



Aviation Rulemaking Advisory Committee Task Notice

December 11, 2020

ACTION: Notice of a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: The FAA assigned ARAC a new task for transport category airplane designs. The task is to provide recommendations regarding the use of an alert when ground spoilers are not armed for landing. There is a history of landing incidents and accidents where the automatic ground spoilers were not armed. This notice informs the public of the new ARAC activity for the Avionics Systems Harmonization Working Group (ASHWG).

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (5 U.S.C., Appendix 2). The FAA established the ARAC to provide information, advice, and recommendations on aviation related issues that could result in rulemaking to the FAA Administrator, through the Associate Administrator of Aviation Safety.

There has been a history of landing incidents and accidents where the automatic ground spoilers were not armed, in addition to the subsequent reduction in wheel-braking effectiveness as well as drag reduction. This has been a significant contribution to runway overruns. One example occurred on April 26, 2011, when a Southwest Airlines Boeing 737-700 went off the end of the runway at Chicago Midway International Airport. This task is also related to NTSB safety recommendations following the December 29, 2010, American Airlines Flight 2253 runway overrun accident at Jackson Hole Airport, Wyoming:

- Require all operators of existing speedbrake-equipped transport-category airplanes to develop and incorporate training to specifically address recognition of a situation in which the speedbrakes do not deploy as expected after landing. (A-12-44)
- Require all newly type-certificated 14 *Code of Federal Regulations* Part 25 airplanes to have a clearly distinguishable and intelligible alert that warns pilots when the speedbrakes have not deployed during the landing roll. (A-12-45)

The FAA is tasking ARAC, through the Transport Airplane and Engine (TAE) Subcommittee, to advise on the use of an alert when ground spoilers are not armed for landing in light of these incidents and accidents.

On December 10, 2020, the FAA assigned these tasks to ARAC, which ARAC designated to the TAE Subcommittee Avionics Systems Harmonization Working Group. Participants of the existing Avionics Systems Harmonization Working Group will serve as members of the working group, reporting to ARAC through the TAE Subcommittee. The working group will provide advice and recommendations on the assigned task. The TAE Subcommittee will review and approve submission of the recommendation report to ARAC for consideration. ARAC must

deliberate and discuss the report prior to voting on whether to submit the recommendation report to the FAA.

THE TASK: The Avionics Systems Harmonization Working Group will provide advice and recommendations to ARAC, through the TAE Subcommittee, in a report that addresses the following questions relative to new airplane designs. The report should provide rationale for the responses.

1. Are the existing industry standards or guidance material sufficient, or do you recommend any new or revised industry standards or guidance material to provide acceptable automatic ground spoiler alerts for the flightcrew in cases where the airplane is prepared to land (for example, when the airplane drops below an appropriate height above the runway), but the automatic ground spoilers are not armed? The recommendations should ensure there is enough flexibility to cope with potentially different aircraft designs.
2. Are the existing alerting standards in 14 CFR part 25 sufficient, or do you recommend changes to the existing alerting requirements?
3. After reviewing airworthiness, safety, cost, and other relevant factors including recent certification and fleet experience, are there any additional considerations that the FAA should take into account regarding avoidance of landing without ground spoilers armed?
4. Is coordination necessary with other harmonization working groups? If yes, coordinate with that working group and report on that coordination.

The ASHWG will develop a report containing recommendations on the findings and results of the task explained above.

- The recommendation report should document both majority and dissenting positions on the findings and the rationale for each position.
- Any disagreements should be documented, including the rationale for each position and the reasons for the disagreement.
- The report should contain initial qualitative and quantitative costs and benefits for recommended actions.

SCHEDULE: The recommendation report should be submitted to the FAA for review and acceptance no later than 18 months from the first ASHWG meeting following assignment of these tasks.

WORKING GROUP ACTIVITY: The working group must comply with the procedures adopted by the ARAC and as follows:

1. Conduct a review and analysis of the assigned task and any other related materials or documents.
2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by the TAE Subcommittee.
3. Provide a status report at each TAE Subcommittee meeting.
4. Draft and submit the recommendation report based on the review and analysis of the assigned task.
5. Present the recommendation report at the TAE Subcommittee meeting.

PARTICIPATION IN THE WORKING GROUP: The ASHWG is composed of technical experts having an interest in the assigned task. A working group member need not be a member representative of ARAC. The FAA favors a wide range of stakeholders to ensure all aspects of the tasks are considered in development of the recommendations.

The provisions of the August 13, 2014, Office of Management and Budget guidance, “Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions” (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their “individual capacity.” The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a “representative capacity” for the “express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government.” (For further information see Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

Confidential Information

All final work products submitted to ARAC are public documents. Therefore, they should not contain any nonpublic proprietary, privileged, business, commercial, and other sensitive information (collectively, Confidential Information) that the working group members would not want to be publicly available. With respect to working groups, there may be instances where members will share Commercial Information within the working group for purposes of completing an assigned task. Members must not disclose to any third party, or use for any purposes other than the assigned task, any and all Confidential Information disclosed to one party by the other party, without the prior written consent of the party whose Confidential information is being disclosed. All parties must treat the Confidential Information of the disclosing party as it would treat its own Confidential Information, but in no event shall it use less than a reasonable degree of care. If any Confidential Information is shared with the FAA representative on a working and/or task groups, it must be properly marked in accordance with the Office of Rulemaking Committee Manual, ARM-001-15.

The Secretary of Transportation determined the formation and use of ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

ARAC meetings are open to the public. However, working group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

FOR FURTHER INFORMATION CONTACT: Joe Jacobsen, Federal Aviation Administration, 2200 South 216th Street, Des Moines, Washington, 98198; telephone (206) 231-3158; email joe.jacobsen@faa.gov.