

[4910-13]

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 December 19, 2013, starting at 1:00 p.m. Eastern Standard Time. Arrange oral presentations by December 12, 2013.

ADDRESS: 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; e-mail 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 December 19, 2013, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

The Agenda includes:

1. Recommendation Report
 - a. Flight Controls Harmonization Working Group (Transport Airplane and Engine Subcommittee [TAE])
2. Status Reports From Active Working Groups
 - a. AC 120-17A Maintenance Control by Reliability Methods (ARAC)
 - b. Flight Test Harmonization Working Group (TAE)
 - c. Airworthiness Assurance Working Group (TAE)
 - d. Engine Harmonization Working Group (TAE)

- e. Engine Endurance Testing Requirements – Revision of Section 33.87
- 3. New Task
 - a. Airman Certification System Working Group
- 4. Status Report from the FAA
 - a. Rulemaking Prioritization Working Group (RPWG)

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 December 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 December 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 November 25, 2013

Brenda Courtney
Designated Federal Officer
Aviation Rulemaking Advisory Committee

AVIATION RULEMAKING ADVISORY COMMITTEE

RECORD OF MEETING

MEETING DATE: December 19, 2013

MEETING TIME: 1:10 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 December 2, 2013 (78 FR 72141).

ATTENDEES: **Committee Members**

Dan Elwell	Airlines for America (A4A), <i>ARAC Chair</i>
Michael Doellefeld	Boeing Commercial Airplanes, <i>ARAC Vice Chair</i>
Chris Baum	Air Line Pilots Association, International (ALPA)
Stacey Bechdolt	Regional Airline Association (RAA)
Craig Bolt*	Pratt & Whitney <i>Transport Airplane and Engine (TAE) Subcommittee, Chair</i>
Dr. Tim Brady	Embry-Riddle Aeronautical University (ERAU)
Mark Bury	Federal Aviation Administration (FAA) <i>Assistant Chief Counsel, International Law, Legislation, and Regulations Division</i>
Doug Carr	National Business Aviation Association (NBAA)

Tom Charpentier	Experimental Aviation Association (EAA)
Ambrose Clay	National Organization to Insure a Sound Controlled Environment (NOISE)
Damon Cox	Airline Dispatchers Federation (ADF)
Gail Dunham	National Air Disaster Alliance/Foundation (NADA/F)
Rolf Greiner*	AeroSpace and Defense Industries Association of Europe (ASD)
Rob Hackman	Aircraft Owners and Pilots Association (AOPA)
Julian Hall	European Aviation Safety Agency (EASA)
Jens Hennig	General Aviation Manufacturers Association (GAMA)
Paul Hudson	Aviation Consumer Action Project (ACAP)
Lirio Liu	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-1 Designated Federal Officer (DFO)</i>
Sarah MacLeod	Aeronautical Repair Station Association (ARSA)
George Paul	National Air Carriers Association (NACA)
Phil Poynor	National Association of Flight Instructors (NAFI)
Bob Robeson	Federal Aviation Administration (FAA) <i>Office of Aviation Policy and Plans, APO-300</i>
Chris Witkowski	Association of Flight Attendants Communications Workers of America (AFA-CWA)
Todd Sigler	The Boeing Company

Harold Summers	Helicopter Association International (HAI)
Attendees	
Edmond Boullay	U.S. Center for Research and Education on Strategy and Technology (U.S.-CREST)
Renee Butner	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-020</i>
Thuy Cooper	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-100</i>
Jim Crotty	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-205</i>
Lisa Elkins*	Public Citizen
Axel Firsching*	AeroSpace and Defense Industries Association of Europe (ASD)
Katie Haley	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-203</i>
Matthew Hallett	PAI Consulting
Barry Hance	The Boeing Company
Mike Kazycki*	Federal Aviation Administration (FAA) <i>Transport Standards, ANM-110</i>
Kenneth Kerzner	Federal Aviation Administration (FAA) <i>Regulatory Support Division, AFS-301</i>
Ken Knopp	Federal Aviation Administration (FAA) <i>Aviation Research Division, Structures and Propulsion Branch Manager, ANG-E28</i>
Ron Little	Delta Air Lines
Mark Lopez*	Airlines for America (A4A)
Melissa Loughlin	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-20</i>

Dorina Mihail*	Federal Aviation Administration (FAA) <i>New England Region–Aircraft Certification Service Engine and Propeller Directorate, ANE–142</i>
Mark Millam	Airlines for America (A4A)
Kyle Moore	Southwest Airlines Pilots’ Association (SWAPA)
Kevin Morgan	Federal Aviation Administration (FAA) <i>Flight Standards Service, AFS–350</i>
Susan Parson*	Federal Aviation Administration (FAA) <i>Flight Standards Service, AFS–300</i>
Paul Pitts	Federal Aviation Administration (FAA) <i>Flight Standards Service, AFS–330</i>
Alan Roy	Southwest Airlines Pilots Association (SWAPA)
Brian Seymour	Federal Aviation Administration (FAA) <i>Office of Aviation Policy and Plans, APO</i>
Alan Strom*	Federal Aviation Administration (FAA) <i>New England Region–Aircraft Certification Service Engine and Propeller Directorate, ANE–142</i>
Daniel Tibuni*	Federal Aviation Administration (FAA) <i>New England Region–Aircraft Certification Service Engine and Propeller Directorate, ANE–142</i>
Mona Tindall	Federal Aviation Administration (FAA) <i>Flight Standards Service, AFS–300</i>
James Wilborn*	Federal Aviation Administration (FAA) Northwest Mountain Region–Transport Airplane Directorate, ANM–117

*Attended via teleconference.

WELCOME AND INTRODUCTION

Mr. Dan Elwell, ARAC Chair, called the meeting to order at 1:10 p.m. and thanked the ARAC members and the public for attending. He stated there has been some confusion about whether the ARAC will be discussing Unmanned Aircraft Systems (UAS). The FAA has not tasked the ARAC to address this issue and it is not on the agenda. So, the ARAC does not plan to discuss it during the meeting. 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 ratification of the minutes from the September 19, 2013, meeting. He solicited any revisions or amendments to the draft minutes circulated before the meeting. Without revisions or questions, the ARAC ratified the minutes.

RECOMMENDATION REPORT

Flight Controls Harmonization Working Group (FCHWG): Rudder Pedal Sensitivity/Rudder Reversal Recommendation Report

Mr. Elwell introduced Mr. Craig Bolt, Transport Airplane and Engine (TAE) Subcommittee Chair. Mr. Bolt reviewed the FAA's tasking to the ARAC to recommend a performance-based requirement that gives manufacturers the flexibility to 1) design airplanes to meet their needs while ensuring airplane safety, and 2) recommend methods of compliance such as background or piloted simulation. He stated the FCHWG issued the Rudder Pedal Sensitivity/Rudder Reversal Recommendation Report on November 7, 2013.

Mr. Bolt provided the three recommendations from the FCHWG's report:

- 1) Enhanced Flight Crew Training.
- 2) A new Title 14, Code of Federal Regulations (14 CFR) § 25.353, applicable to new transport airplanes. Mr. Bolt noted the report includes dissenting opinions from some working group members.
- 3) Consideration of retrofit of existing transport airplanes on a case-by-case basis, addressing any potentially unsafe conditions through airworthiness directives.

Mr. Bolt asked the ARAC members for their comments or questions concerning the report. Ms. Gail Dunham stated the dissents in the report are important and she wants to understand them in greater depth. She noted although page 15 of the report records ALPA's input in detail, page 20 references another dissent but does not elaborate on the reasoning behind the dissenting opinions. Ms. Dunham explained she wants more details to better understand different organizations' views, but she also added the report was very thorough.

Mr. Elwell asked for a motion to accept the report, which was made and accepted. Mr. Elwell thanked Mr. Bolt and the team responsible for the report.

STATUS REPORTS FROM ACTIVE WORKING GROUPS

Engine Harmonization Working Group (EHWG) (TAE) (Attachment 1)

Mr. Bolt stated the specific tasks for the EHWG are to—

- 1) Evaluate the core engine 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 National Transportation Safety Board's (NTSB) two safety recommendations related to bird ingestions from the US Air 1549 investigation.
- 4) Define an industry process for periodic update and review of bird ingestion data.

Mr. Bolt reviewed two recent EHWG meetings, one in Toulouse, France, in September 2013, and one in Burlington, Massachusetts, in December 2013. He stated the EHWG is focused on developing four options for revised core ingestion requirements, and has begun to address task 2.

Mr. Bolt stated the next EHWG meeting will be in March 2014, but communication is ongoing via webinars and teleconferences.

Flight Test Harmonization Working Group (FTHWG) (TAE)

Mr. Bolt stated the FAA tasked the ARAC to consider revising several aspects of the airplane performance and handling qualities requirements in 14 CFR part 25, Airworthiness Standards: Transport Category Airplanes. Mr. Bolt explained the task includes prioritizing the list of topic areas based on prioritization criteria established by the FTHWG. He added the FTHWG is making steady progress and he hopes to present the ARAC with the recommendation report in March 2014.

Mr. Elwell asked if any attendees had questions or comments. Mr. Doug Carr stated the FAA created a Takeoff and Landing Performance Assessment Aviation Rulemaking Committee (TALPA ARC) several years ago that resulted in substantial recommendations. Mr. Carr noted the ARC addressed portions of the subject areas covered by the working group, and asked if the FTHWG integrated the ARC's work.

Mr. Mike Kazycki responded that the ARC material is somewhat relevant to the current tasking but is much more specific to runway overruns than to updates to part 25. He added the FTHWG will consult the ARC material as it moves forward but the degree of overlap is unknown.

Mr. Carr stated the ARC completed a substantial amount of work regarding 14 CFR parts 23 and 25 that he believes may be helpful to the FTHWG. Mr. Kazycki explained the FTHWG plans to have a member of the TALPA ARC participate in the FTHWG's activities, although that ARC member may soon retire.

Mr. Elwell asked Mr. Kazycki if the FTHWG's tasking referenced the TALPA ARC. Mr. Bolt replied it did not. Mr. Elwell then opened the discussion to further questions.

Mr. Michael Doellefeld , ARAC Vice Chair, sought clarification on the tasking's due dates. He noted a 3-year scope provided in the status update and asked if that was the estimated date of completion or a date prescribed in the tasking. Mr. Bolt stated the tasking was for a recommended prioritization of topic areas and not a final product. He explained the reference to 3 years reflects the estimated time needed to complete the 12 items the FTHWG is prioritizing. Ms. Sarah MacLeod stated the TAE Subcommittee will receive the report on prioritization of potential tasks in January 2014.

Airworthiness Assurance Working Group (AAWG) (TAE)

Mr. Bolt stated the AAWG held a meeting the week of December 8, 2013, and has two ongoing items:

- 1) Removable structural components requiring damage-tolerance-based inspections, and
- 2) Updating the structure task group guidelines.

Mr. Bolt added the AAWG will make recommendations for future taskings with the goal of continuing to act after implementation of its widespread fatigue damage recommendations.

AC 120–17A, Maintenance Control by Reliability Methods (Attachment 2)

Mr. Ron Little stated the FAA tasked the ARAC with rewriting Advisory Circular (AC) 120–17A, Maintenance Control by Reliability Methods, at the June 2013 ARAC meeting. He added NTSB Safety Recommendation A–09–110 identifies contradictory philosophies regarding “on-condition” maintenance between AC 120–17A and AC 120–16, Air Carrier Maintenance Programs. Mr. Little stated AC 120–17A refers to methodology in the Airline/Manufacturer Maintenance Program Planning Document (MSG–2), which requires updating to include the most current revision methods. He added the AC includes MSG–2 because some operators still operate under that methodology. Mr. Little stated the FAA requested ARAC assistance to evaluate the guidance contained in the ACs.

Mr. Little stated the working group is addressing six taskings:

- 1) Review NTSB Safety Recommendation A–09–110.
- 2) Review AC 120–17A and AC 120–16F.
- 3) Gather and review all internal and external guidance documents that reference or provide information on establishing, monitoring, maintaining, and overseeing air carrier reliability programs.
- 4) Determine whether updated guidance material is appropriate and if so, draft internal and external guidance based on modern concepts that ensure a standardized methodology for establishing, monitoring, maintaining, and overseeing air carriers' aircraft maintenance reliability programs.
- 5) Develop and submit a report containing recommendations to ensure consistency in establishing, monitoring, maintaining, and overseeing air carrier reliability programs, as well as an explanation of the decisions made in developing the recommendations and any corresponding documents.

- 6) Reinstate the working group as needed to assist the ARAC by responding to the FAA's questions or concerns after the recommendation report has been submitted.

Mr. Little stated the working group is working with Mr. Paul Pitts and AFS-300 on task 3 to ensure it captures all relevant guidance. Mr. Doellefeld asked how much guidance is available, and Mr. Little responded that a large amount exists. Mr. Little stated as the working group digests the data, it is first ensuring it captures all requirements from 14 CFR, then addressing guidance. Mr. Little added that, as working group chair, he is working closely with Mr. Pitts to research and capture the relevant guidance. He added Ms. MacLeod is helping identify relevant guidance. Ms. MacLeod noted the collection of information will be ongoing. Mr. Little acknowledged keeping the work scope under control will pose a challenge.

Mr. Little stated he has met with Mr. Ken Kerzner regarding task 4 to discuss modernized methods, noting newer aircraft from Boeing and Airbus provide expanded data due to the way the aircraft interfaces with maintenance.

Mr. Little stated the due date for the working group's report was set as September 30, 2014, but the working group is requesting a 6-month extension for a new due date of March 30, 2015. Mr. Elwell asked if anyone objected to the request. No objections were raised.

In response to a question regarding working group member involvement, Mr. Little stated that one representative did not respond to communications regarding his involvement, the working group voted to add Mr. Manny Gdalevitch from Aeronovo as a voting member. Mr. Little noted the working group also added two more nonvoting members: Mr. Bryan Riffe from US Airways and Mr. John Yakubowsky from The Boeing Company.

Mr. Little stated the working group held its initial meeting on December 10-11, 2013. Mr. Little thanked Ms. Katie Haley, FAA, for her logistical assistance and briefing at the meeting. Mr. Little stated Mr. Pitts briefed the working group on the technical and regulatory requirements of the AC 120-17A revision.

Mr. Little stated the working group reviewed the NTSB report and associated Safety Recommendation A-09-110 at the initial meeting and identified outdated and incomplete terminology in AC 120-16F and AC 120-17A. He explained the working group decided, to move forward, it needed to define the goals of reliability programs to use as a foundation. The working group voted and approved initial draft goals of reliability programs, as follows:

- 1) Define, establish, and maintain an effective maintenance schedule.
- 2) Define the standards for determining the time limitations contained within the air carriers' maintenance schedules.
- 3) Define acceptable levels of reliability performance of the aircraft, powerplant, systems, and components.
- 4) Collect data to monitor, analyze, and document reliability performance relative to acceptable levels.
- 5) Define the appropriate response when unacceptable levels of reliability performance are identified.

- 6) Develop, revise, and approve the methods, processes, and controls for the reliability program.

Mr. Little stated the working group decided to divide into two task groups to address the tasks. He explained Mr. Yakubowsky will lead the first task group which will focus on data collection and analysis and conduct its first meeting December 19, 2013. Mr. Kevin Berger from FedEx will lead the second task group and will focus on response to unacceptable levels of reliability performance and standards for determining and revising time limitations. Mr. Little stated the working group also established a meeting schedule, both for face-to-face and teleconference meetings. He noted he is working on lining up subject matter experts to present at meetings, in particular regarding the approval of reliability programs. Mr. Little stated he provided Ms. Haley with the working plan.

Ms. Dunham noted her disappointment that TIMCO Aviation Services was recently acquired by the Chinese company HAECO. She added TIMCO wages are currently low and requested as much oversight as possible for TIMCO. Ms. Dunham clarified TIMCO provides quality work but she is concerned with sustaining that level of safety.

NEW TASKS

Engine Endurance Testing Requirements Working Group

Ms. Liu clarified that the tasking is listed as an active working group because it was discussed at the last ARAC meeting. She stated the tasking notice is nearing completion, and the ARAC received a final draft of the tasking December 18, 2013. Mr. Elwell explained the ARAC did not formally accept the tasking at the last meeting, but requested edits instead. He stated the tasking was distributed to ARAC members for comments, which were consolidated and forwarded to create a new version. Mr. Elwell asked if the ARAC provided any additional comments on the final draft. He noted the final draft addresses the previous comments and the tasking now apparently responds to all concerns from the last meeting.

Mr. Elwell stated the ARAC has seen all but one sentence of the document, which was changed and reflected in the updated version. He offered to read the change and stated the ARAC members could vote to finalize the document immediately if they approved the change. The ARAC members agreed with Mr. Elwell's suggestion, and he read the updated content:

The ETRWG is to review and assess the standards and advisory material for 14 CFR § 33.87, Engine Endurance Test Requirements, as follows:

- 1) Develop an alternate endurance test that would allow an engine tested in the configuration representative of its type design and
 - a. Maintain compliance with the intent as well as the basic elements currently in 14 CFR § 33.87 including the ratings, operating limitations and engine configuration
 - b. The alternate test is to be equivalent to the test currently in 14 CFR § 33.87 with regards to demonstrating engine operability and durability and is validated with engine data. The engine data must

include experience, certification, and additional component and engine tests.

- 2) Develop and document recommended:
 - a. Methods of compliance and
 - b. Rule changes if considered necessary.

The ARAC accepted a motion to adopt the rewrite and voted to accept the tasking.

In response to Mr. Rolf Grenier's question regarding when the tasking will appear in the Federal Register, Ms. Liu stated she already has the final document, so once the ARAC approves the tasking, it will not take long to publish it in the Federal Register. Ms. Liu added she expects the Federal Register to publish the tasking in the forthcoming weeks.

Ms. MacLeod recommended that on publication of future documents, any deadline imposed should depend on a set number of days from issuance or publication rather than a calendar date, following the example of most items in the Federal Register. She offered an example in which, instead of a March 1, 2014 completion deadline, a report would be due 30 days after the submission of another document on which the report relies. Ms. MacLeod stated adopting such a process allows the ARAC to avoid changing deadlines because of external factors, and avoids the resulting perceptions associated with extended deadlines.

Ms. Liu asked if the FAA Engine and Propeller Directorate (ANE) is prepared to finish its recommendation report by September 30, 2015, or if a 3-month extension is necessary. Ms. Dorina Mihail stated that date is based on the assumption that the AC 120–17A working group will deliver its recommendation report in September 2014. She added if the FAA extends the deadline for the AC 120–17A recommendation report to March 30, 2015, it should extend the deadline for the recommendation report to December 31, 2015. Ms. Liu stated although the immediate recommendation report dates are calendar dates, the ARAC will adopt Ms. MacLeod's proposal regarding deadlines moving forward. Mr. Elwell asked the ARAC members if they accepted the new December 31, 2015, deadline.

Airman Certification Systems Working Group (ACSWG)

Mr. Elwell introduced a new task, the ACSWG, and asked for comments for discussion.

Dr. Tim Brady stated the ACSWG's tasking does not appear to offer the opportunity to bring on new members. He added this issue could be addressed via term limits to ensure the ACSWG does not become stagnant. Ms. MacLeod and Ms. Susan Parson stated the tasking notification includes language encouraging persons to apply to the ACSWG. Ms. Parson explained the language is intended to emphasize a newly created working group and not an extension of a previous one.

Dr. Brady asked if ACSWG membership will be circulated or remain static in the future. Mr. Elwell stated under the tasking, the ACSWG will expire in December 2015. He stated he did not believe it was necessary to mandate member turnover for a two year tasking.

Mr. Rob Hackman stated the 20-day period in the notification for persons to express interest in joining the ACSWG seemed short. Ms. Liu responded the 20-day period is standard, unless adjustment is needed. Ms. Parson stated the period could be extended and she would support an extension, given the holiday schedule approaching. Ms. MacLeod stated 30 days should be the standard for eliciting responses to such requests. She added that each pertinent sector of the aviation industry should be represented when working groups are developed. She explained when openings occur, the working group should choose someone representing the relevant sectors of the industry. Ms. MacLeod stated the Committee Manual defines the working group's composition as such. Ms. Liu confirmed the Committee Manual defines the working group composition in accordance with Ms. MacLeod's wording.

Mr. Elwell offered a motion to accept the tasking, and the ARAC accepted it.

STATUS REPORT FROM THE FAA

Ms. Liu thanked the ARAC for the recommendations it provided in December 2012, which the FAA attempted to implement during the recent fiscal year. She stated the FAA used the ARAC recommendations to create a prioritization tool, which it put in place in July 2013. Ms. Liu noted the FAA solicited potential rulemaking projects for fiscal year 2014 (FY14) and beyond for use with the prioritization tool. Ms. Liu stated users provided feedback based on the beta test of the tool. Ms. Liu stated the FAA plans to establish a team to continue refining the tool in FY14, and will place more emphasis on refining the drivers and move toward automation. She noted the safety attribute requires focus, and explained the FAA is working closely with the Safety Management Systems Working Group as it determines risk severity levels. Ms. Liu stated the goal is to create a translation chart between all lines of business addressing hazard level for use in the prioritization tool.

Ms. Liu stated the security and social aspect questions received few points based on use, and as a result, redistribution of weights will be necessary as FY14 moves forward.

Ms. MacLeod sought clarification as to whether the FAA is using the tool for current rulemakings or potential rulemakings. Ms. Liu explained the use is for all potential rulemakings. She stated the FAA has a list of "roughly" prioritized rulemakings for FY14 that are before the Rulemaking Management Council (Council), and the Council makes determinations based on the raw prioritization score and external driver considerations. Ms. Liu explained the methodology for approving projects to move forward is tricky because drivers and resource limitations preclude a "top-to-bottom" list. Ms. Liu stated the FAA used the prioritization tool for all 34 potential rulemaking projects, but noted she does not expect the FAA to undertake all 34 in the year.

Ms. Dunham asked if the Office of Management and Budget (OMB) reviewed the FAA's list or is involved in the preliminary rulemaking stages. Ms. Liu explained the OMB will be involved at the end of the rulemaking process. She added the OMB may be involved in some rulemakings earlier if they are deemed significant, which usually denotes a Congressional mandate. Ms. Liu stated significant rulemakings are clearly presented as such.

Mr. Jens Hennig asked how public the FAA will make the list of potential rulemakings. He noted although some aspects of rulemaking, such as ARAC meetings and the Department of Transportation (DOT) update, are open, European colleagues have observed a lack of transparency in the process. Ms. Liu stated the FAA has discussed the topic, but is limited in what it can share with the public. She explained a rulemaking becomes public once the FAA designates a Rulemaking Identification Number (RIN). Ms. Liu added the FAA is cooperating with foreign counterparts to share information before a rulemaking receives an RIN, but cannot share a list of its potential rulemakings with the public. Mr. Hennig stated he understood the FAA's position, but noted greater transparency results in greater ability of associations and industry to work with the FAA.

Ms. Liu stated the FAA has shared its list and identified areas of common interests in the accordance with cooperation guidelines developed with EASA (also being developed with Transport Canada). She added the EASA web site will highlight these common interests and will feature status updates on the rulemakings, but it will not provide a detailed schedule.

Mr. Elwell stated the prioritization tool created by the ARAC has been a success, but members want to remain involved in the rulemaking process, particularly in the early stages.

Mr. Elwell asked Ms. Liu if the FAA still anticipates approximately 20 rulemakings in FY14, as stated in a previous ARAC meeting. Ms. Liu responded the FAA still hopes for 20 rulemakings. She noted the number of rulemakings issued by the FAA has decreased by as much as 50 percent over the years. Ms. Liu stated the decreased number of rulemakings underscores the need for prioritization. She explained the Council has been able to undertake more retrospective regulatory review actions and work on streamlining rulemakings to ease the burden on the FAA and industry. Ms. Liu added she is optimistic about FY14, and noted several rulemakings are near completion.

Mr. Paul Hudson asked how the sequester has affected the Office of Rulemaking and other budgetary measures, and how the FAA has reacted to recent budget agreements. Ms. Liu stated the FAA reduced staffing but completed some backfilling. She noted she feels the Office of Rulemaking is at a good level, and finding qualified personnel is always an issue, regardless of sequestration. Ms. Liu stated the new budget agreement has not been digested at the FAA. She stated the Office of Aviation Safety and other FAA departments have felt the effects of sequestration through limited hiring capabilities and a staffing shortfall.

Mr. Hudson asked if furloughs of FAA safety inspectors and others due to sequestration were still in force. Mr. Bob Robeson stated the sequester did not diminish the FAA's capacity but delayed many schedules by roughly 1 month. He added the sequester only caused a delay, and did not undermine the rulemakings moving forward.

OFF AGENDA REMARKS

Ms. Dunham noted she would appreciate the meeting schedule for 2014. Ms. Liu stated the ARAC meetings are scheduled for March 20, June 19, September 18, and December 18, 2014.

Mr. Hudson stated he distributed to the ARAC a proposed "bill of rights" for air carrier passengers, which has been presented to DOT and circulated among Congress. He noted several

of the 30 proposals in the bill of rights would affect the FAA. Mr. Hudson stated a foremost issue is seat standards, an issue he previously raised at the September 2013 ARAC meeting. He asked if the FAA has initiated or contemplated any rulemaking on seat standards. Mr. Hudson noted Airbus recently called for international seat standards, and asked Mr. Julian Hall if EASA was taking any action. Mr. Elwell asked Mr. Hudson if the proposal contains specific seat standards. Mr. Hudson replied the proposal contains minimums for height, width, reclining, aisle width, and cushioning affecting safety and comfort. Mr. Hudson stated the proposal also calls for a moratorium on any seat size reductions. Mr. Hall stated he is not aware of any current EASA rulemaking addressing seat standards, and Ms. Liu added she is not aware of any current FAA rulemaking addressing them.

Mr. Hudson stated he raised concerns in the September 2013 ARAC meeting over use of unmanned aircraft. He noted Amazon recently publicized its plans to use drones for close-proximity deliveries, and expressed his concern. He asked if any FAA activities since September 2013 involved unmanned aircraft in U.S. airspace. Ms. Liu stated the subject is outside the scope of the ARAC, but the FAA recently released a UAS roadmap detailing plans for the future, which is available on the FAA web site.

Mr. Hudson stated his organization petitioned the FAA in May 2013 to review the Extended Operations (ETOPS) for the Boeing 787 and reduce the ETOPS allowance to 2 hours. He added his organization received a response from DOT but not the FAA, and asked if the FAA has contemplated an ETOPS review for the aircraft. Ms. Liu stated the subject is outside the scope of the ARAC and, to the best of her knowledge, the petition has been received and is being addressed by the appropriate FAA office.

Ms. Lisa Elkins, a public citizen, asked if the FAA has made a decision regarding UAS drone testing site locations. Ms. Liu responded the subject is outside the scope of the ARAC agenda and recommended Ms. Elkins review the UAS roadmap available on the FAA web site. Mr. Elwell explained the ARAC is not privy to UAS matters and does not possess additional information from what is publicly available. Mr. Patrick Egan, a public citizen, asked if there is a public rulemaking advisory group addressing UAS. Mr. Elwell stated he is not aware of any.

Mr. Doug Carr, NBAA, offered to host a future ARAC meeting at the NBAA offices in Washington, DC.

Mr. Hudson noted he previously expressed a desire for live streaming of the ARAC meeting for public viewing. He stated the FAA should possess the necessary technological support to do so. Mr. Elwell agreed streaming meetings was worth exploring.

Mr. Mark Millam offered a subject for the ARAC's consideration. He explained the FAA announced a revision to AC 120-27F, Aircraft Weight and Balance, in early November 2013, which was followed by an industry meeting with the revision's authors. Mr. Millam stated the revision contains two major changes: 1) the reassessment of carry-on baggage weight, and 2) the abandonment of standard weights. Mr. Millam stated the use of standard weights is based in the National Health and Nutritional Examination Survey and is an international "gold standard" for conducting weight surveys. He explained the industry is not receptive to the changes and suggested the ARAC investigate further via a tasking or working group. Mr. Millam noted the

repercussions could be felt not only by air carriers, but also by manufacturers in the United States and in Europe. Mr. George Paul stated is a worthy topic if it falls within the scope of the ARAC. He explained the abandonment of standard weights is a major issue for air carriers. Mr. Millam noted the comments on the revised AC are due in January 2014.

Ms. MacLeod explained the FAA determines the ARAC taskings, so Mr. Millam and Mr. Paul should forward the request for a tasking and working group directly to the FAA office with the primary responsibility. Mr. Millam stated he understood the relationship between the FAA and the ARAC and would proceed accordingly.

Mr. Doellefeld stated the ARAC provides feedback at the end of each meeting and the ARAC leadership is considering more formal feedback from members on their contributions to the ARAC as well as the contributions of their peers. He explained the feedback will help the FAA improve the ARAC and rulemaking process.

Mr. Elwell stated Mr. Doellefeld's 3-year period in the Washington, DC, area is at a close and he will no longer attend the ARAC as Vice Chair. Mr. Elwell praised Mr. Doellefeld's service and thanked him. Mr. Elwell stated Ms. Peggy Gilligan, FAA, will assign the new Vice Chair before the next meeting.

ADJOURNMENT

Mr. Elwell adjourned the meeting at 3:45 p.m.

Approved by: 
Dan Elwell, Chair

Dated: March 10, 2014

Ratified on: March 20, 2014

TAE Update for ARAC

December 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 (1.35m²-2.5m² 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.

TAE Engine Harmonization Working Group

Task: Bird Ingestion Regulation Assessment

2nd Meeting Sept. 25-26, 2013 in Toulouse hosted by Airbus.

Progress was made on core ingestion elements of tasks, discussions centered around perceived deficiencies in the current rule & advisory material for core ingestion by comparing field events to certification demonstrations.

The WG considered what options for improvement are available to address various phases of flight, and whether a new certification test is necessary – or whether new certification design requirements or guidance would be adequate.

3rd Meeting held Dec. 11-12, 2013 at FAA Offices in Burlington, MA

Developed 4 options for revised core ingestion requirements for WG evaluation
Beginning to address Large Flocking Bird requirements into Medium thrust class engines under task 2

Continuing to hold monthly webex/telcon to address action items from meetings and keep work progressing.

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 Sept 10-12 Meeting Results

- Draft work plans were reviewed and modified for the fifteen high priority focus tasks identified during FTHWG-29
- Action items call for additional post-meeting work plan activity
- The FAA identified four of the high priority focus tasks which they no longer need work plans for (they are preparing NPRMs)
- An additional high priority focus task was identified – HQRM and Failure Assessment Methodology for Handling Qualities and Performance Classification (Action item to develop work plan)
- EASA requested an additional sub-task to define a new Part 25 wet runway landing distance rule (wet runway overrun topic)
- A sequencing activity resulted in a proposal that five subteams with appropriate SMEs would be required to accomplish the remaining 12 high priority tasks over a period of three years

FTHWG Plan for Completing Recommendations

- There were thirty four action items identified during FTHWG-30
- Five of the action items were completed during the meeting
- Substantial progress has been made on many of the others
- Remaining work being done by telcon, email and Sharepoint
- Still required:
 - A proposed alternate sequencing plan is being evaluated
 - All action items to be completed including finalizing work plans
 - Any significantly changed work plans must be reviewed by WG
 - Working Group draft report to be written and reviewed by FTH members
- WG report will be sent to ARAC TAE Subcommittee by mid-January 2014.

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

This page contains no technical data subject to EAR or ITAR

Airworthiness Assurance Working Group (AAWG) Report

AAWG Dec 10/11 Meeting

Airworthiness Assurance Working Group (AAWG) meeting - Washington DC

29 Industry attendees

Major agenda items:

Status & AAWG input to two on-going sub-teams.

Removable Structural Components requiring Damage Tolerance based inspections.

Update to Structures Task Group Guidelines

Corrosion Level definitions

Potential Changes to 14CFR25.571

Future Tasking of AAWG – retain industry body beyond WFD implementation

Next meeting tentatively scheduled for early June, location TBD

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

Maintenance Reliability Program Working Group

Aviation Rulemaking Advisory Committee (ARAC)

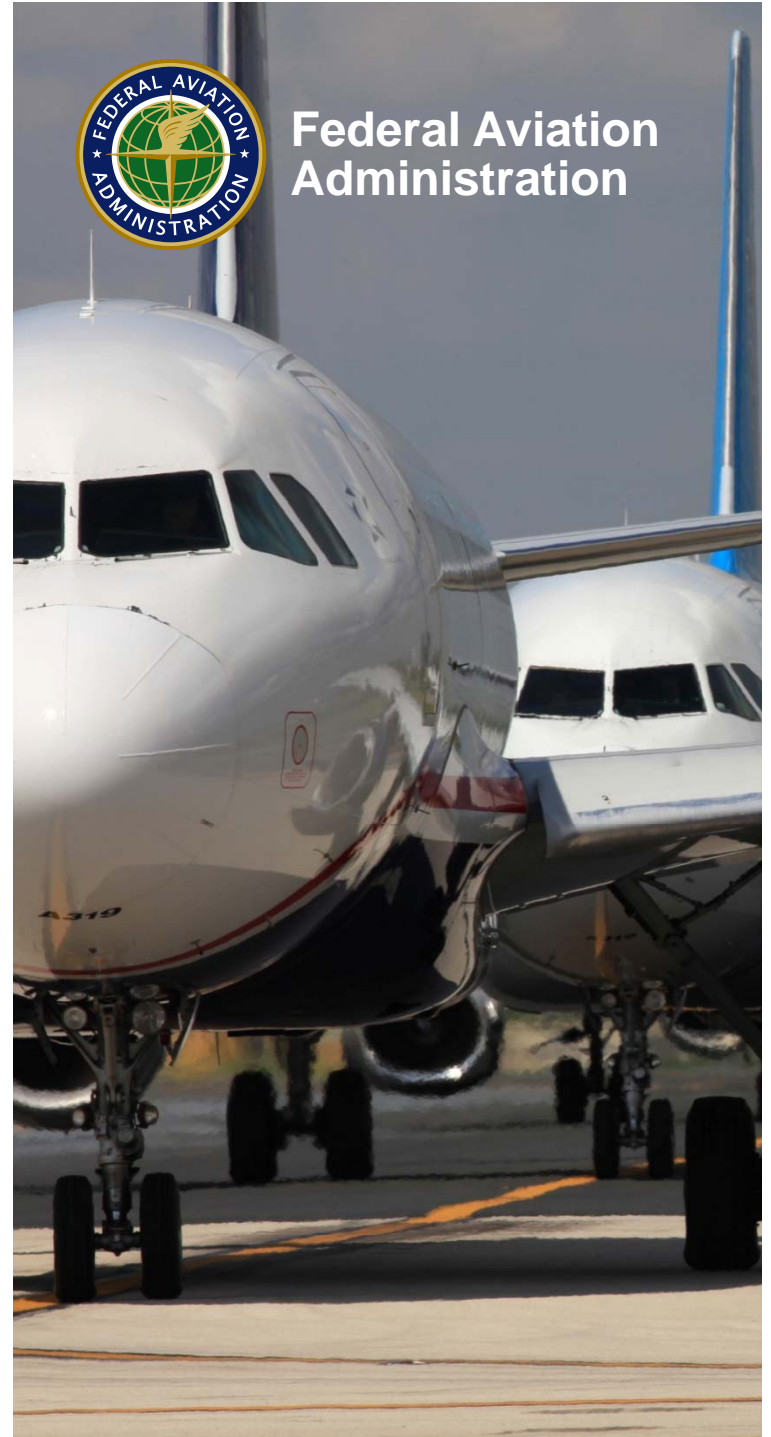
Presented to: Aviation Rulemaking Advisory Committee

By: Ron Little, Working Group Chair

Date: Dec. 19, 2013



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Background

- **June 2013 ARAC meeting the FAA has assigned and the ARAC has accepted the tasking to rewrite AC120-17A.**
- **The National Transportation Safety Board (NTSB) issued safety recommendation A-09-110 identifying contradictory philosophy regarding “on-condition” maintenance and differences between AC120-17A and AC120-16F.**
- **AC120-17A refers to MSG-2 methodology which requires updating to include the most current revision methods in MSG-3.**
- **FAA requested ARAC assistance to evaluate the guidance contained in the AC’s**



ARAC Tasking

1. Review the NTSB Recommendation A-09-110.

http://www.nts.gov/doclib/recletters/2009/A09_108_111.pdf

2. Review AC 120-17A, “Maintenance Control by Reliability Methods”

http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22744

and AC 120-16F Air Carrier Maintenance Programs”.

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%20120-16F.pdf

3. Gather and review all internal and external guidance documents that reference or provide information on establishing, monitoring, maintaining and overseeing air carrier reliability programs.



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ARAC Tasking (cont'd)

4. **Determine whether updated guidance material is appropriate and if so, develop draft internal and external guidance based on modern concepts, which ensure a standardized methodology for establishing, monitoring, maintaining and overseeing air carrier's aircraft maintenance reliability programs.**
5. **Develop and submit a report that contains recommendations for ensuring consistent establishment, monitoring, maintaining and overseeing an air carrier reliability program that explains the decisions made in developing the recommendation and any corresponding documents.**
6. **The working group may be reinstated to assist the ARAC by responding to FAA's questions or concerns after the recommendation has been submitted.**



Working Group Report Due Date

- **The working group tasking requires that the report containing recommendations be submitted to the FAA for review by:**

Current - Sept. 30, 2014

- **The working group is requesting a 6 month extension of the report due date:**

Proposed - March 30, 2015

- **Rationale for extension**
 - The working group tasking was approved in June 2013
 - WG member selection process was impacted by sequestration and government shutdown.
 - Late selection of WG affected the scheduling of the WG first meeting
 - Previous commitments of Working Group Chair (Delta & A4A)



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Working Group Members

Name	Company	Industry Group
Ron Little - Chair	DAL	A4A
Paul Pitts	FAA	FAA (AFS 330)
Katherine Haley	FAA	FAA (ARM Analyst)
Amy Oonk	SWA	A4A
Kevin Berger	FedEx	A4A
Mark Coile	UPS	A4A
Bryan Riffe	US Air (non-voting)	A4A
Oliver Weiss	Airbus	AIRBUS
Sarah MacLeod	ARSA	ARSA Aeronautical Repair Station Association
Matthew Razniewski	Boeing	BOEING
John Yakubowsky	Boeing (non-voting)	BOEING
John Sullivan	CAVOK	CAVOK Group - Consulting Group
Wagner Luiz Cazzaniga	Embraer	EMBRAER
Melanie Cox	GE Aviation	GE
Harold Summers	Helicopter	HAI Helicopter Association International
Dave Mikkelson	Allegiant	NACA National Air Carrier Association
Leonard Beauchemin	Natl Bus Aviat Assoc	NBAA National Business Aviation Association
Russ Raddatz	Air Wisconsin	RAA Regional Airline Association
Manny Gdalevitch	Aeronovo	Aviation Consulting



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Initial Meeting

- **Once the Working Group was selected an initial meeting was held in Washington, D. C. on Dec. 10th & 11th, 2013.**
- **Katie Haley, ARM analyst, briefed the WG on its tasking, duties, responsibilities and processes.**
- **Paul Pitts, AFS 330 briefed the WG on the technical / regulatory requirements of the AC120-17A revision. Provided background data and documents.**



Initial Meeting

- **NTSB Report review**
 - The working group reviewed the NTSB and determined the concerns found within the report were valid concerns that should be addressed in a revision to AC120-17A.
 - While MSG-2 derived programs may still be in use by operators, however, most aircraft in operation today have maintenance programs developed under MSG-3.
 - These modern methods need to be harmonized across all advisory circulars and FAA guidance to ensure consistency.



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Initial Meeting

- **Defining the initial draft goals of the Reliability Program**
 - Define, establish, and maintain an effective maintenance schedule.
 - Define the standards for determining the time limitations contained within the air carriers maintenance schedule.
 - Define acceptable levels of reliability performance of the aircraft, powerplant, systems, and components.
 - Collect data to monitor, analyze, and document reliability performance relative to acceptable levels.
 - When unacceptable levels of reliability performance are identified, define appropriate response.
 - Develop, revise, and approve the methods, processes, and controls for the Reliability Program.



Sub-Working Group Teams

In order to expedite progress 2 sub-working group teams were formed

- **Team 1 - Data Collection and Analysis**
- **Team Lead: John Yakubowsky, Boeing**
- **Team members:**
 - Amy Oonk, SWA**
 - Bryan Riffe, US Air**
 - Russ Raddatz, Air Wisconsin**
 - Manny Gdalevith, Areonovo**
- **First telecon / WebEx: Dec 19, 2013**



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Sub-Working Group Teams

- **Team 2 - Response to Unacceptable Levels of Reliability Performance and Standards for Determining and Revising Time Limitations**
- **Team Lead: Kevin Berger, FedEx**
- **Team members:**
 - Oliver Weiss, Airbus**
 - Mark Coile, UPS**
 - Dave Mikkelson, Allegiant**
 - Matthew Razniewski, Boeing**
 - John Sullivan, CAVOK**
- **First Telecon: TBD**



Meeting Schedule

Face to Face Meeting Schedule - 2014

Meeting	Date	Location	Host
1	Dec. 10 & 11	Washington, D.C.	FAA
2	Mar. 3 - 7	Phoenix, AZ	US Air
3	May 5 - 9	Dallas, TX	Soutwest Airlines
4	June 23 - 27	Atlanta, GA	Delta Air Lines
5	Oct. 20 - 24	Alexandria, VA	Helicopter Assoc. Int'l

Teleconference Meeting Schedule - 2014

Meeting	Date	Time	WebEx Host
1	Jan. 14	10:30 Eastern	ARSA
2	Feb. 19	10:30 Eastern	ARSA
3	Apr. 8	10:30 Eastern	ARSA
4	May. 13	10:30 Eastern	ARSA
5	July. 8	10:30 Eastern	ARSA
6	Aug. 12	10:30 Eastern	ARSA
7	Sept. 9	10:30 Eastern	ARSA



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