

[4910-13]

**DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Executive Committee of the Aviation Rulemaking Advisory Committee.

DATES: The meeting will be held on August 30, 2012, at 1:30 p.m.

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: Under 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 Executive Committee of the Aviation Rulemaking Advisory Committee taking place on August 30, 2012, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591. The Agenda includes:

1. ARAC Restructure
2. ARAC Tasking: Airman Testing Standards and Training Working Group
3. Status Report from the Rulemaking Prioritization Working Group (RPWG)
4. Status Reports from Assistant Chairs
5. Remarks from EXCOM members

Attendance is open to the interested public but limited to the space available. The FAA will arrange teleconference service for individuals wishing to join in by teleconference if we receive notice by August 21. Arrangements to participate by teleconference can be made by contacting the person listed in the "FOR FURTHER INFORMATION

CONTACT” section. Callers outside the Washington metropolitan area are responsible for paying long-distance charges.

The public must arrange by August 21 to present oral statements at the meeting. The public may present written statements to the executive committee by providing 25 copies to the Executive Director, 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.”

Issued in Washington, DC, on August 2, 2012

Lirio Liu
Acting Director
Office of Rulemaking

AVIATION RULEMAKING ADVISORY COMMITTEE

EXECUTIVE COMMITTEE

RECORD OF MEETING

MEETING DATE: August 30, 2012

MEETING TIME: 1:30 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 8, 2012 (77 FR 47493).

ATTENDEES: Executive Committee Members

Norman Joseph Airline Dispatchers Federation,
ARAC Chair

Dan Elwell Aerospace Industries Association,
ARAC Vice Chair

Craig Bolt Pratt & Whitney,
*Transport Airplane and Engine
Aeronautical Technical Subject Area,
Assistant Chair*

Michael Doellefeld Boeing Commercial Airplanes,
*Occupant Safety Aeronautical Technical
Subject Area, Assistant Chair*

Bill Edmunds Air Line Pilots Association,
International,
*Air Carrier Operations Aeronautical
Technical Subject Area, Assistant Chair*

Paul Hudson* Aviation Consumer Action Project

Lirio Liu Federal Aviation Administration,
*Office of Rulemaking, Acting ARM-1
Designated Federal Official (DFO)*

Sarah MacLeod	Aeronautical Repair Station Association, <i>Air Carrier/General Aviation Maintenance Aeronautical Technical Subject Area, Assistant Chair</i>
Dennis McGrann	N.O.I.S.E. (National Organization to Insure a Sound-controlled Environment), <i>Noise Certification Aeronautical Technical Subject Area, Assistant Chair</i>
Christopher Oswald	Airports Council International – North America, <i>Airport Certification Aeronautical Technical Subject Area, Assistant Chair</i>
Bob Robeson	Federal Aviation Administration, <i>Office of Aviation Policy and Plans, APO-300</i>
David York	Helicopter Association International <i>Rotorcraft Technical Subject Area, Assistant Chair</i>

Attendees

Stacey Bechdolt	Regional Airline Association
Michelle Betcher	Airline Dispatchers Federation
Edmond Boullay	U.S.-CREST (Center for Research and Education on Strategy and Technology)
Renee Butner	Federal Aviation Administration, <i>Office of Rulemaking, ARM-20</i>
Thuy Cooper	Federal Aviation Administration, <i>Office of Rulemaking, ARM-020</i>
Brenda Courtney	Federal Aviation Administration, <i>Office of Rulemaking, ARM-200</i>
Gail Dunham	National Air Disaster Alliance/ Foundation
Emily Dziedzic	PAI Consulting
Rolf Greiner*	Airbus

Katie Haley	Federal Aviation Administration, <i>Office of Rulemaking, ARM-200</i>
Van Kerns	Federal Aviation Administration, <i>Office of Flight Standards Service - Regulatory Support Division, AFS-600</i>
Ida Klepper	Federal Aviation Administration, <i>Office of Rulemaking, ARM-100</i>
Paul McGraw	Airlines for America
George Novak	Aerospace Industries Association
Susan Parson	Federal Aviation Administration, <i>Office of Flight Standards Service, AFS-003</i>
Deborah Polasek*	Federal Aviation Administration, <i>Office of Joint Planning and Development, AJP-C</i>
Melissa Rudinger	Aircraft Owners and Pilots Association (AOPA)
Keith Walker	University of Maryland

*Attended via teleconference.

WELCOME AND INTRODUCTION

Mr. Norman Joseph, ARAC Chair, called the meeting to order at 1:35 p.m. and thanked the Executive Committee (EXCOM) members for attending. He clarified this meeting is being held under the old ARAC charter; the new charter will be effective shortly. Mr. Joseph thanked Ms. Lirio Liu and invited the attendees to introduce themselves. He asked Ms. Liu to read the required Federal Advisory Committee Act (FACA), Title 5, United States Code Appendix 2 (2007) statement.

CERTIFICATION OF MINUTES

Mr. Joseph stated the first item on the agenda is to certify the minutes from the March 29, 2012, meeting. He noted the minutes need to be revised to reflect the current charter expiration date of September 17, 2012. Mr. Joseph asked if any members had any additional revisions or comments. With no additional revisions or objections, he certified the minutes pending the date revision.

Mr. Joseph invited all attendees to participate in the discussion. He reminded the meeting attendees to complete the FAA Office of Aviation Safety (AVS) Quality Management feedback form and give the forms to Ms. Renee Butner. He then invited Ms. Liu to discuss the ARAC restructure.

ARAC RESTRUCTURE

Ms. Liu started by providing the background of the ARAC restructure, which started about 2½ years ago. She stated the goal was to streamline the ARAC by consolidating it and EXCOM, because the full ARAC had not met in several years. Ms. Liu noted the restructure also moves the subcommittees under, and has their recommendations filter through, the ARAC, which meets the FACA requirement.

Ms. Liu stated while the FAA was exploring the idea of streamlining the ARAC, it tasked the Process Improvement Working Group (PIWG) to evaluate how to improve the ARAC's processes and procedures. She noted this task resulted in revising the Committee Manual.

Ms. Liu stated the current charter expires September 17, 2012. She noted the revised charter is with the U.S. Department of Transportation (DOT) for final review and approval. Ms. Liu stated she expects the approval before the expiration date of the current charter. She explained the FAA will send appointment letters to member representatives and their alternates around the time of the charter approval. Ms. Liu noted the FAA received nominations for member organization representatives and alternates.

Ms. Liu stated under the new charter, the ARAC will meet roughly four times a year, pending substantive discussion items and recommendation reports. She noted the Transport Airplane and Engine (TAE) group must send recommendation reports to the FAA through the ARAC.

Ms. Liu added the Chair and Vice Chair will serve in their position for 2 years. She added the Vice Chair will typically become the Chair at the end of the 2 years and a new Vice Chair will then be selected. Ms. Liu stated there are no set term expirations for member representatives and their alternates.

Ms. Liu stated under the new charter, the FAA expects member representatives to attend meetings in person or by phone to ensure the ARAC is an active and functioning group. She noted if the representative cannot attend, the alternate should participate in his/her place.

Ms. Liu stated ARM is finalizing the draft of the Committee Manual, which incorporates the ARAC restructure and PIWG recommendations. She noted the FAA will distribute the Committee Manual for comment once the draft is finalized. Ms. Liu stated she hopes to have the Manual posted for comment at the same time the new ARAC charter is approved and distributed.

Ms. Liu stated part of the discussion around the restructure of the ARAC involved international membership. Ms. Liu explained AeroSpace and Defence Industries Association of Europe (ASD) has requested—and the FAA has granted—membership on the new ARAC. FAA felt ASD participation was appropriate because of the FAA's relationship with EASA. The FAA is waiting for the ASD member representative and alternate nominations.

Mr. Dan Elwell stated ASD is a good fit for the ARAC because it is an association of associations, representing about 20 entities.

Ms. Liu stated, in following up on the March 30, 2012, meeting discussion, ARM-1 is the only DFO for the ARAC. She explained there will not be a DFO for subcommittees or working groups; however, an FAA Representative will attend the subcommittee and working group meetings.

Ms. Liu stated the new ARAC structure will reduce the membership from 55 member organizations to approximately 24, allowing the ARAC to be a more nimble and functioning organization.

Mr. Joseph asked if anyone had a question about the ARAC restructure. Mr. Paul Hudson asked if the FAA distributed the latest version of the charter and Manual. Ms. Liu responded the charter was included in the read ahead packet for the last meeting. She stated there have been no substantive changes since then and the FAA is reviewing comments from the DOT Office of the Secretary. Ms. Liu stated the FAA will publish the charter in September 2012. Mr. Hudson noted he did not see the proposed charter in his documents and Ms. Butner agreed to send him a copy once it is approved.

Mr. Paul McGraw asked when the changes will take place. Ms. Liu stated the charter expires September 17, 2012, and the new charter will be signed and published by that date. She noted the next meeting of the ARAC will be conducted under the new charter.

Mr. Joseph asked if anyone had additional questions. With none, he invited Ms. Susan Parson to present the next topic.

ARAC TASKING: AIRMAN TESTING STANDARDS AND TRAINING WORKING GROUP

Ms. Parson stated the FAA chartered an aviation rulemaking committee (ARC) approximately 1 year ago. She noted this ARC included aviation testing providers such as AOPA, the National Association of Flight Instructors (NAFI), Society of Aviation and Flight Educators (SAFE), and other organizations to help determine how to improve airman testing standards and the associated guidance material.

Ms. Parson stated the aviation industry has been concerned about the knowledge test for a long time, because the questions asked in the test are not keeping up to date with the changes in the National Airspace System (NAS). The aviation industry views the test merely as a formality as opposed to supporting the educational and training structure, as it should.

Ms. Parson noted the ARC developed a report with recommendations. She stated the proposed tasking for the ARAC responds to several of their recommendations concerning the content, process, methodology, and priorities for updating airman testing standards and training materials. Ms. Parson added the ARC recommended the establishment of a stakeholder body to provide expertise and experience to accomplish these tasks. She stated the proposed stakeholder body is the ARAC working group for which she is seeking approval.

Ms. Parson stated there is a document in the read ahead packet describing the specific taskings for the working group. She explained this document describes the need for the working group to create an integrated Airman Certification Standards document to correlate the required areas for knowledge testing under Title 14, Code of Federal Regulations part 61 to the practical test standards. This will tie the knowledge areas to the skills identified for safe operation in the NAS. Ms. Parson noted the next tasking is for the working group to develop a proposal to align, streamline, and consolidate guidance materials with Airman Certification Standards. The last tasking is for the working group to propose questions and a structure that integrates everything.

Ms. Parson noted the ARC was very enthusiastic about the topic, and the ARC members were unanimous in their recommendation to move forward with the ARAC working group. She introduced Mr. Van Kerns, who works with the regulatory support division responsible for supporting this proposal.

Ms. Sarah MacLeod requested clarification on wording in the document. She asked if the ARC is recommending revision of each substantive portion of the private pilot certification requirements, the certificated flight instructor (CFI) certification requirements, and the instrument rating requirements to align the guidance materials with the test standards. Ms. Parson responded that is correct. Ms. MacLeod offered to send clarifying language because the use of the word “integrated” in the document was confusing.

Ms. Parson stated the ARC discussed not limiting these revisions to the private pilot, CFI, and instrument categories; rather, they are a starting point. She explained the private pilot and CFI certificates represent the greatest number of certificates and the revisions strengthen the foundation of students and teachers. Ms. Parson stated the ARC also focused on the instrument rating due to the high number of accidents involving pilots flying from visual meteorological conditions into instrument meteorological conditions. She noted although the ARC focused on these three categories, the goal is to apply the revisions to all pilot certifications.

Ms. Parson stated several ARC members participated in other ARCs formed as a result of the Airline Safety and Federal Aviation Administration Extension Act of 2010 (formerly H.R. 5900, which was signed into law August 1, 2010, by President Barack Obama and became Public Law 111–216). She noted this group had expertise and experience with other efforts in the aviation industry. Ms. Parson stated this is a good starting point for the general aviation (GA) community.

Ms. MacLeod verified the ARC’s recommendations are a roadmap for helping the FAA and industry align regulatory requirements with guidance material and then with testing requirements. She noted this roadmap could also apply to all individual certificates within the aviation industry that require testing. Ms. Parson agreed.

Ms. MacLeod asked if there are any applicable advisory circulars (AC), because the guidance section only lists FAA handbook references. Ms. Parson responded there are several ACs that she could add to the list in the tasking notice. Mr. Kerns noted there is a high probability that some knowledge requirements will come from the FAA handbook.

Mr. Michael Doellefeld asked which organizations participated in the ARC. Ms. Parson responded the General Aviation Manufacturers Association chaired the ARC, which included members from AOPA, the Aviation Accreditation Board International, Gleim Publications, Aviation Supplies & Academics, Cessna Pilot Center, Jeppesen, King Schools, NAFI, Redbird Flight Simulators, National Air Transport Association, Sporty's Academy, SAFE, and the University Aviation Association. She noted the lively debate between the ARC members and stated she is pleased with the solid recommendations. Ms. Parson stated the only recommendation without unanimous consent was making the test item databank public.

Mr. Elwell asked if all of the ARC's recommendations are for the ARAC to address. Ms. Parson responded there are nine recommendations, including the following:

- For the FAA to establish a stakeholder body, which would be the ARAC working group;
- For the FAA to revise the quality management system process to ensure appropriate representation;
- For the ARAC working group to develop a single testing standards document for each major certificate and rating, to include the relevant knowledge, skills, and risk management;
- For the ARAC working group to develop a philosophy of question development to align with the standard and the guidance materials;
- For the FAA to return the test item databank to the public domain (this recommendation is still under review: the FAA is looking for an appropriate way to benefit from stakeholder expertise for test question development and review while preserving the integrity of the testing process);
- For the FAA to allocate additional resources for upgrading information technology systems to support different types of questions;
- For the FAA to improve its feedback mechanism for questions that are missed (this recommendation is underway);
- For the FAA to establish and communicate a schedule for publishing and updating materials so industry can ensure their materials are up to date (Flight Standards Service is looking to update its website to provide this information in a more timely fashion); and
- For the FAA to administer a single test, eliminating the requirement for individuals to pass each subsection in order to pass the whole test.

Ms. Parson stated some of the recommendations are for the FAA to implement internally and some, which are detailed in the draft ARAC tasking, are for the ARAC to address.

Mr. Joseph asked if the ARC wants the ARAC to write a recommendation report, or if the ARC is looking for a rule change. Ms. Parson stated the ARC is not looking for a rule change, just recommendations. She noted some ARC members created a subgroup to try to integrate knowledge areas into the existing practical test standards; their findings are in an appendix to

the report. She added they came up with two examples, a skills area and a knowledge area, and provided examples of how to accomplish this integration.

Mr. Elwell asked if the goal is to incorporate administrative changes based on the ARAC working group's recommendations. Ms. Parson confirmed this was correct.

Mr. Hudson asked if the ARC had representatives from safety equipment manufacturers or from the families affected by GA accidents. Ms. Parson stated these interest groups were not included in the ARC.

Mr. Hudson asked how this activity would focus on reducing the most common form of GA fatalities. Ms. Parson stated the ARC included the organizations that do test preparation, and noted these groups want to do much more to improve safety. She added the ARC believes testing drives training; therefore, if testing is improved, the industry will train to the areas that need to be addressed. She stated this point was the driving factor in focusing on the private pilot, CFI, and instrument ratings. She noted the FAA is updating the General Aviation Joint Steering Committee (GAJSC) on the ARC's work and progress towards implementing the ARC's recommendations. She explained this collaboration allows for the identification of problem areas that can be mitigated through effective training efforts.

Mr. Kerns stated the initial tasking for the ARAC will help develop standards and processes, but the recommendation requires continued involvement from industry groups.

Mr. Hudson stated the lack of representation from safety equipment manufacturers or victims is a major gap. He noted training could help, but the ARC omitted a bigger part. Mr. Elwell stated, with this tasking, the ARAC will create a working group in its own image. He noted the ARAC could include these groups. Mr. Hudson asked if the new charter would allow that. Ms. MacLeod stated the tasking does allow the ARAC to solicit membership for the working group.

Ms. MacLeod stated this tasking focuses on private pilots and training to reduce private pilots' errors. Ms. MacLeod stated the focus is on the instructors teaching private pilots, so there is a way to increase the effectiveness of training and then reduce the GA accident rate. She asked if Ms. Parson could add wording to the tasking to include the goal of reducing the number of GA accidents caused by pilot error. Ms. Parson agreed to add the language.

Ms. Parson noted there are no groups that represent the families of GA accident victims, unlike in the commercial sector. She stated AOPA represents pilots, but typically not the families. She added AOPA has the broadest means to get the word out and ensure there is appropriate input. She noted the GAJSC is working to determine the root causes of accidents so training can focus on these areas.

Mr. Hudson asked if the new ARAC charter allows the ARAC to establish working groups. He noted under the current charter, ARAC can only operate pursuant to the FAA taskings.

Mr. Joseph stated the charter process remains the same: the FAA delivers the tasking; once accepted, the ARAC sets up a working group to support ARAC and provide recommendations to ARAC; a notice is posted to the Federal Register to solicit membership; and interested parties have the opportunity to participate.

Mr. Elwell noted this tasking focuses on testing and training, so it may not be in the purview of the task to include manufacturers of specific safety equipment unless their participation involves training on the equipment.

Mr. Hudson asked if, as the standards are refined, there will be a review of the causes of the most common GA accidents and how better standards would eliminate those causes. Ms. Parson responded affirmatively.

Ms. Liu noted the task includes solicitation of working group members. She stated it then requires the working group to create a plan to address the recommendations, which can include looking at accident data.

Mr. Joseph asked if anyone had additional questions. With no questions, he asked if there was any objection to accepting this task. Ms. MacLeod stated she wanted to submit the clarifying language first. Mr. Joseph noted the task as presented in the read ahead may be clarified but will not change substantially before it is published. He asked if there were any objections to accepting the task. With no objections, Mr. Joseph approved the task acceptance.

Mr. Bill Edmunds asked when the FAA anticipates publication of the tasking. Ms. Parson stated she will address the editorial changes as soon as she receives them and then publish the document as soon as possible.

Mr. Elwell stated because the next ARAC meeting is not until November 2012, he recommended NAFI and AOPA as potential co-chairs based on their participation in the ARC and on the ARAC. Ms. Parson, Mr. Craig Bolt, and Ms. MacLeod agreed.

Mr. Joseph asked if there were any additional comments or concerns. With none, he asked Mr. Bolt to present the next agenda item.

STATUS REPORT FROM THE RULEMAKING PRIORITIZATION WORKING GROUP (RPWG)

Mr. Bolt referred to the material in the read ahead package (Attachment 1). He noted Ms. MacLeod and he co-chair the Rulemaking Prioritization Working Group (RPWG). Mr. Bolt stated the original tasking dates back to April 19, 2011, when the ARAC tasked the RPWG to provide advice and recommendations to the FAA about how to prioritize rulemaking projects. He added the RPWG provided its recommendations to the ARAC, which passed them to the FAA in December 2011.

Mr. Bolt stated this recommendation included two questionnaires that are used at various stages. The rulemaking assessment questionnaire (RAQ) is used by the Office of Primary Responsibility (OPR) to gather fundamental data to determine whether it is appropriate to go forward with rulemaking. The rulemaking assessment matrix (RAM) is then used and includes multiple categories of questions enabling the FAA to score each rulemaking project and rank it against other projects. Mr. Bolt stated the RPWG also created a flowchart to help the OPR and Office of Rulemaking (ARM) use the RAQ and RAM. He noted the process allows the ARAC to be involved if appropriate.

Mr. Bolt stated the RPWG received a follow-on tasking from the FAA in May 2012 to test the recommended process, revise the tools as necessary, and provide the test results to the FAA with any further recommendations. He noted the RPWG used published rules from several organizations within the FAA to test the RAQ and RAM. Mr. Bolt stated the RPWG worked with subject matter experts (SME) on the rules to complete the exercise. He added the SMEs found it difficult in some cases to recall the environment before publication of the rule.

Mr. Bolt stated the RPWG met on July 31 and August 1, 2012, to review the test cases completed by the SMEs. He noted the RPWG received approximately 40 comments on the RAQ, RAM, and overall process. He added that working with a variety of different offices helped identify areas for improvement because the questions did not speak to some of those offices. For example, there is reference to certificates but Commercial Space Transportation provides licenses not certificates.

Mr. Bolt stated the RPWG established two task groups to address comments from test cases—the RAQ team led by Mr. Edmunds and the RAM team led by Mr. Doellefeld. Mr. Bolt noted the RPWG has started working on the next steps to complete the tasking. He explained the RAQ and RAM task groups are updating the process based on test case feedback, the RAQ task group is looking into retesting the revised RAQ with the SMEs to ensure the revisions are accurate. While the tools are re-tested, the RPWG will work on the final report to deliver to the ARAC at the next meeting.

Ms. Liu asked if the RPWG will complete its work before Thanksgiving, so it can present it to the ARAC at the end of November 2012. Mr. Bolt responded the RPWG will finish before Thanksgiving.

Mr. Joseph asked if anyone had questions, comments, or discussion topics on the RPWG. Ms. MacLeod cited discussions of the RAQ and RAM with the SMEs in which the SMEs stated they did not complete the RAQ in entirety when the directives were mandated by the FAA or Congress. She stated the FAA and industry can use these tools to examine the priority of mandated rules. Ms. MacLeod noted the FAA already had these tools and the RPWG reorganized them into data gather tools. She suggested presenting the recommendation to AVS-1 after the ARAC reviews it.

Mr. Joseph stated he understands the request and will forward the request. He asked if anyone had questions or concerns. Mr. Joseph noted the RPWG will deliver its report prior to Thanksgiving. He thanked the working group for its hard work on this task and invited the Assistant Chairs to give their status reports.

STATUS REPORTS FROM ASSISTANT CHAIRS

Air Carrier Operations

Mr. Edmunds stated there are no updates for Air Carrier Operations.

Air Carrier/General Aviation Maintenance

Ms. MacLeod stated there are no updates for Air Carrier/General Aviation Maintenance.

TAE Issue Group

Mr. Bolt stated the TAE Issue Group (TAEIG) met in May 2012 and conducted a phone conference in July 2012. He noted the TAEIG approved the Material Flammability Working Group's recommendation at the July 2012 meeting, and submitted it to the FAA. Mr. Bolt stated the TAEIG will meet again on October 17, 2012, provided the new ARAC charter is approved. He explained the TAEIG currently has three working groups in process: Avionics, Flight Controls, and Airworthiness Assurance. Mr. Bolt stated the Avionics Working Group will present its recommendation on low speed alerting at the October 2012 TAEIG meeting. He noted the Flight Controls Working Group has a task on rudder reversal, and he expects its recommendation report will be ready in February or March 2013.

Rotorcraft

Mr. David York stated there is no activity for Rotorcraft.

Occupational Safety

Mr. Doellefeld stated there are no updates for Occupant Safety.

Noise Certification

Mr. Dennis McGrann stated there is no activity for Noise Certification.

Airport Certification

Mr. Oswald stated there is no activity for Airport Certification.

OFF-AGENDA REMARKS FROM EXCOM MEMBERS

Mr. Joseph asked if there were any off-agenda comments or remarks.

Ms. Liu stated ARM is still looking into the issue the ARAC discussed at the March 2012 meeting regarding obtaining industry input before the FAA finalizes any new policy. She noted ARM is also looking at options if industry or the FAA determines the issued policy has unintended consequences after the FAA finalizes it. She anticipates the FAA provide a final update on this at the next ARAC meeting.


Mr. Joseph stated this is his final meeting as ARAC Chair. He thanked the current ARAC EXCOM members and expressed his appreciation for their support. Mr. Joseph thanked Mr. Edmunds, Mr. Bolt, and Ms. MacLeod for helping him understand the ARAC process. He thanked everyone for letting him act as the coordinator of the group. Mr. Joseph noted Mr. Elwell is the new ARAC Chair and Mr. Doellefeld is the new ARAC Vice Chair.

Ms. Liu recognized Mr. Joseph's efforts and presented him with a plaque signed by Mr. Michael Huerta, Acting FAA Administrator. Mr. Elwell noted the phenomenal job Mr. Joseph has done and expressed his thanks. Mr. Elwell also thanked Mr. Doellefeld for agreeing to step up to the Vice Chair position. He noted the interesting journey the ARAC is embarking on.

Mr. Joseph stated the group should discuss the next meeting date. Ms. Liu responded the week after Thanksgiving is appropriate for a meeting. Mr. Elwell stated the week of November 26 is advantageous because it allows time for anything the ARAC may approve in that meeting to be vetted and ready for mid-January 2013. Mr. Joseph asked if anyone had any objections to the last week of November 2012 or first week of December 2012 for the next ARAC meeting.

ADJOURNMENT

With no objections, Mr. Elwell adjourned the meeting at 2:38 p.m.

Approved by: 
Dan Elwell, Chair

Dated: 10/17/12

Ratified on: 12/6/12