

[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 December 14, 2011, at 10:00 a.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 December 14, 2011, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591. The Agenda includes:

1. Rulemaking Prioritization Working Group (RPWG) recommendation report
2. New ARAC task: Commercial Air Tour Voluntary Accreditation Program
3. Status Report from FAA on ARAC Recommendations
 - a. Process Improvement Working Group (PIWG)
 - b. Air Tour Maintenance (CATM)
 - c. Part 147
4. Status Reports from Assistant Chairs
5. Remarks from other 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 December 5. 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 December 5 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 November 17, 2011

Pamela A. Hamilton-Powell
Executive Director
Aviation Rulemaking Advisory Committee

**AVIATION RULEMAKING ADVISORY COMMITTEE
EXECUTIVE COMMITTEE
RECORD OF MEETING**

MEETING DATE: September 29, 2011

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, 2011 (75 FR 50810).

ATTENDEES: **Executive Committee Members**

Norman Joseph	Airline Dispatchers Federation, <i>ARAC Chair</i>
Dan Elwell	Aerospace Industries Association, <i>ARAC Vice Chair</i>
Brenda Courtney	Federal Aviation Administration, <i>Office of Rulemaking, Designated Federal Official</i>
Craig Bolt	Pratt & Whitney, <i>Transport Airplane and Engine Aeronautical Technical Subject Area, Assistant Chair</i>
Walter Desrosier	General Aviation Manufacturers Association, <i>Aircraft Certification Procedures Aeronautical Technical Subject Area, Assistant Chair</i>
Bill Edmunds	Air Line Pilots Association, <i>Air Carrier Operations Aeronautical Technical Subject Area, Assistant Chair</i>
Robert Frenzel	Federal Aviation Administration, <i>Office of the Chief Counsel, AGC-200</i>

Bob Robeson	Federal Aviation Administration, <i>Office of Aviation Policy and Plans,</i> <i>APO-200</i>
David York	Helicopter Association International, <i>Rotorcraft Aeronautical Technical</i> <i>Subject Area, Assistant Chair</i>
Daniel Zuspan	Boeing Commercial Airplanes, <i>Occupant Safety Aeronautical Technical</i> <i>Subject Area, Assistant Chair</i>

Attendees

Renee Butner	Federal Aviation Administration, <i>Office of Rulemaking, ARM-24</i>
Sherry Borener	Federal Aviation Administration, <i>Office of Accident Investigation and</i> <i>Prevention, AVP-220</i>
Michael Doellefeld	Boeing Commercial Airplanes
Emily Dziedzic	PAI Consulting
Rob Hackman	Aircraft Owners and Pilots Association
Katie Haley	Federal Aviation Administration, <i>Office of Rulemaking, ARM-200</i>
Julie Lynch	Federal Aviation Administration, <i>Office of Rulemaking, ARM-20</i>
Robert Mattern	Pratt & Whitney
Suzette Matthews	Metron Aviation <i>Subcontractor, Joint Planning and</i> <i>Development Office</i>
Terry McVenes	Boeing Commercial Airplanes, <i>Occupant Safety Aeronautical Technical</i> <i>Subject Area, Alternate Assistant Chair</i>
Clyde Pittman	Federal Airways and Airspace
Dennis Pratte	Federal Aviation Administration, <i>Office of Rulemaking, Acting ARM-1</i>

WELCOME AND INTRODUCTION

Mr. Norman Joseph, ARAC Chair, called the meeting to order at 1:03 p.m. and asked Ms. Brenda Courtney to read the required Federal Advisory Committee Act statement. After the reading, Mr. Joseph thanked Ms. Courtney and invited attendees to introduce themselves. After introductions, Mr. Joseph stated all members are invited to participate in the discussion.

CERTIFICATION OF MINUTES

Mr. Joseph stated the first item on the agenda is to certify the minutes from the July 29, 2011, meeting. With no objections, he certified the minutes.

DISCUSSION OF RESTRUCTURING THE ARAC

Ms. Courtney stated the Executive Committee (EXCOM) discussed restructuring the ARAC at its past three meetings and she will conduct a briefing on the progress in her presentation at the current meeting (Attachment 1). She added this topic will be removed from future agendas after today's briefing, so the FAA can conduct the work needed to restructure the ARAC.

Slide 2

Ms. Courtney noted her briefing would be a recap of anticipated ARAC changes, review of the new ARAC structure, discussion of initial committee members, responses to questions posed by members at previous meetings, and a review of the next steps.

Slide 3

Ms. Courtney explained the ARAC needs to be restructured because there is a different workload than existed 20 years ago. She stated the FAA has shared evolving guidance and expectations from the Executive Branch about how advisory committees should function and the FAA need to infuse best practices. Ms. Courtney noted it is necessary to limit the size of the committee, reduce unnecessary layers, and increase committee responsibilities. She stated the responsibilities of the committee will include reviewing all recommendations and sending them to the FAA. Ms. Courtney stressed the issue areas will be converted to working groups, with no change in functions, and existing working groups will be converted to task groups.

Slide 4

Ms. Courtney reviewed the new ARAC organizational chart, which details ARAC members, non-voting members, and FAA representatives. If other foreign authorities wish to participate as non-voting members, FAA will consider their request. She stated the chart should be revised to show arrows going both ways between members and working and task groups. Ms. Courtney noted the ARAC will be roughly half the size of the existing committee, with no EXCOM as it currently exists. She further noted the ARAC will be responsible for managing tasks and approving all recommendations.

Slide 5

Ms. Courtney reviewed the aviation community representation on ARAC. She explained the column on the left lists the segments of the aviation community and the column on the right lists the members of the community that would represent each segment. Ms. Courtney stated this list represents balanced membership. She noted the FAA decided air traffic will not be represented on ARAC because there are already several committees for that sector, including the Air Traffic Procedures Advisory Committee (ATPAC) and the Next Generation Air Transportation System (NextGen) Advisory Committee (NAC). Ms. Courtney added any tasks that arise related to those committees will go to those committees. She stated commercial space will not be represented either, because that sector has its own advisory committee as well.

Mr. Dan Elwell, ARAC Vice Chair, stated ATPAC and NAC are forums for those sectors of the industry, but they do not focus on rulemaking. Ms. Courtney added she did not know for sure, but suspected the committees could work on rules if necessary. Mr. Elwell responded that the NAC, as structured now, cannot. Mr. Joseph noted ATPAC focuses on policy and procedural issues rather than rulemaking; however, while they may not have the expertise, there is no prohibition against rulemaking in its tasking.

Mr. Elwell expressed concern that if NAC and ATPAC do not have a formal process to propose rule changes to the FAA, any issues may be handled with policy. Ms. Courtney stated the FAA would take that into consideration.

Ms. Courtney noted that the Government Accountability Office (GAO) is conducting an audit to ensure advisory committees are not working on the same issues. Mr. Dennis Pratte affirmed that research is underway to examine any overlap, with the intent to maximize what each committee produces.

Mr. Daniel Zuspan stated if there was a proposed rulemaking in the air traffic arena and the FAA thought an ARAC activity would be appropriate, it would send the rulemaking activity to ARAC. He explained that ARAC would be able to invite subject matter experts to participate in a working group with ARAC members. Mr. Joseph noted that previously ARAC had an air traffic chair, but the issue group disbanded because of a lack of tasks.

Mr. Joseph stated there is no rulemaking activity for air traffic, but the implementation of NextGen may lead to activity. Mr. Elwell added there may be a series of rules with unmanned aircraft system integration with air traffic.

Mr. Zuspan asked if a future charter would allow the flexibility to add to or change the membership once established. Ms. Courtney answered that it will, and reminded the committee that the FAA may decide to set up an aviation rulemaking committee (ARC) independent of ARAC as another means of facilitating rulemaking activities. Mr. Zuspan noted if there is a growing volume of air traffic activity, ARAC can decide on appropriate representation.

Slide 6

Ms. Courtney summarized questions posed to committee members, which included the following:

- Should term limits be established for committee members?
- Is there a need for associate members?
- Can an alternate adequately represent a segment of industry?
- How can we ensure attendance and active participation?
- What is the process for selecting the vice chair?

Ms. Courtney explained that after much discussion at EXCOM meetings and reviewing comments, the FAA decided to defer addressing some of these questions until after the new ARAC is established. She added that some of the responses caused the FAA to adjust its thinking.

Slide 7

Ms. Courtney explained the new charter will include 2-year term limits for the chair and vice chair, which is the same as in the current ARAC structure. She added the vice chair becomes the next chair when the chair's term ends. Ms. Courtney noted the vice chair will be selected from the ARAC membership, and with 25 members, there is a broad pool to select from. She emphasized term limits will not be imposed for member organizations at this time, but will be considered after the new ARAC is established.

Slide 8

Ms. Courtney reviewed the alternates and associate membership. She stated there is no support for associate members, so they have been removed. Ms. Courtney explained alternates may be selected from within a member organization or association or from another association or organization. As an example, she observed Airports Council International is a member and the American Association of Airport Executives is the alternate member. Ms. Courtney noted with organizations like the Aeronautical Repair Station Association, there are no other organizations to represent the sector (in this case, maintenance), so the alternate was selected from within the same organization. She stated each alternate will be selected based on what works best for its aviation sector. Ms. Courtney emphasized alternates are not official ARAC members and each committee member will nominate his or her alternate.

Slide 9

Ms. Courtney explained the new ARAC structure will promote active participation. She stated the FAA is looking into various conferencing capabilities for ARAC meetings to help ease the cost of traveling to meetings.

Slide 10

Ms. Courtney noted the next actions for the FAA include drafting a new charter of the ARAC, which must be issued no later than September 2012, although the FAA is aiming for spring 2012. She stated the Committee Manual will be revised to reflect the restructured organization.

Ms. Courtney explained revising the charter must be coordinated within the FAA and with the Department of Transportation.

Ms. Courtney asked if there were any questions. She noted this issue will be removed from the agenda while the FAA drafts the charter.

Mr. Joseph stated many participants will be new members of ARAC. He stressed it is imperative to ensure new members are aware they are representing their whole aviation sector, and not just their organization.

STATUS OF THE RULEMAKING PRIORITIZATION WORKING GROUP (RPWG)

Mr. Joseph asked Mr. Craig Bolt to present an update on the RPWG. Mr. Bolt stated he and Ms. Sarah MacLeod are the RPWG co-chairs. He noted that he provided a work plan that was distributed to the EXCOM members (Attachment 2). He summarized that the RPWG has met for several face-to-face meetings and teleconferences, and he would present a summary of what the group has accomplished.

Mr. Bolt explained that in accordance with its tasking, the RPWG has looked at existing approaches to prioritization. He stated the RPWG has evaluated Commercial Aviation Safety Team procedures, interviewed several people from the FAA about current FAA procedures, and used the European Aviation Safety Agency (EASA) pre-regulatory impact assessment document as guidance for scoring potential rulemaking activities. Mr. Bolt added the RPWG then established an attributes matrix.

Mr. Bolt noted the RPWG developed a series of questions that led to nine categories: safety, environment, operational capacity, general aviation access, special conditions (including harmonization and legislative mandates), technology, social impact, costs and benefits, and security. He explained each category has specific questions associated with it, which helped establish a scoring matrix.

Mr. Bolt stated the RPWG divided into subteams and evaluated 10 potential rulemaking activities provided by the FAA using the attributes matrix and scored them. He explained this was a good exercise because some questions were hard to answer due to subjective wording. Mr. Bolt emphasized the exercise also proved it was necessary to reduce the number of categories and questions. He added that the subteams are revising the questions to make them more conducive for people who are generating rulemaking ideas.

Mr. Bolt stated the group has established a three step approach:

- Step one: Create a template to gather basic data and define the problem, for use with potential rulemaking ideas. This template will lead to an initial questionnaire, which allows a baseline to be established. The RPWG created a proposed weighting of

questionnaire answers. Once the basic information is gathered on the potential rule, the interested rulemaking party will conduct a baseline assessment within the office of primary responsibility (OPR) to decide if the potential idea warrants rulemaking.

- Step two (if step one warrants rulemaking): Complete a second questionnaire, with similar questions tailored to the vision of the proposed rule. The questionnaire would evaluate what the costs and benefits would be according to the nine categories, which would be weighted again by the OPR.
- Step three (if the proposal is vetted): Move the proposal to the Rulemaking 4-year look ahead. The questionnaires, weighting, and scoring would be used by the Rulemaking Management Council, along with the availability of FAA resources, to determine which rules move forward.

Mr. Bolt stated the RPWG will complete its tasks over the next several teleconferences. In addition, he noted the RPWG is starting to draft the report, and expects to finish by mid-November 2011 for delivery to EXCOM, with a presentation in December 2011 for an EXCOM vote.

Mr. Bolt introduced another part of the tasking to determine how ARAC will work with the FAA on rulemaking prioritization, should the FAA accept the recommendation to implement the process. He stated there are two possibilities: (1) ARAC would have an opportunity to provide feedback and recommendations to the FAA for the individual questionnaires that are completed by the OPR, or (2) ARAC would have some involvement at the point where the rules are placed into categories. Mr. Bolt stated the RPWG is still discussing the options.

Mr. Walter Desrosier stated that as the group completed the exercises it became clear that the necessary components included a foundation of the problem to be addressed and how the proposed rulemaking project could fix the issue. He explained without that information the RPWG was forced to make its own assumptions. Mr. Desrosier noted this information led the group to create not only a matrix and methodology, but also a template the OPR could use to form an adequate basis for prioritization.

Mr. Pratte asked if the prioritization looked within each service or if it was FAA-wide. Dr. Sherry Borener responded it would have to be both. She stated it has become clear there are many steps. Ms. Borener noted a template that will be used for all three steps and will illustrate how prioritization affects each step: at the OPR level, entry into the 4-year look-ahead, and decision to move from the look-ahead to rulemaking.

Mr. Pratte stated the biggest struggle in the Office of Rulemaking is the transition from service-level prioritization to FAA-wide prioritization. Examples would help services identify their priorities and provide for a better application that clearly states the problem. That would allow the FAA to objectively merge the potential rulemaking projects, which would then be entered into a 4-year look ahead, provided there are no Congressional mandates.

Mr. Bolt stated the prioritization model will be used by the OPR and the Rulemaking Management Council. He noted the tool is just one part of the decision making process, and the RPWG has had a lot of discussion about FAA resources. He stated a potential rulemaking

project may be the third highest on the prioritization list, but it may be moved up the list if the resources are available.

Mr. Pratte asked if the model takes into account National Transportation Safety Board (NTSB) safety recommendations. Mr. Bolt stated it is included under the safety category.

Mr. Zuspan noted, with regard to how and when ARAC interacts, the restructure guidance should emphasize how the committee's workload may change depending on its involvement in the process.

Mr. Joseph asked if there were any questions or comments. With no responses, he noted the EXCOM accepts the work plan as presented and will look forward to the meeting in December 2011 to address the report.

STATUS REPORT FROM THE FAA ON ARAC RECOMMENDATIONS

Mr. Joseph moved on to the ARAC recommendations that already have been presented to the FAA and their status reports. Ms. Courtney stated Ms. Katie Haley would present.

Process Improvement Working Group (PIWG)

Ms. Haley stated the FAA finalized and released the updated Committee Manual on September 12, 2011. She noted the next phase, which corresponds with the charter, addresses the ARAC structure and the remaining PIWG recommendations. Ms. Haley explained it will be completed in 2012. Ms. Courtney stated the goal is to have the remaining updates completed at the same time the new charter is issued.

Mr. Zuspan asked if all of the recommendations have been accepted or if the FAA is still deliberating. Ms. Haley stated the recommendations as a whole were accepted, but she does not currently have status on each individual recommendation. She explained the FAA is still working through each recommendation to determine what is feasible.

Mr. Joseph asked if the FAA is annotating each individual recommendation as it reaches conclusions, detailing how each decision was achieved, and if the recommendation was accepted, reworked, or denied. Ms. Haley stated an initial spreadsheet was distributed with similar information and the FAA can do the same thing again with the remaining recommendations. Mr. Joseph stated the EXCOM members would like the spreadsheet so they can provide comments if necessary.

Mr. Zuspan asked if the FAA anticipates going back to the PIWG for refinement or additional work. Ms. Haley stated the FAA did go back to the PIWG once in the first phase, and may need to consult with the work group again.

Air Tour Maintenance (CATM)

Ms. Haley noted the Flight Standards Service (AFS) agreed to support two Advisory Circulars (ACs) recommended by CATM and informed the NTSB of their development. She stated AFS listed the ACs as a goal for fiscal year 2012 and is seeking industry support on the voluntary

accreditation AC. Ms. Courtney asked if the FAA is seeking comment on the draft AC, or if the FAA will return to the working group for support. Ms. Haley explained the FAA is seeking industry support in developing the AC, potentially through an ARC. She stated she will suggest CATM involvement before forming a new committee.

Part 147

Ms. Haley stated that it is an AFS goal for fiscal year 2012 to address the part 147 maintenance issue through rulemaking.

Mr. Joseph asked if there were any questions. With no response, he stated if CATM already addressed the issues concerning AC consistency, it would be advantageous to go back to them before creating an ARC. Ms. Haley agreed to express that concern.

STATUS REPORTS FROM ASSISTANT CHAIRS

Mr. Joseph moved the discussion to the reports from assistant chairs.

Air Carrier Operations Issue Group

Mr. Bill Edmunds stated the Air Carrier Operations Aeronautical issue group still has the All-Weather Operations Harmonization Working Group. He noted there typically will be one meeting in Europe with EASA and one meeting in the United States. Mr. Edmunds added the working group is trying to convert Joint Aviation Authority regulations to EASA regulations without having an adverse effect on the United States' operations.

Mr. Edmunds stated the next meeting is November 7–10, 2011, in Savannah, GA. He noted the group will examine Runway Visual Range operations, but members are gathering the agenda items now. Mr. Edmunds explained that members will continue to discuss where the harmonization working group best fits, whether it is under ARAC or under the Performance Based Operations ARC (PARC). He added he will have more updates for the EXCOM meeting in December 2011.

Ms. Courtney noted she had a conversation about the Harmonization Working Group activity with the FAA representative, Mr. Coby Johnson. Ms. Courtney stated the working group is tasked to the ARAC; however, it is not presenting recommendations to the ARAC when it submits them to the FAA or EASA. Ms. Courtney stressed the working group needs to follow ARAC procedures and it is necessary to determine if ARAC is the correct place for the working group or if it should be handled through other means. The FAA will decide the appropriate placement of the working group's activities.

Transport Airplane and Engine (TAE) Issue Group

Mr. Bolt noted the TAE issue group will meet on October 19, 2011, in Washington, DC. He stated that a new task was assigned to the Flight Controls Working Group on rudder reversal because of an accident. Mr. Bolt stated the TAE issue group received an extensive response to the Federal Register notice requesting members to work on the task. Mr. Bolt explained the TAE

issue group combed through candidates, appointed co-chairs from Boeing and Airbus, and selected members for the working group which is established and will meet in October 2011.

Occupant Safety Issue Group

Mr. Zuspan stated there are no updates for the Occupant Safety issue group. Mr. Joseph announced Mr. Zuspan is moving to Seattle, WA. Mr. Zuspan explained Mr. Mike Doellefeld, who has a history in engineering, has been nominated to be his replacement on both the working group and the EXCOM, with his alternate remaining the same.

Ms. Courtney noted the FAA approves the changes and expressed her sincere thanks for Mr. Zuspan's service. Mr. Joseph also thanked Mr. Zuspan for his service on ARAC.

Rotorcraft Issue Group

Mr. David York stated there is no activity to report for the Rotorcraft issue group.

Aircraft Certification Procedures Issue Group

Mr. Desrosier stated there is no activity to report for the Aircraft Certification Procedures issue group.

OFF-AGENDA REMARKS FROM EXECUTIVE COMMITTEE MEMBERS

Mr. Joseph asked if there were any questions, public comments, or off-agenda items to discuss.

Mr. Elwell stated there has been much activity on Capitol Hill about funding cuts. He noted the proposed funding cuts will have a large impact on ARAC activities. Mr. Elwell explained the FAA is preparing a full letter in response to the cuts; however, in this economic environment, Congress may not be as sympathetic as in the last few years. He added the Office of Aviation Policy and Plans (APO) is currently slated to receive extensive budget cuts. APO conducts economic analyses on rules and coupled with the large amount of rules from the Airline Safety and Federal Aviation Administration Extension Act of 2010¹ (H.R. 5900) and draft reauthorization, there will be a large impact that will ripple through industry. He invited Mr. Bob Robeson to comment.

Mr. Robeson stated his office is already feeling the effects of funding cuts. He explained the economic analysis division currently has nine people and used to employ 16. Mr. Robeson noted if Congress passes another reauthorization, there will potentially be more rulemaking activities. He stated H.R. 5900 was disruptive because it preempted some rulemaking initiatives already underway. He emphasized if another bill passes, the capacity to handle current activities will further lessen.

Mr. Elwell asked how many rules the U.S. House of Representatives and Senate draft reauthorizations mandated. Mr. Pratte answered there are roughly 27 rules between the two

¹ Signed into law August 1, 2010, as Public Law 111-216.

drafts and the FAA currently has the capacity for 15 new rules in fiscal year 2012. He also noted if Congress mandated rules, those 15 would be set aside. Mr. Elwell stated the RPWG is a timely activity.

Mr. Robeson noted that in the current economic environment each rule undergoes a much higher level of scrutiny at Office of Management and Budget than ever before. Because of the scrutiny, he stated many offices in FAA are taking more time and resources on each rule, which further affects what other activities can be addressed.

Mr. Joseph asked if there were any questions or comments. Ms. Courtney stated Ms. Pamela Hamilton had been on medical leave and returned to the FAA in July 2011. She noted Ms. Hamilton was reassigned to the Office of Quality, Integration, and Executive Services (AQS) for four to six months. Ms. Courtney explained Ms. Hamilton may return to the Office of Rulemaking between November 2011 and January 2012. Mr. Pratte noted that his tenure as Acting Director for the Office of Rulemaking will end in November 2011.

Mr. Joseph asked if there were any final questions or comments. He stated the next meeting would be in December 2011 and the agenda would include the recommendation report from RPWG and updates from the working groups. The EXCOM members agreed the second week of December 2011 would be advantageous. Mr. Joseph asked if members had opinions on EXCOM meetings being held in the afternoon as opposed to the morning. There were no comments.

Ms. Courtney noted Mr. Joseph's 2-year term ended in July 2011. Mr. Joseph stated according to his notes it will end in December 2011. Ms. Courtney explained the FAA has asked Mr. Joseph to stay on through the restructuring of ARAC. She added Mr. Joseph has accepted and Mr. Elwell agreed.

Mr. Joseph thanked the EXCOM members for their hard work and support in completing tasks over the last two years.

ADJOURNMENT

Mr. Joseph asked if there were any additional concerns or comments. With no comments or objections, he adjourned the meeting at 2:13 p.m.

Approved by: Norman Joseph
Norman Joseph, Chair

Dated: December 3, 2011

Ratified on: December 14, 2011

The Aviation Rulemaking Advisory Committee

Presented to: ARAC Executive Committee

By: Brenda Courtney

Date: 09/29/2011



Federal Aviation
Administration



Briefing Outline

- **Recap of ARAC Changes**
- **New ARAC Structure**
- **Initial Committee Members**
- **Responses to Questions**
- **Next Actions**



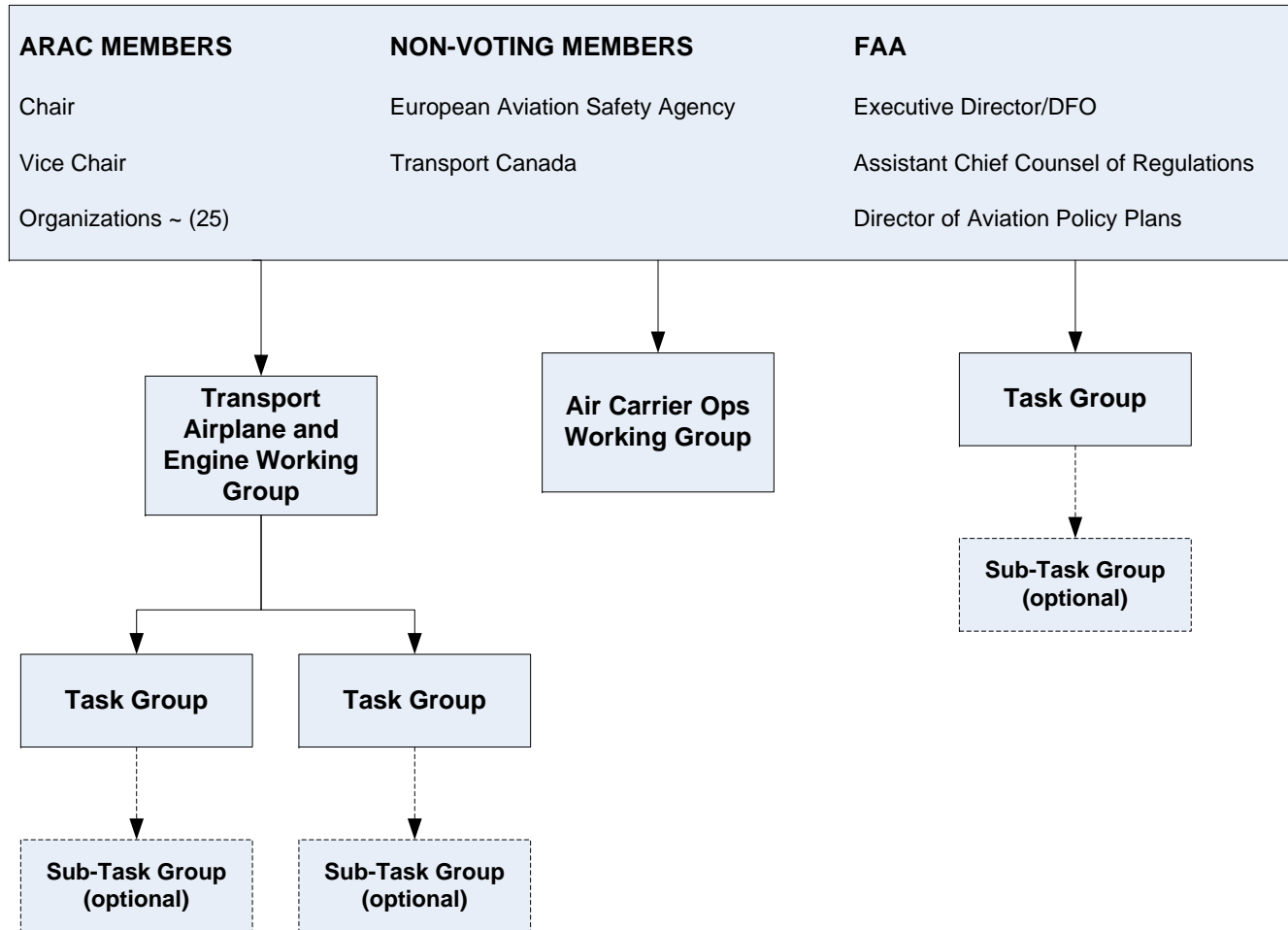
Recap of ARAC Changes

Need to—

- Restructure ARAC
- Limit Size of Committee
- Reduce Unnecessary Layers
- Increase Committee Responsibilities
- Convert Issue Areas to Working Groups with no change in functions, and existing Working groups will be converted to task groups



New ARAC Organization



ARAC Representation

Segment of Aviation Community	Initial Restructured Membership
Aircraft Owners	AOPA, EAA, NBAA
Operators	ATA, Cargo Airline Association, NACA, RAA, HAI
Manufacturers (general)	GAMA, AIA
Airports	Airport Council International
Passengers	Aviation Consumer Action Project, National Air Disaster Alliance/Foundation
Maintenance	Aeronautical Repair Station Association
Pilots	ALPA
Other Crew	Association of Flight Attendants, Airline Dispatchers Federation
Equipment and Avionics Providers	Aircraft Electronics Association
Flight Training	National Association of Flight Instructors, Embry Riddle
Environmentalist	N.O.I.S.E.
Transport Airplane and Engine Manufacturers	Boeing, Pratt Whitney

Government: FAA, EASA, and Transport Canada



Summary of Questions Posed to Committee Members

- **Should term limits be established for Committee members?**
- **Is there a need for associate members?**
- **Can an alternate adequately represent a segment of industry?**
- **How can we ensure attendance and active participation?**
- **Process for selecting the vice chair.**



Term Limits

- **New charter will include 2-year term limit for chair and vice chair**
- **Vice chair becomes next chair**
- **Vice chair will be selected from ARAC membership**
- **Term limits for member organizations will not be imposed at this time**



Alternate and Associate Members

- **No support for associate members**
- **Alternates may be selected from within a member organization or association**
- **Alternates may also be selected from a another organization or association**
- **Alternates are not official ARAC members**
- **Each committee member nominates his/her alternate**



Attendance and Active Participation

- **Promote active participation**
- **FAA to consider conferencing capabilities for ARAC meeting**



Next Actions

- **Re-charter ARAC (NLT September 2012)**
- **Revise Committee Manual to reflect restructured organization**



Rulemaking Prioritization Working Group Work Plan

Scope:

In response to Future of Aviation Advisory Committee Recommendation #22, the FAA tasked Aviation Rulemaking Advisory Committee (ARAC) to provide advice and recommendations on how to prioritize rulemaking projects. The Rulemaking Prioritization working group (RPWG) is to provide recommendations to the ARAC Executive Committee by December 2011.

Operating Boundaries:

- Operate within ARAC processes and procedures, including following FACA requirements.

Authorized by: The FAA and approved by the ARAC Executive Committee

Members:

WG Member	Company	WG Position
Bolt, Craig	P&W	Co-Chair
Borener, Sherry	FAA	FAA Rep
Canto Jr., Captain Rudy	Airbus	Member
Carr, Douglas	NBAA	Member
Conley, John	Transport Workers Union	Member
Desrosier, Walt	GAMA	Member
Dillard, Rosemary	National Air Disaster Alliance/Foundation	Member
Edmunds, Bill	ALPA	Member
Haley, Katie	FAA	ARM Rep
Holley, Charlie	Continental Airlines	Member
Knife, Sarah	GE Aviation	Member
MacLeod, Sarah	ARSA	Co-Chair
Mattern, Bob	P&W Fellow, Operational Safety Risk Analysis	Member
McGraw, Paul	ATA	Member
Peters, Tom	Embrarer	Member
Rauscher, Dan	Lear 45 PM, FlightSafety International	Member
Rudinger, Melissa	AOPA	Member
York, David	HAI	Member
Zuspan, Dan	Boeing	Member

Other Participants/Subject Matter Experts:

Invited to support the working group as a resource on an “as needed” basis.

Goals/Objectives/Expectations:

- Provide written recommendations on how the FAA should prioritize rulemaking projects, including factors to be considered.
- Evaluate how the new prioritization method may integrate with the current rulemaking process.
- Maximize the use of virtual meeting tools to maximize collaboration and minimize costs. Meet face to face as required or in coordination with other meetings where participants may already be traveling.

Tasking:

- Review and benchmark other agencies, e.g., CAST, NASA, and EASA rulemaking prioritization models.
- Evaluate and consider the parameters and criteria of the risk assessment methodology, ensuring the most effective project receives the highest priority. This includes considering all drivers of rulemaking; e.g., safety, capacity, cost, environmental impacts, harmonization, operations, and other needs.
- Develop a classification system to rank rulemaking projects.
- Develop a model to use as a prototype and test it with the subset of issues the FAA provides.
- Consider ARAC's role after the FAA implements the rulemaking prioritization methodology.

Meetings:

- First meeting held on 7/29-30/11.
- Bi-weekly webex meetings beginning on 7/20/11.
- Team members to allocate time between calls to support research, evaluation, and development of recommendations, as required.
- Face-to-face meetings will be arranged balancing time/travel commitments with working group work and schedule.

Schedule:

