Dated: August 9, 2013.

Lee A. Satterfield,

Deputy Assistant Secretary for Professional and Cultural Exchanges, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2013–20124 Filed 8–15–13; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) during the Week Ending July 27, 2013. The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 et. seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: DOT–OST–2013–0145.

Date Filed: July 24, 2013.

Due Date for Answers, Conforming Applications, or Motion To Modify Scope: August 14, 2013.

Description: Application of Comlux Aruba N.V. (''Comlux Aruba'') requesting a foreign air carrier permit and an exemption authorizing Comlux Aruba to conduct the following services: (a) Foreign charter air transportation of persons, property, and mail between any point or points in Aruba and any point or points in the United States, and between any point or points in the United States and any point or points in any third country or countries, provided that, except with respect to cargo charters, such service constitutes part of a continuous operation, with or without change of aircraft, that includes service to Aruba for purpose of carrying local traffic between Aruba and the United States; (b) and other charters pursuant to the prior approval requirements set forth in the Department's regulations governing charters.

Barbara J. Hairston,

Acting Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 2013–20010 Filed 8–15–13; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) during the Week Ending August 3, 2013. The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 et. seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: DOT–OST–2013–0148.

Date Filed: July 30, 2013.

Due Date for Answers, Conforming Applications, or Motion To Modify Scope: August 20, 2013.

Description: Application of Cargo Three, Inc. d/b/a PanAir requesting a foreign air carrier permit to operate charter air transportation of property between any point or points in the Republic of Panama and any point or points in the United States; and between any point or points in the United States and any point or points in a third country or countries, whether or not it constitutes part of a continuous operation that includes service to Panama. PanAir Cargo further requests exemption authority to the extent necessary to enable it to provide the services described above pending issuance of a foreign air carrier permit and such additional or other relief as the Department may deem necessary or appropriate.

Barbara J. Hairston,

Acting Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 2013–20012 Filed 8–15–13; 8:45 am]

BILLING CODE 4910–9X–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 September 19, 2013, starting at 1:00 p.m. Eastern Standard Time. Arrange oral presentations by September 12, 2013.

ADDRESSES: The meeting will take place at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, 10th floor, MacCracken Room.

FOR FURTHER INFORMATION CONTACT: Renee Butner, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267–5093; fax (202) 267–5075; email *Renee.Butner@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 September 19, 2013, at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. The Agenda includes:

1. Recommendation Report
   a. Airman Testing Standards and Training Working Group (ARAC)
2. Status Reports From Active Working Groups
   a. AC 120–17A Maintenance Control by Reliability Methods (ARAC)
   b. Flight Controls Harmonization Working Group (Transport Airplane and Engine Subcommittee [TAE])
   c. Airworthiness Assurance Working Group (TAE)
   d. Engine Harmonization Working Group (TAE)
   e. Flight Test Harmonization Working Group (TAE)
3. New Tasks
   a. Engine Endurance Testing Requirements—Revision of Section

33.87

4. Status Report from the FAA

a. Rulemaking Prioritization

i. Potential future taskings to ARAC

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 September 12, 2013. 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 September 12, 2013 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 August 13, 2013.

Lirio Liu,

Designated Federal Officer, Aviation Rulemaking Advisory Committee.

[FR Doc. 2013–19932 Filed 8–15–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0284]

Commercial Driver's License Standards: Application for Exemption; Miami Nice Tours

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA announces that Miami Nice Tours (Miami) has applied for an exemption from the commercial driver's license (CDL) provisions of part 383 of the Federal Motor Carrier Safety Regulations (FMCSRs) (49 CFR 350–399) for itself and 50 European drivers. Miami, a motor carrier, would employ the 50 European drivers to conduct approximately 87 motorcoach tours in the United States annually. Part 383 requires motorcoach drivers to hold a CDL issued by a U.S. State. While each driver is licensed to operate a motorcoach in his or her European country of residence, States do not issue CDLs to non-residents. Miami believes that these drivers are likely to achieve a level of safety that is equivalent to or greater than the level of safety that would be obtained if they held U.S. CDLs.

DATES: Comments must be received on or before September 16, 2013.

ADDRESSES: You may submit comments identified by Federal Docket Management System Number FMCSA–2013–0284 by any of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12–140, Washington DC 20590–0001.
- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12–140, DOT Building, 1200 New Jersey Avenue SE., between 9:00 a.m. and 5:00 p.m. e.t., Monday through Friday, except Federal holidays.
- *Instructions:* All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information on the exemption process, see the Public Participation heading below. Note that all comments received will be posted without change to *www.regulations.gov*, including any personal information provided. Please see the *Privacy Act* heading below.
- *Docket:* For access to the docket to read background documents or comments received, go to *www.regulations.gov* at any time and in the box labeled ''SEARCH for'' enter FMCSA–2013–0284 and click on the tab labeled ''SEARCH.''
- *Privacy Act:* Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).
- *Public Participation:* The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help and guidelines by clicking on the word ''Help'' at the top of the Portal home page. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket, and we will consider late comments to the extent practicable.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Yager, Chief, FMCSA Driver and Carrier Operations Division; Office of Bus and Truck Standards and Operations; Telephone: 202–366–4325. Email: *MCPSD@dot.gov.*

SUPPLEMENTARY INFORMATION:

Background

FMCSA has authority under 49 U.S.C. 31315 and 31136(e) to grant exemptions from certain parts of the FMCSRs. The Agency is required to publish a notice of each exemption request in the **Federal Register** [49 CFR 381.315(a)]. FMCSA must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

FMCSA reviews safety analyses and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to or greater than the level that would be achieved by the current regulation (49 CFR 381.305). The decision of the Agency must be published in the **Federal Register** with the reasons for denying or granting the application, and if granted, the name of the person or class of persons receiving the exemption and the regulatory provisions from which the exemption is granted [49 CFR 381.315(b) and (c)]. The notice must also specify the effective period and explain the terms and conditions of the exemption. The exemption may be renewed [49 CFR 381.300(b)].

Request for Exemption

Miami Nice Tours (Miami) is a motor carrier based in Florida and duly registered with FMCSA to transport passengers in interstate commerce. It has applied for an exemption from the

AVIATION RULEMAKING ADVISORY COMMITTEE

RECORD OF MEETING

MEETING DATE: September 19, 2013

MEETING TIME: 1:00 p.m.

LOCATION: Federal Aviation Administration
800 Independence Avenue, SW.
10th Floor
MacCracken Room
Washington, DC 20591

PUBLIC ANNOUNCEMENT: The Federal Aviation Administration (FAA) told the public of this Aviation Rulemaking Advisory Committee (ARAC) meeting in a Federal Register notice published August 16, 2013 (78 FR 50138).

ATTENDEES: **Committee Members**

Dan Elwell	Airlines for America (A4A), *ARAC Chair*
Michael Doellefeld	Boeing Commercial Airplanes, *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)
Doug Carr	National Business Aviation Association (NBAA)
Tom Charpentier*	Experimental Aviation Association (EAA)
Walter Desrosier	General Aviation Manufacturers Association (GAMA)

Marie-Anne Dromaguet*	Transport Canada Civil Aviation (TCCA)
Gail Dunham*	National Air Disaster Alliance Foundation (NADA/F)
Rolf Greiner*	AeroSpace and Defence Industries Association of Europe (ASD)
Rob Hackman	Aircraft Owners and Pilots Association (AOPA)
Julian Hall	European Aviation Safety Agency (EASA)
Paul Hudson	Aviation Consumer Action Project (ACAP)
Lirio Liu	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–1* *Designated Federal Officer (DFO)*
Sarah MacLeod*	Aeronautical Repair Station Association (ARSA)
Ric Peri	Aircraft Electronics Association (AEA)
Phil Poyner*	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)
Melissa Sabatine	American Association of Airport Executives (AAAE)
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)/Aviation Suppliers Association (ASA)
Edmond Boullay	Center for Research and Education on Strategy and Technology (U.S.−CREST)
Renee Butner	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–020*
Ambrose Clay*	National Organization to Insure a Sound Controlled Environment (NOISE)
Diane Cook*	Federal Aviation Administration (FAA) *New England Region−Aircraft Certification Service Engine and Propeller Directorate, ANE–111*
Thuy Cooper	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–100*
Brenda Courtney	Federal Aviation Administration (FAA) *Office of Rulemaking, ARM–200*
Maryanne DeMarco	Coalition of Airline Pilots Associations (CAPA)
Don Dillman	Airlines for America (A4A)
Steven Douglas	Federal Aviation Administration (FAA) *Flight Standards Service, AFS–300*
Robert Ferguson	NetJets Association of Shared Aircraft Pilots (NJASAP)
Axel Firsching*	Rolls-Royce Deutschland
Bob Frenzel	Federal Aviation Administration (FAA) *Office of the General Counsel, AGC–220*
Kenneth Kerzner	Federal Aviation Administration (FAA) *Flight Standards Service, AFS–301*
Ron Little	Delta Air Lines
Melissa Loughlin	Federal Aviation Administration (FAA) *Office of Rulemaking, Acting ARM–20*

Dorina Mihail*	Federal Aviation Administration (FAA) *New England Region−Aircraft Certification Service Engine and Propeller Directorate, ANE–142*
Neil Modzelewski	PAI Consulting
George Novak	Aerospace Industries Association (AIA)
David Oord	Aircraft Owners and Pilots Association (AOPA)
Susan Parson	Federal Aviation Administration (FAA) *Flight Standards Service, AFS–300*
Paul Pitts	Federal Aviation Administration (FAA) *Flight Standards Service, AFS–330*
Alan Roy	Southwest Airlines Pilots Association (SWAPA)
Peter Thompson*	GE Aviation
Patricia Williams	Federal Aviation Administration (FAA) *Flight Standards Service, AFS–330*

*Attended via teleconference.

WELCOME AND INTRODUCTION

Mr. Dan Elwell, ARAC Chair, called the meeting to order at 1:09 p.m. and thanked the ARAC members and the public for attending. Mr. Elwell invited the attendees to introduce themselves. He 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 stated the first item on the agenda is to ratify the minutes from the June 20, 2013, meeting. He solicited any revisions or amendments to the draft minutes. Ms. Gail Dunham sought elaboration on the role of the Rulemaking Management Council (Council), which was in the minutes. Ms. Liu explained the Council is an internal FAA committee including representatives of AGC, APO, and each FAA office and line of business (LOB). She stated the Council is the FAA rulemaking decision-making body and is different from the Management Advisory Council. With no further questions and no revisions, the ARAC ratified the minutes.

RECOMMENDATION REPORT

Airman Testing Standards and Training Working Group (ATSTWG) (ARAC)

Ms. Liu invited Mr. David Oord, ATSTWG Co-Chair, to present the ATSTWG's report to the ARAC. Mr. Oord presented background information on the formation and purpose of the ATSTWG. He stated a September 2012 Federal Register notice established the Working Group to carry out the ATST Aviation Rulemaking Committee (ARC) recommendations. Specifically, the FAA tasked the ATSTWG with drafting the following by September 2013:

- An Airman Certification Standard (ACS), which is an integrated standard for the private pilot certificate, the commercial pilot certificate, and authorized instructor certificate, and the instrument rating;
- A detailed proposal to align, streamline, and consolidate existing FAA guidance material and handbooks with the proposed ACS standards; and
- Recommendations regarding development, evaluation, and management of knowledge tests.

Mr. Oord stated the ATSTWG submitted its final report to the ARAC Chair on September 5, 2013. He noted the ACS aligns the existing aeronautical knowledge testing standards contained in Title 14 of the Code of Federal Regulations (14 CFR), part 61 with the existing flight proficiency standards contained in part 61 and the Practical Test Standards (PTS). Mr. Oord added the ACS incorporates the skill requirements contained in the PTS and the knowledge and risk management elements necessary to operate an aircraft safely and effectively.

Mr. Oord stressed the ACS does not significantly add to the training or testing required to obtain an airman certificate, but instead combines the existing knowledge and practical test requirements in one clear, concise document. He stated adoption of the ACS would not increase the length of the practical test.

Mr. Oord stated the ATSTWG published drafts of the ACS in the Federal Register on two occasions. He noted the FAA received over 300 comments after the first publication, which included the initial draft of the private pilot and instrument rating standards. Mr. Oord stated the FAA received additional comments after the second publication, which included the private pilot, instrument rating, and flight instructor standards.

Mr. Oord stated the ATSTWG incorporated a majority of the feedback from comments into subsequent revisions of the ACS and incorporated the remaining issues raised into a Frequently Asked Questions (FAQ) document that the ATSTWG also published in the Federal Register.

Mr. Oord stated the ATSTWG's final report contains an ACS for the private pilot certificate, the instrument rating, the commercial pilot certificate, and the authorized flight instructor certificate. In the case of the authorized flight instructor certificate, he noted the report prescribes standards applicable to teaching skills, such as fundamentals of instruction, in addition to the underlying skill, risk management, and knowledge standards applicable to specific trainings.

Mr. Oord stated the ATSTWG developed an initial draft ACS for the air transport pilot (ATP) certificate, but did not include it in its final report. He noted the ATSTWG believes additional stakeholder input is necessary to further develop an ATP ACS, and the ATSTWG members do not possess sufficient experience in 14 CFR part 121 operations to develop such a standard. Mr. Oord stated the ATSTWG would hold its final meeting in late September 2013, the agenda for this meeting would include a discussion of next steps for ACS development. He added that the ATSTWG has invited representatives of part 121 air carriers to attend and participate.

Mr. Oord reviewed and emphasized the ATSTWG's recommendation for incorporating a coding system into the ACS. He stated the proposed system would supersede the current standard of Learning Statement Codes (LSC), and would improve on the detail and focus provided by LSCs.

Mr. Oord stated the proposed coding system includes the following five tiers:

- Applicable ACS (for example, private pilot);
- Area of operations (for example, night operations);
- Task;
- Knowledge task element (for example, skill or risk management element); and
- Type of knowledge question (for example, rote, understanding, application, or correlation).

Mr. Oord stated the proposed coding system produces more detailed knowledge test results, permitting targeted, meaningful remedial training in areas not answered correctly. He noted the system would support a similar feedback loop with respect to practical testing, permitting focused remedial training and retesting, and ultimately leading to improved flight safety.

Mr. Oord reviewed the ATSTWG's recommendations regarding guidance materials. He stated the ATSTWG recommends the FAA work closely with industry on updates to and coordination, distribution, and communication of guidance materials.

Mr. Oord described the ATSTWG's recommendations for question development and testing. He stated the ATSTWG proposes a framework for test question development, coding, and mapping, or allocation of test question topics, and practical test subject areas. Mr. Oord noted the proposed framework would include cooperative review, or boarding, of proposed questions by Government and industry representatives.

Mr. Oord stated the ATSTWG's recommendations also address test evaluation and test management, which includes the process for making changes to testing.

Mr. Oord reviewed the ATSTWG's high-level recommendations. He stated the first group deals with the adoption and implementation of the Airman Certification System, consisting of the ACS, the associated guidance, and the testing schema. Mr. Oord urged the FAA to act quickly because implementation of guidance and transition activities such as designee training will require significant coordination within the FAA and between the FAA and industry. He noted

adoption of the proposed Airman Certification System would constitute a fundamental shift from a PTS-based system to an integrated system.

Mr. Oord stated the second group of recommendations deals with effectively managing the Airman Certification System. He noted the ATSTWG recommends the FAA establish an Airman Certification System Working Group (ACSWG) composed of FAA and industry representatives to assist the FAA in ensuring that the ACS and associated guidance and testing materials are relevant, current, and aligned with one another. Mr. Oord stated the ATSTWG also proposes creating a comprehensive quality management system (QMS) process encompassing all three parts of the Airman Certification System. He noted the proposed QMS process would facilitate—

- Integrated management of the Airman Certification System components, incorporating input from internal and external stakeholders;
- Change management for each component, including detailed designation of responsibility for and timing of changes; and
- Timely feedback to internal and external stakeholders.

Mr. Oord noted the ATSTWG's report and recommendations represent over 2 years of work to make the testing and training of pilots more relevant, meaningful, and current for existing and future certificate holders and candidates. He stated the overarching goal was to improve flight safety by providing pilots the knowledge, practical skills, and risk management skills necessary to operate aircraft safely. Mr. Elwell thanked Mr. Oord and the ATSTWG for their work. He solicited questions from the ARAC members in attendance.

ARAC members commended the ATSTWG on their work and recommendation report.

Ms. Dunham asked to what extent the ATSTWG's report and recommendations relate to the pilot training provisions of the Airline Safety and Federal Aviation Administration Extension Act of 2010, Public Law 111–216 (H.R. 5900), August 1, 2010. She stated H.R. 5900 expands the certification requirements for pilots operating in air carrier operations, including requiring training in specific areas, such as icing and recovery. Ms. Dunham noted the rulemaking prescribed by H.R. 5900 had been delayed, and asked if the ATSTWG's proposal would satisfy H.R. 5900's requirements. Mr. Oord stated the ATSTWG recommends the FAA create an ATP ACS incorporating all of the pilot training requirements of H.R. 5900. He noted the ATSTWG created a basic ATP ACS, and is currently seeking stakeholder input for activities to finalize that standard. However, he noted the existing draft is a work in progress, and therefore is not included in the ATSTWG's final report.

Ms. Dunham stated some of the new requirements of H.R. 5900 represent challenging training tasks and must be addressed with care. She asked about the timeframe for issuance of an ATP ACS. Mr. Oord noted the ATSTWG's work was a move toward issuance of an ATP ACS, but any decision to proceed with development of such a standard lies with the FAA.

Ms. Dunham stated the NADA/F recently held a regional meeting in Seattle, Washington, at which Mr. John Nance and Capt. Al Haynes spoke. She noted both Mr. Nance and Capt. Haynes

expressed the opinion that modern flight training is overly focused on systems training, to the detriment of training in hand flying skills. Mr. Oord stated the FAA received similar comments from the public when it published the draft ACS. He noted the ACS does not prescribe allocations of training time, but rather sets minimum standards of knowledge, practical skill, and risk management skill, which pilot candidates must meet or exceed. Mr. Oord stated the flight training community, including organizations such as NAFI and the Society of Aviation and Flight Educators will determine best practices to achieve the requisite proficiency.

Ms. Sarah MacLeod asked about the authorship of the final report, noting it was extremely well written. Mr. Oord stated the report was a team effort. He noted the ATSTWG assigned responsibility for each ACS appended to the final report to an industry lead, supported by a sub-team, and the ATSTWG as a whole critically reviewed each completed ACS. Mr. Oord added the ATSTWG had excellent contractor support. Ms. Susan Parson added a large number of people contributed their efforts to the report, with a handful of individuals performing a final scrub before delivery.

Ms. MacLeod stated, based on her review of the final report, it appears approximately 75 percent of the work necessary to transition to an Airman Certification System is complete, and asked what work remains. Mr. Oord agreed with Ms. MacLeod's assessment. He stated the ATSTWG drafted ACSes and associated documents for the airplane, single-engine land; airplane, single-engine sea; airplane, multi-engine land; and airplane, multi-engine sea. Mr. Oord noted ACSes are required for the large number of remaining categories, classes and certificates. He also noted a number of handbooks and internal guidance documents will require revision to align with the Airman Certification System. Mr. Oord stated this is one reason the ATSTWG is eager to see the FAA adopt the Airman Certification System as soon as possible, so work may begin on the transition.

Ms. MacLeod asked if subsequent standards were easier to develop after the first ACS had been developed, or if each additional standard required the same amount of effort. She noted there is often a lag between when recommendations are presented to the FAA and action is taken, and this could be detrimental to developing additional standards. Ms. MacLeod asked if the ATSTWG had given any thought to continuity of effort. Mr. Oord stated the ATSTWG had recommended the formation of an ACSWG to carry on with its work, and it would likely include many of the same members as the ATSTWG. He noted the ATSTWG's final report includes significant guidance and advice on implementing the ACS. Mr. Oord stated the ATSTWG's support contractor had been extremely helpful in creating charts and tables illustrating how the existing PTS standards translate to the proposed standards under the ACS. He added that development does get easier with each standard.

Ms. Dunham asked if the draft ATP ACS would be published for public comment. Mr. Oord stated such publication would be at the discretion of the FAA, but noted he believed it likely the FAA would publish the ATP ACS as it had the other ACSes. Ms. Parson agreed, noting the public comments had been helpful to the ATSTWG.

Mr. Rob Hackman stated AOPA had been willing to devote significant time and resources to ATSTWG participation because it considered the ATSTWG's tasking to be particularly important. He noted under the existing airman certification structure, the knowledge and

practical tests are perceived as separate hurdles. Mr. Hackman noted certificate candidates typically focus heavily on amassing knowledge, often in the form of rote knowledge, in preparation for the knowledge test, and then spend efforts honing flight proficiency skills in preparation for the practical examination. He stated the Airman Certification System combines knowledge and proficiency into a single system, identifying those qualities that make a candidate a safe pilot, and training and testing to attain those qualities. Mr. Hackman noted rather than a hurdle, he hopes candidates will view the ACS as a useful framework for developing skill and knowledge.

Mr. Hackman stated that before the formation of the ATSTWG, he believed the requirement for a knowledge test should be eliminated, largely because the knowledge test contains significant amounts of outdated or irrelevant content. He noted he became excited by the concept of a single system bringing together relevant skill and knowledge requirements, and by the inclusion of boarding of test questions in the ATSTWG's recommendations. Mr. Hackman stated this review process would ensure the knowledge test is and continues to be relevant to the goal of certificating safe pilots.

Mr. Michael Doellefeld, ARAC Vice Chair, noted one of the responsibilities of working groups chartered by the ARAC is to address challenging issues raised by commenters or otherwise identified. He asked Mr. Oord to identify any such issues the ATSTWG faced. Mr. Oord observed that virtually any publication will elicit some negative comment, and noted one commenter had found the existing term "airman" to be discriminatory. He stated the ATSTWG addressed substantive public comments squarely by incorporation into the ACS or the FAQ. Mr. Oord noted the FAA received far fewer comments following the publication of the second draft of the ACS. He also noted ATSTWG representatives participated in a forum at EAA AirVenture Oshkosh, which provided another opportunity for feedback.

Mr. Oord stated the ACS, if adopted and implemented, would again be published for public comment. He added he believes the publication of draft versions of the ACS and revisions thereafter would result in the submission of far fewer comments in response to publication of the final versions. He reiterated the point that the adoption of the QMS recommended by the ATSTWG would ensure the Airman Certification System continues to evolve in response to trends observed in written and practical testing. Mr. Oord noted the ATSTWG had retained the content of Special Emphasis Areas enumerated in the existing PTS as notes to the ACS.

Mr. Paul Hudson asked Mr. Oord if the ACS includes any differential in standards applied to pilots authorized to carry passengers, compared with pilots not so authorized. Mr. Oord stated it does not. Mr. Hudson noted ACAP advocates applying higher certification and testing standards to pilots authorized to carry passengers.

Mr. Hudson asked Mr. Oord if the ATSTWG's report includes any recommendations regarding pilot age limitations. Mr. Oord stated the FAA received one public comment related to pilot age, but the ATSTWG determined recommendations regarding pilot age limitations were outside the scope of the ATSTWG's tasking.

Mr. Hudson asked if the ACS or the ATSTWG's recommendations address use of flight simulation training devices for training and testing. Mr. Oord reiterated the ATSTWG

prescribed standards, but did not prescribe training requirements. He stated the ATSTWG felt it important to leave selection of training tools and methods to training providers. Mr. Oord also noted the FAA is in the process of developing a new Advisory Circular (AC) addressing use of flight training devices, and the ATSTWG did not wish to interfere with the issuance of that guidance.

Mr. David York commended the ATSTWG on the incorporation of the four Safety Management System (SMS) pillars into the Airman Certification System. He stated a troubling issue faced by the helicopter industry is the fact that 40 percent of helicopter accidents involve training operations or private personal operators. Mr. York noted training and testing is the best way to manage the risk of future accidents.

Dr. Tim Brady praised the ATSTWG for incorporating modern flight training tools and methods, such as Bloom's Taxonomy of Learning Domains, into the Airman Certification System. Mr. Oord stated the ATSTWG strived to create a training system where certificate candidates understand not only what actions result in safer flight operations, but why.

Mr. Elwell thanked the ARAC members for their comments. He stated it was clear the ATSTWG's objective was to improve the quality and safety of every phase of the flight training process. Mr. Elwell noted adoption of the ATSTWG's recommendations would make pilots and—by extension—passengers, safer. On a motion by a member, the ARAC accepted and approved the ATSTWG's report and recommendations.

STATUS REPORTS FROM ACTIVE WORKING GROUPS

Advisory Circular (AC) 120–17A, Maintenance Control by Reliability Methods (ARAC)

Ms. Liu stated the FAA published the tasking for this working group in the Federal Register on August 14, 2013. She noted requests for working group membership were due by September 3, 2013. Ms. Liu stated the FAA is finalizing the membership, and she expects the working group to provide a status report to the ARAC at its next meeting in December 2013.

Transport Airplane and Engine (TAE) Subcommittee

Ms. Liu invited Mr. Craig Bolt to brief the ARAC on the status of each working group under the TAE Subcommittee (Attachment 1).

Engine Harmonization Working Group (EHWG)

Mr. Bolt began by reviewing the tasking for the EHWG's Bird Ingestion Regulation Assessment task: to evaluate the adequacy of regulatory requirements regarding core ingestion of small and medium bird and large flocking bird (LFB) requirements for smaller inlet area engines.

Mr. Bolt stated the EHWG held its first meeting under the task in June 2013 at the FAA's offices in Burlington, Massachusetts. He added the EHWG developed a work plan, which the TAE approved. He noted the EHWG members have participated in two monthly conference calls since the initial meeting, and are proceeding with the following subtasks:

- Assessment of core ingestion test adequacy—The EHWG is assessing the effectiveness of potential bird ingestion test rule changes.

- Applicability of LFB ingestion requirements to smaller inlet area engines.
- Development of a process and methodology for maintaining a future strike database.

Mr. Bolt stated the EHWG's next meeting is scheduled for September 25–26, 2013 in Toulouse, France. He reviewed the working group membership, and noted it provides a good cross-section of the industry and group participation is robust.

Flight Test Harmonization Working Group (FTHWG)

Mr. Bolt stated the FTHWG also has a new tasking: to help prioritize several topic areas relating to airplane performance and handling qualities requirements for potential use as future ARAC taskings and to draft a work plan for addressing high priority topic areas for future work.

Mr. Bolt stated the FTHWG held its first meeting under the task in May 2013. He noted the FTHWG identified and prioritized 15 tasks at that meeting and began developing work plans for those tasks. Mr. Bolt stated the FTHWG continued developing work plans at their September 10−12, 2013 meeting. He noted the FTHWG must complete its tasking by December 8, 2013, and plans to finalize its deliverables at a meeting in Cologne, Germany, November 13−15, 2013.

Flight Controls Harmonization Working Group (FCHWG)

Mr. Bolt stated the FCHWG is working on a two-part tasking to address rudder pedal sensitivity and rudder reversal considering the following areas: loads, maneuverability, system design, control sensitivity, and warning. He noted the first phase deals with newly certified aircraft, while the second deals with existing aircraft.

Mr. Bolt stated the FCHWG has held eight meetings; the last was in mid-June 2013. He noted the FCHWG conducted conference calls between the face-to-face meetings. Mr. Bolt stated the FCHWG's next meeting would be in late September 2013 in Ottawa, Ontario, Canada. He noted the FCHWG plans to finalize its report in fall 2013 and present the report and recommendations to the ARAC at the December 2013 meeting.

Mr. Bolt stated the FCHWG's report likely will not reflect consensus on phase 1 of the tasking, relating to new aircraft. He noted that out of the 11 organizations represented on the working group, one does not believe rulemaking is required, five support a new rule requiring a single full-stroke rudder pedal doublet, and five support a draft rule proposed by the FAA, which would require two full-stroke doublets. Mr. Bolt stated the FAA and the FCHWG Co-Chairs are exploring the possibility of a compromise and have sought the assistance of an FAA economist in evaluating options. Ms. Liu asked Mr. Bob Robeson if he was aware of a request for such assistance. He stated he was not. Mr. Bolt noted the FCHWG made the request in the last week through Mr. John Piccola in the Northwest Region. Ms. Liu stated she would investigate the status of the request.

Mr. Bolt stated the FCHWG appears to have reached consensus on phase 2 of the tasking and generally believe that any retrofit can be managed on a case-by-case basis, without rulemaking.

Ms. Dunham stated she was advised the FCHWG tasking would focus on pilot response, not on equipment, and the FCHWG's activity appears to be going beyond pilot response. She noted the

FCHWG membership was not included in the briefing materials. Mr. Bolt stated he would provide Ms. Dunham with the FCHWG membership roster. He explained any consideration of equipment is limited to the effect of pilot response on the aircraft structure.

Airworthiness Assurance Working Group (AAWG)

Mr. Bolt stated the AAWG had not met since he last briefed the ARAC on its activities. He noted the AAWG's next meeting would take place in December 2013 in Washington, DC. Mr. Bolt stated the only new development is that the AAWG is responding to a survey created by the Northwest Region, seeking feedback on a 2003 ARAC recommendation, to update the recommendation.

NEW TASKS

Engine Endurance Testing Requirements—Revision of Section 33.87

Mr. Elwell invited Ms. Dorina Mihail to address the ARAC about a new tasking involving engine endurance testing requirements. Ms. Mihail stated the tasking addresses 14 CFR 33.87, which prescribes endurance testing to be completed as part of the certification process for new engines.

Ms. Mihail stated the testing requirements of § 33.87 are approximately 50 years old, and since its promulgation, engine technology has become increasingly sophisticated, including high bypass ratio (HBPR) turbofan engines with complex systems and accessories. She noted as a result, it has become difficult to run the tests prescribed by § 33.87 on some engines, which often require modification from type design to accomplish testing.

Ms. Mihail stated the tasking calls for the EHWG to review § 33.87 with the goal of adding a second, alternate test, while maintaining the existing test. Ms. Mihail stated applicants with an established practice of using the existing procedures would be permitted to continue. She noted the FAA is confident the existing rule provides an acceptable level of safety, and any alternate testing procedure must provide an equivalent level of safety. Ms. Mihail stated the FAA wants to harmonize the testing requirements of the rule with those of other civil aviation authorities, such as TCCA and EASA.

Several ARAC members noted the wording of the tasking appears to be incongruous, in that it calls for the EHWG to review and assess the existing rule when it seems the FAA has already determined it to be inadequate and wishes to correct that inadequacy. Mr. Ric Peri stated he would like a description of how the existing testing is inadequate, and what the FAA proposes to do to address those inadequacies.

Ms. Liu stated the background section of the tasking describes the difficulties encountered in complying with the testing parameters prescribed by § 33.87, including having to modify engines such that conformance to type design is questionable. She noted the objective is for the EHWG to review the current standards and propose an alternate test configuration that permits conformance to modern type designs.

Ms. MacLeod stated the ARAC's role is to provide rulemaking advice. Ms. MacLeod stated the tasking calls for the EHWG to review and asses the rule, and noted it appears the FAA has already determined a change is needed. She questioned whether the FAA is tasking the EHWG

to assess the rule or to assist in developing the alternative test. Ms. MacLeod suggested the tasking be revised to clarify its intent and possibly to direct the EHWG to develop a performance-based requirement for engine endurance.

Mr. Peri stated he would like more detail about why using § 33.87 causes difficulties. He agreed with Ms. MacLeod's suggestion that any alternative test or revised rule be performance-based, to prevent its applicability from becoming limited or obsolete.

Mr. Bolt explained that § 33.87 was drafted when low bypass ratio engines were prevalent. He stated the rule is extremely prescriptive and requires engines to be operated within parameters that cannot be achieved with modern HBPR engines unless they are operated very differently than they would be in normal operations and, in some cases, significantly modified. Mr. Bolt noted the modifications or abnormal engine operation necessary to achieve the prescribed tests make their utility questionable.

Ms. MacLeod and Mr. Elwell discussed how the tasking might be reworded to task the EHWG to determine how to conduct endurance testing on engines that reflects conditions experienced in actual operations.

Mr. Peri stated the background section of the tasking and the lead-in to the task description indicate existing regulatory language and guidance may or may not be applicable to modern engines, while the remainder of the task description seems to suggest the existing language and guidance is not applicable. Mr. Peri and Mr. Elwell noted the existing language is not easily applied to modern engines, and agreed a change would be advisable. Mr. Peri suggested revising the background section of the tasking to clearly state the problem.

Mr. Doellefeld suggested the ARAC agree to revise the tasking to direct the EHWG to review and assess the existing rule language to develop an alternate endurance test metric or performance requirement that will permit certification testing in the type design configuration. Mr. Elwell suggested the ARAC advise the FAA to revise the tasking to more clearly state the problem and requested action, as discussed.

Ms. Mihail questioned the adoption of a performance-based rule and reiterated the FAA does not wish to eliminate the existing rule language, only to provide an alternative where its application is problematic. Ms. Yvette Rose asked if the FAA anticipates any change to the rule at all. Ms. MacLeod stated it appears at least an addition to the rule to permit use of an alternate testing method will be necessary; otherwise an exemption would be necessary.

Mr. Elwell stated if the existing rule language presents a problem, some change to it is necessary. Mr. Bolt and Ms. Mihail noted the FAA is cautious regarding amending the existing rule language because § 33.87 prescribes the method by which certain maximum engine operating parameters are determined. He stated any alternative test must permit certification of those maximum operating parameters. Ms. MacLeod noted a rule change is necessary to permit that without constraining operation of HBPR engines to atypical operating conditions to accomplish the test. Ms. Rose suggested the necessary rule change, permitting testing under an alternate method, could be relatively simple.

Mr. Peri suggested the EHWG be given a broad tasking to assess the rule and recommend changes to it or to create additional rule language to permit effective endurance testing of modern engines. Mr. Walter Desrosier stated any changed or additional rule language should preserve the requirement that maximum operating parameters be established as part of the testing.

Mr. Rolf Greiner noted the EHWG should take into account the harmonization impact of any recommended rule changes. He stated ASD supports the tasking, but it would be disadvantageous if the result lacks harmonization between the FAA, EASA, and/or TCCA regulations.

Mr. Axel Firsching and Ms. Diane Cook stated engine endurance testing such as that required by § 33.87 was discussed at meetings of the Certification Authorities for Propulsion Products (CAPP), an ad hoc organization made up of representatives from EASA, TCCA, ANE, ASD, and AIA. Mr. Firsching noted joint ASD/AIA analysis of operations of aircraft using HBPR engines shortly after entry into service indicate the existing endurance testing may not effectively assess engine endurance in actual operations, and should be modified. He stated the existing test is outdated, and the operating conditions prescribed by the test are not experienced in flight. He noted the group is finalizing their analysis and plan to present it at the October 2013 CAPP meeting.

Ms. MacLeod asked if EASA is considering changing its engine endurance-testing rule. Mr. Firsching stated EASA is not at the rulemaking stage. He noted it has proposed the establishment of a working group to assess the need for a rule change. Ms. Cook expressed hope that issuing the tasking to the EHWG would formalize those efforts, permitting the various authorities to harmonize changes to their rules resulting from the EHWG's activities.

Mr. Peri suggested the ARAC proceed with the tasking with some wording changes. Specifically, he suggested the second sentence of the summary of the tasking be modified to read, "The issue is that current regulations do not adequately address technological advances found in modern engines, as related to the engine endurance test in § 33.87."

Mr. Robeson asked if the EHWG would require FAA economic analysis support on item 2 in the tasking: "Provide initial qualitative and quantitative costs and benefits." Ms. Cook stated such analysis would be necessary if the FAA proceeds with a rulemaking. Mr. Robeson noted budgetary constraints could affect APO's ability to provide such support, and asked for clarification of ANE's expectations.

Mr. Robeson noted the wording of item 3 in the tasking: "Develop a recommendation report that includes recommendations from items 1 and 2 above." He asked if the use of recommendations from item 2 would be limited to an alternatives analysis or if there are other expectations. Ms. MacLeod provided the potential impact of budgetary constraints and suggested the FAA carefully consider the wording of item 3 to avoid holding up the tasking because of the FAA's inability to provide economic analysis support.

Mr. Elwell stated as drafted, items 2 and 3 appear to offer sufficient flexibility to move forward. He suggested the ARAC accept the tasking with the change suggested by Mr. Peri.

Mr. Doellefeld asked whether it is necessary to include language addressing harmonization with TCCA and EASA. Mr. Greiner suggested returning the tasking to the FAA for revisions, pending additional input from ASD and AIA following the October 2013 CAPP meeting. Mr. Elwell agreed, but suggested making and distributing initial revisions reflecting the ARAC's discussion before the CAPP meeting.

Ms. Cook stated she did not believe input from the CAPP meeting would significantly affect the tasking. She noted immediate acceptance of a revised tasking would bring future discussions under a formal working group, and recommended moving forward. Mr. Bolt also supported accepting the tasking. Ms. MacLeod advocated waiting until expectations for APO economic analysis support are clearly defined.

Mr. Julian Hall stated relevant EASA, FAA, and TCCA representatives would participate in a meeting of the Certification Oversight Board (COB) in Ottawa, Ontario, Canada, on October 9, 2013. He suggested placing a discussion of the tasking on the agenda for that meeting, and resuming discussion of a revised tasking at the ARAC's December 2013 meeting. Mr. Elwell suggested the ARAC proceed with revising the tasking outside of the meeting, and discussing the tasking at the COB meeting. Ms. Liu noted the ARAC could, after the COB, approve the finalized tasking by email and publish it before the ARAC's December 2013 meeting. Mr. Hall agreed with this plan and noted there would be both industry and authority sessions at the COB meeting. He stated discussion of the tasking would be appropriate at either.

Mr. Hudson noted the tasking calls for submission of requests to participate in the EHWG within 20 days of publication. He expressed the opinion that this is a relatively short period given the importance of the tasking, and recommended an extension to 60 days. Ms. Liu stated the 20−day period is standard for such taskings, but the FAA would consider extending it.

Ms. Cook questioned whether discussion of the tasking would be more appropriate before the COB or the CAPP. Ms. Liu stated the COB was formed to facilitate rulemaking cooperation and harmonization. She noted it represents an appropriate forum for discussion of the tasking, given the need to harmonize engine certification requirements and the fact that TCCA will be participating in the October 2013 COB meeting.

The ARAC approved the proposed plan to revise the tasking for discussion at the COB meeting in October 2013, and, upon receipt of input from that meeting, finalize and approve the tasking by email for publication before the ARAC's December 2013 meeting.

STATUS REPORT FROM THE FAA

Rulemaking Prioritization

Ms. Liu presented an update on the FAA's rulemaking prioritization activities to the ARAC (Attachment 2). She stated the FAA tasked the ARAC with development of a rulemaking prioritization tool because of the Future of Aviation Advisory Committee's Recommendation #22. Ms. Liu noted the ARAC Rulemaking Prioritization Working Group (RPWG) presented its recommendations to the FAA in December 2012. She stated the FAA established an internal pre-implementation team and an implementation team to address the RPWG's recommendations.

Ms. Liu noted the FAA teams were able to implement a working tool in time for the FAA's annual call for rulemaking for the forthcoming year in July 2013.

Ms. Liu stated the FAA performed a pre-beta test in May 2013, applying the prioritization tool to the 29 ongoing rulemaking projects and new projects. She noted the exercise was useful, permitting refinements to the Pre-Rulemaking Evaluation Prioritization (PREP) Worksheet based on actual experience.

Ms. Liu stated the FAA adapted the Excel-based tool used during the pre-beta test into an InfoShare worksheet. Ms. Liu added the RPWG had recommended the FAA automate prioritization tools and processes.

Ms. Liu stated ARM put out its annual call for potential rulemaking projects from each office and LOB in July 2013. She noted in previous years, ARM would assemble a "4-year look ahead" list for FAA internal use. Ms. Liu stated the list was not ordered or prioritized, and included rulemaking projects each office or LOB anticipated undertaking in each of the next 4 years.

Ms. Liu stated this year, ARM asked each LOB to complete a PREP Worksheet for each rulemaking project the LOB realistically believed it could undertake in Fiscal Year (FY)14 and another list containing rulemaking activities contemplated beyond the next fiscal year. She noted in 2012, the 4-year look ahead included 42 actions planned for FY13, of which 17 started. Ms. Liu stated this year, ARM sought to compile a list of 20–25 actions for FY14.

Ms. Liu reviewed the FY14 prioritization timeline. She again noted the call for potential rulemaking projects happened in July 2013. Ms. Liu stated ARM presented informational sessions in late July 2013 to provide guidance on the completion of PREP Worksheets. She noted the offices and LOBs submitted PREP Worksheets in early August 2013. She stated ARM compiled the PREP Worksheet results and distributed results for each LOB in late August 2013.

Ms. Liu stated ARM noted differences in use of the PREP Worksheet to score projects between different offices. She noted ARM learned from this experience and is developing processes to enhance consistency between offices using the PREP Worksheet.

Ms. Liu stated a director-level discussion and preliminary reconciliation of the FY14 Potential Rulemaking List took place at the Rulemaking Management Council preparatory meeting on September 10, 2013. She noted ARM asked each LOB to adjust its list based on internal priorities and external driver considerations, such as legislative mandates and National Transportation Safety Board (NTSB) recommendations.

Ms. Liu stated ARM conducted a final reconciliation of the Potential Rulemaking List on September 19, 2013, comparing the highest priority items for each LOB by raw ranking score. She noted this list, which contains 46 items, will be presented to the Rulemaking Management Council for approval on September 24, 2013, and the Executive Council thereafter. Ms. Liu stated the Rulemaking Steering Committee had previously provided final approval, but the Executive Council will provide final approval now that the Rulemaking Steering Committee has been dissolved because of organizational changes. Ms. Liu stated it is virtually certain the FAA will not commence all 46 rulemaking projects on the FY14 Potential Rulemaking List. She

noted some higher priority projects probably will not move forward, while projects with a lower relative ranking will, because of issues such as the dependency of one project's commencement on the completion of another project. Ms. Liu stated nevertheless, the availability of a single list containing each LOB's projects will permit the Rulemaking Management Council to make comparative resource allocations, whereas in previous years, each office's proposals would be addressed individually, without consideration of potentially higher priority projects competing for resources.

Ms. Liu stated the Potential Rulemaking List currently accounts for PREP Worksheet scoring, work in progress, complexity of projects, statutory mandates, resources already allocated by the LOB's services and offices, and the shared resources of AGC and APO. She noted the list also incorporates Retrospective Regulatory Review (RRR) rules, which are driven by an Executive Order issued in May 2012. Ms. Liu stated review of rules pursued under RRR would reduce burdens on the industry and the FAA. She noted that, to be eligible for RRR designation, cost data or a reasonable cost estimate must be available to justify benefits.

Ms. Liu noted the Potential Rulemaking List addresses the coming fiscal year. She stated a second list contains potential rulemakings identified for future consideration by each LOB. Ms. Liu noted projects on this second list might be moved to the Potential Rulemaking List for the following fiscal year.

Ms. Liu reviewed the next steps for rulemaking prioritization. She stated after the Rulemaking Management Council and the Executive Council approve the Potential Rulemaking List, ARM would review lessons learned and apply them to further refine the PREP Worksheet. Ms. Liu stated ARM is working with the FAA's internal SMS organization to add additional questions to the PREP Worksheet related to FAA Order 8040.4A, which addresses Safety Risk Management.

Potential future taskings to ARAC

Ms. Liu stated when ARM put out its call for future rulemaking projects, it asked the offices to identify projects they believed ARAC involvement could be of benefit. She noted the FAA has provided a list of possible ARAC taskings to the ARAC membership (Attachment 3).

Ms. Liu stated the list contained only potential projects, and their progress would depend on factors such as resource availability and other activities. She noted the FAA was sharing the list with the ARAC for outlook and feedback purposes. Ms. MacLeod stated some tasks on the list were already assigned to ARAC, such as the EHWG tasks discussed earlier in the meeting.

Ms. Liu stated this was a first attempt at compiling such a list and it is not static. She added she anticipates asking offices whether an ARAC tasking to gather information would be desirable for rulemaking projects on the Potential Rulemaking List that cannot proceed within the next fiscal year. Ms. Liu noted additional ARAC taskings might arise as a result.

Ms. Liu solicited comments or questions from the ARAC membership. Ms. Rose asked to what extent rulemaking prioritization is coordinated with the Commercial Aviation Safety Team (CAST). Ms. Liu stated the CAST representatives include FAA personnel in the directorates that propose rulemakings projects.

Mr. Carr noted none of the future rulemaking projects on the possible ARAC taskings list are focused on operating rules, such as 14 CFR parts 91, 121, or 135. He stated he was aware of desired rulemakings affecting such parts. Ms. Liu noted there were no new rules identified on the Potential Rulemaking List to her knowledge, but projects on the current workload list, which is available on the U.S. Department of Transportation (DOT) website, involve parts 61, 91, and part 135 through the Helicopter Emergency Medical Services rule. Ms. Liu added no current projects affect part 121, other than the Part 121, Subparts N & O, project.

Mr. Peri expressed support for the projects addressing rotorcraft certification issues. He stated recommendations were made to perform a certification review similar to recent efforts with transport category and small airplanes. Mr. Peri noted the projects contemplated for commencement in the FY15 and FY16 timeframe would be timely and well-received.

Mr. Peri referred to possible future rulemakings with respect to part 145. He noted the FAA is nearing the end of a project implementing proposals regarding part 145 dating from 2000. Mr. Peri stated the pattern of continuous piecemeal rulemaking activity on part 145is a drain on Government and industry resources, and urged the FAA to take action to curtail it. Ms. Liu noted one benefit of the rulemaking prioritization efforts would be improved resource management, which would mitigate some of the inefficiencies to which Mr. Peri referred. Mr. Robeson stated he understood frustration with continuous piecemeal rulemaking activity, but the alternative would be repeated unwieldy large rulemaking projects that are difficult to complete.

Mr. Desrosier stated the presentation of possible ARAC taskings to the ARAC for review and feedback is an excellent idea. He expressed belief that there would be value in having the ARAC review and provide input on the Potential Rulemaking List and potential rulemakings for future consideration, not just those designated for ARAC involvement, would be beneficial. Ms. Liu stated ARM considered providing the full list to the ARAC, and would like to do so, but it must avoid making potentially misleading information available to the public. She noted at the least, the Rulemaking Management Council and Executive Council approval of the Potential Rulemaking List would be necessary before information on additional potential rulemaking projects could be distributed to the ARAC.

Mr. Desrosier asked whether the Rulemaking Management Council would approve both the Potential Rulemaking List and the potential rulemakings for future consideration list. Ms. Liu indicated the Rulemaking Management Council would only be approving the Potential Rulemaking List for the coming FY.

Mr. Desrosier noted Ms. Liu had stated all 46 projects on the Potential Rulemaking List would not commence in FY14, and asked how the determination would be made of which projects would move forward. Ms. Liu again noted whether a project proceeds is often dependent on other ongoing rulemakings. She stated availability and equitable distribution of AGC and APO resources among the various offices pursuing rulemakings will be a consideration. Ms. Liu stated she anticipates approximately 20 projects would move forward during FY14, and noted ARM would report to the ARAC throughout the year on progress.

Ms. MacLeod expressed gratitude to the FAA for taking the RPWG's recommendations seriously and moving quickly to implement them. Ms. Liu thanked Ms. MacLeod and stated significant work remains, but the RPWG's recommendations provided an excellent starting point.

OFF-AGENDA REMARKS FROM ARAC MEMBERS

Mr. Hudson thanked the FAA for making the rulemaking management process more transparent. He noted ACAP recently conducted a survey of its members to identify their priorities. He shared a few of them with the ARAC, as follows:

- Minimum seat pitch, seat size, and aisle width—Mr. Hudson stated the FAA currently sets no passenger seating standards other than with respect to exit row seating and the ability to withstand minimum g-force loadings. He noted both seat size and passenger legroom are decreasing, and ACAP believes health and safety are being compromised.

- Use of unmanned aircraft systems (UAS) in U.S. airspace—Mr. Hudson stated Congress has mandated the creation of test sites for UAS by 2015. He noted significant public input is required. He added the creation of such test sites raises privacy and security issues, as well as safety issues.

- Petition for extended range operations (ETOPS) review of the Boeing 787—Mr. Hudson stated ACAP has petitioned the FAA to undertake an ETOPS review of the Boeing 787, which has experienced a number of fires, emergency landings, and other service difficulties. Mr. Hudson noted the FAA has not responded to ACAP's petition, and DOT indicated it likely will not act until the NTSB completes its report on lithium battery fires. He stated regulatory precedent exists for restricting the 787 to ETOPS 120 operations and urged the FAA to examine the issue.

- Part 129 flightcrew member standards—Mr. Hudson stated following the Asiana Airlines Inc. accident at San Francisco International Airport, ACAP received significant feedback about the lack of availability of information on commercial pilot experience and competence, particularly with respect to foreign air carriers operating in the United States. He noted whistleblower reports indicate low confidence in the adequacy of foreign pilot certification testing. Mr. Hudson also related an anecdotal statement from an instructor in South Korea indicating some foreign air carrier pilots are overly reliant on flightdeck automation and are not competent to conduct manual landings. He stated increased codesharing between air carriers certified under part 121 and foreign air carriers exacerbates these issues.

Mr. Hudson asked for updates on the status of two legislatively mandated rulemaking actions. He stated Congress had mandated a rule requiring disclosure of passenger seat dimensions to facilitate the use of child safety seats on air carrier aircraft. Mr. Hudson noted the deadline specified in the legislation had passed, and asked for the status of the rulemaking. Ms. Liu stated the deadline in the legislation was for the initiation of rulemaking and noted the rulemaking is ongoing. She stated information, including the schedule for publication of a notice of proposed rulemaking, is on the DOT website.

Mr. Hudson asked for the status of a Congressionally mandated rulemaking addressing use of mobile telephones on board air carrier aircraft. Ms. Liu stated Congress has not mandated rulemaking about mobile telephones, but has prohibited personal use of portable electronic devices on the flightdeck. She stated the conforming rulemaking for that prohibition is also ongoing, with information available on the DOT website.

Mr. Carr stated the list of high priority rulemakings is available on the DOT website, but all of the hyperlinks are broken. Ms. Liu apologized, and noted the DOT is undergoing some architecture changes in its rulemaking management system. Ms. Liu directed Mr. Carr and Mr. Hudson to send an email Ms. Renee Butner with any requests for such links.

Ms. Michelle Betcher asked about the effect of sequestration beginning in October 2013. Ms. Liu stated sequestration will have an ongoing impact on FAA operations for the foreseeable future. She noted efforts had been made to avoid the need for furlough days by FAA employees, but, pending Congressional and Presidential budget approval, it is not possible to state with certainty that no furloughs would occur.

Mr. Desrosier noted, absent budget approval, it is possible Congress would pass one or more continuing resolutions (CR) funding Government operations. He asked how such CRs affect the rulemaking process. Ms. Liu stated hiring freezes, travel restrictions, and other personnel resource cost reduction measures are typically associated with CRs. She noted because of reduced hiring and attrition during budget restrictions, the FAA has fewer available technical personnel. Ms. Liu stated technical and safety of flight responsibilities are primary activities for such personnel and rulemaking activities are secondary. Consequently, she explained the availability of technical personnel to work on rulemaking projects is typically reduced during budget restrictions, resulting in delays. She stated similar staff availability reductions in AGC and APO also affect the throughput of rulemaking. Ms. Liu noted anticipated delays are among the reasons ARM sought to create a realistic, prioritized rulemaking list.

Mr. Hudson noted the White House has instructed Federal agencies to plan for a possible shutdown of the Federal Government on October 1, 2013, and asked for comment or insight on the effect on aviation. Mr. Elwell stated a shutdown would occur only if no CR is passed. He noted if a shutdown occurs, necessary FAA personnel will continue to perform their duties. Mr. Elwell stated a 2 week shutdown in the summer of 2011 was virtually unnoticeable to the traveling public. He noted the effects of sequestration would likely have a greater impact on FAA activities than a shutdown. Mr. Elwell stated if a CR is passed, the FAA will continue at current funding levels for the first quarter of FY14, meaning necessary sequestration cuts in the remaining three quarters would have to be more concentrated than they would be if spread out over the entire fiscal year.

Mr. Elwell reminded the ARAC members to adhere to the ARAC agenda. He stated the ARAC is a working body and not a venue for advocacy on behalf of member organizations. Mr. Elwell stated ARAC's responsibilities, at present, are limited to discussion and disposition of taskings issued to it by the FAA.

ADMINISTRATIVE ITEMS

Ms. Liu thanked the ARAC members for reviewing meeting documents in advance to facilitate efficient discussion. She reminded them to copy the ARAC email address, 9-AWA-ARAC@faa.gov, on all ARAC-related correspondence.

Ms. Liu stated ARAC members submitted seven feedback forms after the June 2013 meeting. She noted all commented favorably on the meeting process. Ms. Liu noted negative feedback was related to the microphones in the meeting room. She explained that the FAA attempted to address this feedback by moving the September 2013 meeting to a different room, with limited success because of technical difficulties with the teleconference system. Ms. Liu encouraged the ARAC members to submit feedback on this meeting.

Future Meeting Dates

Ms. Liu stated the next ARAC meeting is scheduled for Thursday, December 19, 2013. She stated the scheduling proposal for 2014 was to set ARAC meetings for the third Thursday of each quarter-end month (March, June, September, and December).

ADJOURNMENT

Mr. Elwell adjourned the meeting at 3:40 p.m.

ACTION ITEMS

Action Item	Responsible Party
Provide Gail Dunham with the FCHWG membership list.	Craig Bolt
Revise the Engine Endurance Testing Requirements Tasking to more clearly state the problem and the actions to be delegated to the EHWG, and to include language on harmonization, before the COB meeting in Ottawa, Ontario, Canada, on October 9, 2013.	ANE/Dan Elwell and Mike Doellefeld
Place discussion of Engine Endurance Testing Requirements Tasking on COB October 9, 2013 meeting agenda.	Julian Hall

Approved by: 

Dan Elwell, Chair

Dated: December 10, 2013

Ratified on: December 19, 2013

TAE Update for ARAC

September 19, 2013

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.

ARAC TAE EHWG Engine Bird Ingestion Regulation Assessment

Current Status:

Initial WG Meeting June 18 -19, 2013 at FAA Offices in Burlington, MA

Work Plan agreed, forwarded to TAE

Monthly conference calls (two since meeting) are working task priorities in this order :

1 - Work core ingestion test adequacy

2 - LFB ingestion applicability for the smaller inlet class

3 – Future strike database update frequency and ownership

Discussions on #1 currently centered around perceived deficiencies in the current rule & advisory material for core ingestion and options for improvement.

Second Meeting scheduled September 25-26, 2013 in Toulouse, FR

ARAC 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)

Flight Test Harmonization Working Group Status

Transport Airplane Performance and Handling Characteristics

Flight Test WG Task Definition

- The FAA tasked ARAC to consider several areas within the airplane performance and handling qualities requirements of the 14 CFR part 25 airworthiness standards and guidance for possible revision.
- The task includes prioritizing the list of topic areas provided in this notice based on prioritization criteria established by the FTHWG.
- The prioritization criteria should consider harmonization of regulatory requirements and associated guidance material for airworthiness certification of airplane designs.
- Recommendations may result in subsequent ARAC taskings for standards recommendations in follow-on phases.
- ARAC may also recommend additional topics in the general area of airplane performance and handling qualities that are not on the list provided in this notice.
- The working group will provide a draft report to ARAC recommending focus areas and work plans to address those areas the FTHWG identified as high priorities for airworthiness standards development relative to new airplane designs.

FTHWG Schedule

- ARAC tasking published in Federal Register on March 8
- Formal team selection started April 5
- First meeting May 22-24 at the Boeing Longacres site
- Team accomplished prioritization part of task at first meeting.
- Task teams split the resulting 15 “high priority” focus tasks and have now developed draft work plans for each focus task.
- Work plans will be reviewed September 10-12 at the Embraer site in Melbourne, Florida.
- Final meeting to complete recommendations and working group report is scheduled to be held at EASA HQ on November 13-15.
- Task completion date is December 8, 2013

Flight Test HWG Members

Organization	Member(s)	Expertise
Airbus	Christine Thibaudat (co-chair) *Laurent Capra / Dominique Chatrenet (Alt)	Flight, Propulsion, Icing Certification HQ and Flight Control Laws / Flight Controls Executive Expert
ALPA	*Christopher Baum (Final name TBD)	Manager, Engineering & Operations
ANAC	*Diego Muniz Benedetti / Luiz Jether (Alt)	Performance and Flight Qualities
Boeing	Robert Park (co-chair) *Brian Lee	Aerodynamics ATF and Sr. AR Advisor Handling Qualities
Bombardier	*Hany Sadek Mike Hinson / Brent Storrer (Alt)	Senior Engineering Advisor Aero - Flight Sciences Engineer / Pilot
Cessna	*Kurt Laurie	Flight Test
Dassault Aviation	*Alain Boucher Christian Camihort / Philippe Eichel (Alt)	Navigation, Flight Guidance Systems Takeoff and Landing
EASA	*John Matthews Massimo Barocco	Flight Test Engineer Flight Test Pilot
Embraer	*Murilo Pinto Ribeiro	Performance and Handling Qualities
FAA	*Joe Jacobsen Don Stimson	Airplane Performance & HQ Specialists
Honeywell	*Larry Gardner / Dean Wilkens (Alt)	Fly-by-Wire Flight Controls Specialists
Transport Canada	*John Wiseman	Flight Test

*Voting Member

Flight Controls Harmonization Working Group Status

Rudder Reversal/Sensitivity Issue

Flight Controls Harmonization Working Group
Tasking Overview

- Consider whether changes to part 25 are necessary to address rudder pedal sensitivity and rudder reversals. Two phases, new aircraft and existing aircraft

- FCHWG to consider the following areas:
  - Loads
  - Maneuverability
  - System design
  - Control sensitivity
  - Warning

- Tasking driven by NTSB recommendation from AA587 accident
  - Two additional A300/A310 events, one A319 event, and a de Havilland event were also noted in tasking

Flight Controls Harmonization Working Group Meeting Schedule

- Meeting 8 was hosted by Airbus June 24-28, 2013
- Meeting 9 is planned for Ottawa, Canada, in September
  - Intent is that our work will conclude during this meeting
  - Final report planned for release this fall

Flight Controls Harmonization Working Group Status – Phase 1 (New Designs)

- FAA proposed a new rule, 25.353 (Rudder Reversal Conditions) during March meeting
  - Numerous modifications between March and the June meetings
  - Primary topic of discussion for June meeting
  - FAA's proposal is 2 full stroke rudder doublets as new ultimate load condition
- Working group "voted" on new rule during June meeting
  - One organization expressed opinion that no rulemaking is required
  - Five organizations support new rule requiring single full stroke doublet
  - Five organizations support the latest FAA draft rule (2 doublets)
- FAA and FCH Co-chairs exploring possibility for compromise
- FCH has requested assistance from FAA economist to calculate cost of compliance

Flight Controls Harmonization Working Group Status – Phase 2 (Retrofit)

- Primary topic of discussion for June meeting
- Majority of WG believes that the existing fleet is safe with no changes
  - Search for additional service events came up empty – generally excellent service history
  - Loads analysis of existing models shows significant capability for rudder reversals
  - A300-600/A310 family have been retrofit with Stop Rudder Input Warning
- FAA expressed position is that the rudder reversal loads analyses (and capability to show good for 1 tuned doublet) is adequate as a retrofit criteria
  - No additional retrofit is required based on above loads analyses and clean service history

Airworthiness Assurance Working Group (AAWG) Report

AAWG Status

- The last AAWG meeting was April 22nd and 23rd in Cologne, Germany
- FAA surveying AAWG for feedback on 2003 General Structures Harmonization WG recommendation on 25.571 Damage Tolerance and Fatigue Evaluation of Structure
- Next meeting Dec 10/11 in Washington DC

AAWG Members

Manufacturers
Airbus
Boeing (Co-Chair)
Embraer
Lockheed-Martin
Bombardier
Regulators
FAA
TC
EASA
ANAC

Operators
AAL
ABX
ANA
BAB
CAL
DAL
FDX (Co-Chair)
JAL
LYC
UAL
UPS
USA
SWA
KLM*
DLH*

*observers

The FAA's Rulemaking Prioritization

Update to ARAC

Dated: September 19, 2013

Background

- The Future Aviation Advisory Committee (FAAC) Recommendation #22, advised the FAA to develop a tool to prioritize rulemaking projects. (December 2010)

- The FAA tasked Aviation Rulemaking Advisory Committee (ARAC) to develop recommendations for the FAA. (March 2011 – December 2012)

- The FAA considered recommendations from the ARAC Rulemaking Prioritization Working Group (RPWG), and feedback received from internal stakeholder and developed a excel based tool. (January 2013 – March 2013)

- The FAA conducted a “pre-beta” test, on 29 ongoing rules and possible new starts (March to May 2013).

- The FAA Refined the tool based on feedback from pre-beta test, and ARAC update in June. Tool was adapted to an “info share” worksheet in place of excel. (June 2013)

- Call to FAA LOBs for 1) Pre-Rulemaking Evaluation Prioritization (PREP) Worksheets for the FY14 Potential Rulemaking List and 2) projects for the Projects for Future Consideration list (July 2013-September 2013).

Call for FY 14 Priority Rulemaking

DATE	ACTION
7/16/2013	Call for Potential Rulemaking projects from each LOB to OPRs.
7/24 &29/2013	ARM Informational Session for PREP Worksheet
8/12/2013	Submission of PREP Worksheets to ARM
8/12-23/2013	ARM compilation of PREP tool results from each LOB
8/26/2013	ARM distribution of PREP results to LOBs
9/10/2013	Director level discussion and preliminary reconciliation of Potential Rulemaking List for FY14 at Council Prep meeting
9/24/2013	Council- approval of Potential Rulemaking List for FY14

The FAA List of Potential Rulemakings

- **FAA List of Potential Rulemakings**
  - Separate from Current Rulemaking Workload.
  - Formerly the 4-Year Look Ahead.
- **Annual call in July 2013 and includes 2 parts.**
  - Part 1: FY14 Potential Rulemaking List
  - Part 2: Potential rulemakings for future consideration
- **Part 1: FY14 prioritized rulemaking list**
  - Currently identifies 46 projects
  - Will be used to make decisions on workload for FY14
  - Incorporates:
    - The PREP score
    - OPR priority consideration
    - Retrospective Regulatory Review rules
    - Statutory mandates
- **Part 2 will identified potential rulemakings for future consideration**
  - Rules with possible ARAC involvement were identified

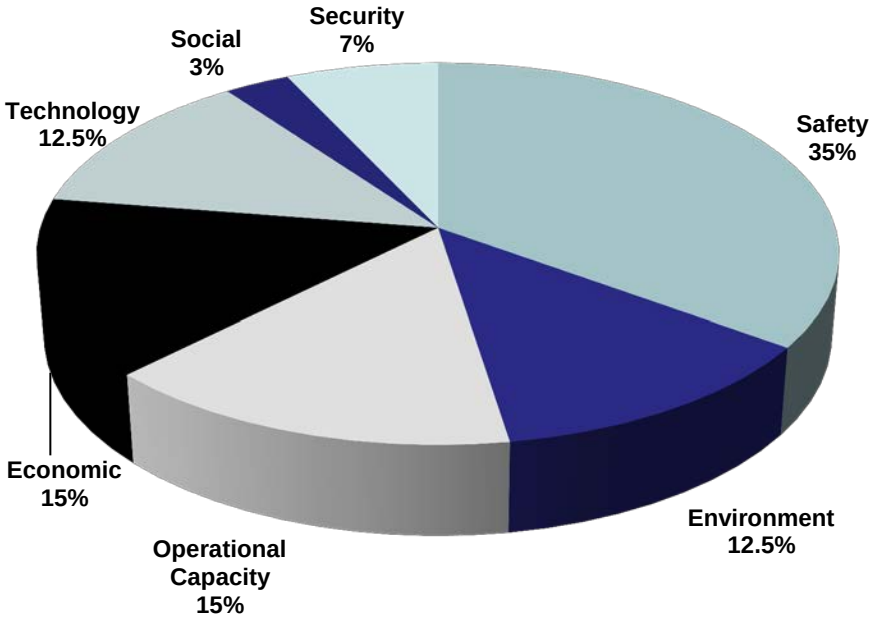
Next Steps

- **Approval of *The FAA Potential Rulemaking List* at the September 24, 2013 rulemaking council.**
- **Lessons Learned from the PREP Worksheet after the beta test.**
- **FAA to refine the PREP Worksheet based on beta test and begin documentation of the process**

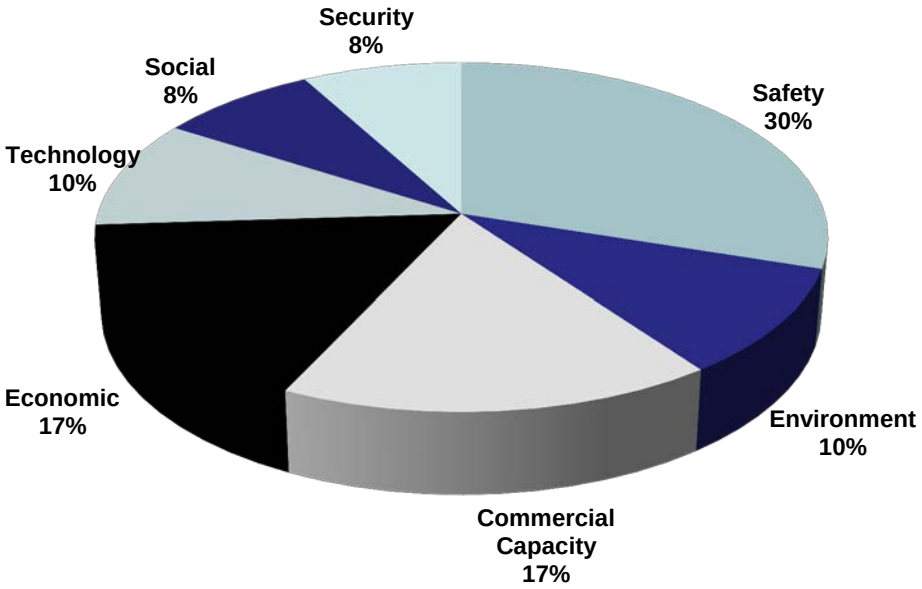
BACKUP SLIDES

Attributes & Weight Distribution

FAA PREP



ARAC- RPWG



Attributes & Weight Distribution

Attribute	FAA PREP Worksheet	ARAC Recommendation
Safety	35%	30%
Economic	15%	17%
Operational Capacity	15%	17%
Technology	12.5%	10%
Environmental	12.5%	10%
Security	7%	8%
Social	3%	8%

Recommendations & FAA Actions

	ARAC Recommendation	FAA Response	FAA Actions
1	Ensure the safety attribute matrix and instructions are part of the FAA's SMS policies and procedures and develop criteria and instructions that tie the RAM scoring methodology to the SMS policies and procedures.	Accepted, with modifications.	Implemented more robust SRM questions that align with FAA Order 8040.4, Safety Risk Management (Chapter 2, paragraph 5(c)).
2	Determine if Commercial Space Transportation Advisory Committee (COMSTAC) should be involved in the R-PETs process and adjust the REP accordingly.	Accepted.	COMSTAC's Charter does not allow for review of rulemaking activities. ARAC will be asked to comment on draft *The FAA List of Potential Rulemakings* topics within the scope of its charter.
3	Conduct an internal test of the R-PETs using several proposed projects from the 4 Year Look Ahead.	Accepted.	Conducted two tests using the PREP Worksheet between May and June 2013 using a set of current rulemaking projects; both underway and about to start.
4	Provide one example of a completed R-PET for each rulemaking OPR.	Accepted, with modifications.	Developing an example and guidance for PREP Worksheet users.
5	Develop training for SMEs and managers.	Accepted.	Piloted Q&A sessions for SMEs and managers in June 2013. Q&A sessions will be offered annually in conjunction with the call for future rulemakings in preparation for the *FAA List of Potential Rulemakings*.
6	Automate the R-PETs.	Accepted.	Short term automation - Using MS Excel. Long term automation – Defining requirements for implementation into existing systems.
7	Adopt the R-PETs into its rulemaking process.	Accepted.	Implementation under way.

Rulemaking Evaluation Process

ARAC Recommendation	FAA Response	FAA Action
Preliminary Stage (RAQ Part A)	Not Accepted.	This stage is now merged in with the “OPR Stage.”
OPR Stage (RAQ Part B and RAM)	Accepted, with modifications.	A subject matter expert completes the PREP Worksheet, which is then reviewed by management.
ARM Stage (RAQ Part C)	Accepted, with modifications.	ARM will consolidate the results of the PREP Worksheets into the *FAA List of Potential Rulemakings* and provide it, along with a separate OPR list, to each Director with rulemaking responsibilities.
ARAC Stage	Accepted, with modifications.	ARAC may review a subset of *The FAA List of Potential Rulemakings* and provide comments.
Council Stage	Accepted, with modifications.	The Council will review and evaluate the draft *FAA List of Potential Rulemakings* in consideration of drivers and ARAC comments.
Final Stage	Accepted, with modifications.	The Strategy, Budget, and Planning (SB&P) committee composed of FAA Associate and Assistant Administrators will review and approve the FAA’s rulemaking program.

THE FAA POTENTIAL RULEMAKING PROJECTS FOR FUTURE CONSIDERATION FY15 & Beyond (Possible ARAC Taskings)

Project Title	Project Description
Part 145 Repair Stations update	Develop a performance based repair station rule that will quickly develop standards for new technology, leverage industry participation for more efficient standard development, address the changing world of air carrier contract maintenance, and harmonize with other aviation safety agencies.
Part 145 Repair Stations update	(Alternative) Establish a prioritized list of subjects to be updated, piecemeal, over time through a long-term regulation modernization effort.
Crashworthy Fuel Systems	Would require self sealing fittings in engine to wing attachments, considerations for fuel lines located within the fuselage contour, and closing of the spar valve whenever the engine is switched off or the fire handle is pulled. Would also require revisions to §§ 25.561, 25.721, 25.963(d), and 25.994 that require all fuel tanks (including body tanks) be designed for fuel pressures arising from emergency landing conditions and improve the existing requirements for protection of fuel tanks in a wheels-up landing and in conditions in which the landing gear or nacelles break away.
Composite Structure	Generalize and add airframe requirements to account for nonmetallic structure: 1. Structural integrity of fuel tanks 2. Bonded structure 3. Flammability and toxicity 4. Crashworthiness 5. Damage tolerance 6. APU compartment 7. Large damage capability (GSHWG) 8. Initial flaw size (GSHWG)
Revised Ditching Standards	Establishing criterion for sink rate to be considered during ditching certification. In response to RE&D results from A320 accident.
Turbine Auxiliary Power Unit (APU) Installations and New Appendix K	Harmonization with EASA, Delegated rule. This rule change is needed to clarify how the Part 25 rules are to be applied to APU Installations. The only advantages in completing the rulemaking is to improve visibility for new applicant/authority personnel, reduce the number of ESF'S we need to process. There are already ARAC Recommendations and EASA rulemaking upon which to base this rulemaking. With prohibition on appendices in 14 CFR, we need to determine how to package details of rule (e.g., IBR, Detailed reg).
Update flutter requirements	Update 25.629 and related rules after ARAC

Project Title	Project Description
Direction Indicator	Harmonization with EASA, Delegated Rule No draft NPRM prepared, but have Final Report of AVHWG
Oxygen Systems	Harmonization with EASA, Delegated Rule No draft NPRM prepared
Parts 27/29 Updates	Parts 27 and 29 rule changes intended to address safety enhancements, including areas intended to improve occupant survivability (e.g. birdstrike rules, crashworthiness seats, crashworthiness fuel tanks, etc.)
Part 27/29 regulatory philosophy revamp.	This rulemaking is intended to determine if the existing 7,000 lb maximum weight limit is still the right weight value and to determine if other rotorcraft characteristics (besides, or possibly in addition to weight) may be more meaningful parameters to distinguish between normal (Part 27) and transport category (Part 29) rotorcraft target safety levels. We will also invite comments to determine if the current philosophy is appropriate for future rotorcraft airworthiness standards and target safety levels.
Rototrcraft Displays 27/29.1322	Update 27/29.1322 regulation pertaining to Warnings, cautions and advisories. Update rule to address glass cockpit displays (similar to 25.1322)
Bird Ingestion §33.76	This NPRM will propose a revision to the §33.76 requirements for large flocking bird testing with emphasis on core ingestion requirements and mid-sized engines.
Engine Endurance Test §33.87	This NPRM will propose an alternate endurance test to that currently required by § 33.87. This alternate endurance test will allow an engine to be tested in the configuration representative of its type design. The test conditions will cover the basic elements currently in 33.87, including the ratings, operating limitations and engine configuration and will be validated with engine data.