TBD
• FTHWG-35	September 21-25, 2015	Dassault/Bordeaux
• FTHWG-36	December 7-11, 2015	Embraer/Melbourne, FL
• FTHWG-37	March 7-11, 2016	EASA/Cologne
• FTHWG-38	June 13-17, 2016	Bombardier/Montreal
• FTHWG-39	September 19-23, 2016	EASA/Cologne
• FTHWG-40	December 5-9, 2016	FAA/TBD
• FTHWG-41	March 6-10, 2017	Airbus/Toulouse

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