



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Aviation Rulemaking Committee Charter

Effective Date: 1/5/2018

SUBJECT: Safety Oversight and Certification Aviation Rulemaking Committee

1. **PURPOSE.** This charter creates the Safety Oversight and Certification Aviation Rulemaking Committee (SOC-ARC) according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) § 106(p)(5). The ARC will provide a forum in which Industry may evaluate the aircraft certification and safety oversight system and make recommendations for changes to the current regulations and guidance material. The sponsor of the ARC is the Executive Director of the Aircraft Certification Service. This charter outlines the ARC's organization, responsibilities, and tasks.
2. **BACKGROUND.** The aviation system is rapidly changing, placing greater demands on its participants. It is more complex, more interconnected, and more reliant on new technologies. Thus, the aircraft certification system in use today may strain to meet future demands, which could impact the ability of organizations in the aerospace industry (Industry) to continue to reach new global markets, without potential unnecessary delays, costs, or variations in service. Such inefficiencies may discourage innovation and jeopardize the development of future products that could further improve aviation safety.

The FAA must engage Industry to obtain recommendations on how to best meet future demands on safety oversight and aircraft certification.

3. **OBJECTIVES AND TASKS OF THE ARC.** The purpose of the SOC-ARC is to provide a venue for Industry stakeholders to identify and recommend initiatives to improve the efficiency and effectiveness of the certification and safety oversight system.
4. **TASKS OF THE ARC.** The tasks of the SOC-ARC are:
 - a. Review all components of the certification and safety oversight system, including:
 - (i) The FAA's existing regulatory structure (and supporting guidance material as needed) and changes that may improve the FAA's oversight and certification system.
 - (ii) Industry's current processes for meeting standards and ensuring compliance as well as self-monitoring; self-reporting and self-correcting and the changes that are needed to implement safety management systems.
 - b. By December 31, 2018, submit a recommendation report that addresses:
 - (i) Policy issues facing the aviation community that are related to FAA safety oversight and certification programs and activities, and

- (ii) The FAA's existing regulatory structure (and supporting guidance material as needed) and changes that may improve the FAA's oversight and certification system.

The Industry Co-Chair sends the recommendation report to the FAA Co-Chair and the Director of the Office of Rulemaking. The FAA Co-Chair determines when the recommendation report and records, pursuant to paragraph (9), will be made available for public release.

The SOC-ARC is comprised of members from key stakeholders in the aerospace industry.

The SOC-ARC Co-Chairs may establish task groups (temporary subgroups within the ARC) to solve individual issues and report back to the full ARC on findings.

5. ARC PROCEDURES.

- a. The ARC acts solely in an advisory capacity by advising and providing written recommendations to the FAA Co-Chair.
- b. The ARC may propose related follow-on tasks outside the stated scope of the ARC to the FAA Co-Chair.
- c. The ARC may reconvene following the submission of the recommendation report for the purposes of providing advice and assistance to the FAA, at the discretion of the FAA Co-Chair, provided the charter is still in effect.

- 6. ARC ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION.** The FAA will set up a committee of members from the aviation community. Members will be selected based on their familiarity and experience with the certification and system oversight process, analysis and regulatory compliance. Membership will be balanced in viewpoints, interests, and knowledge of the committee's objectives and scope.

The provisions of the August 13, 2014 Office of Management and Budget (OMB) 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 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, refer to the OMB Guidance at 79 FR 47482.

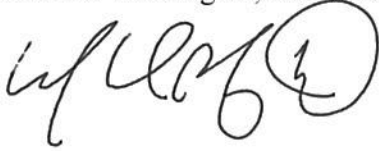
Membership is limited to promote discussion. Attendance, active participation, and commitment by members is essential for achieving the objectives and tasks. When necessary, the ARC may set up specialized and temporary working groups that include at least one ARC member and invited subject matter experts from industry and government.

The ARC will consist of members from Industry. FAA and other Agency subject matter experts may be requested to participate as Observers and to provide technical support to the ARC members.

- a. The FAA Sponsor will select the FAA Co-Chair, who will:
 1. Select and appoint industry and the FAA participants as members,
 2. Select the Industry Co-Chair from the membership of the ARC,
 3. Ensure FAA participation and support from all affected lines-of-business,
 4. Provide notification to the members of the time and place for each meeting, and
 5. Receive any status report and the recommendations report.
 - b. The Industry Co-Chair will be appointed by the FAA from the industry members of the ARC. Once appointed, the Industry Co-Chair will:
 1. Coordinate required ARC meetings in order to meet the objectives and timelines,
 2. Establish and distribute meeting agendas in a timely manner,
 3. Keep meeting notes, if deemed necessary,
 4. Perform other responsibilities as required to ensure the objectives are met,
 5. Provide status reports, as requested, in writing to the FAA Co-Chair, and
 6. Submit the recommendation report to the FAA Co-Chair and the Director of the Office of Rulemaking.
7. **PUBLIC PARTICIPATION.** Meetings are not open to the public. Persons or organizations outside the ARC who wish to attend a meeting must get approval in advance of the meeting from the Industry Co-Chair and the FAA Co-Chair.
8. **AVAILABILITY OF RECORDS.** Consistent with the Freedom of Information Act, Title 5, U.S.C., § 552, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the ARC will be available for public inspection and copying at the Office of Rulemaking, FAA Headquarters, 800 Independence Ave. SW, Washington, D.C. 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, part 7.
- You can find this charter on the FAA Committee Database website at:
http://www.faa.gov/regulations_policies/rulemaking/committees/documents/.
9. **DISTRIBUTION.** This charter is distributed to executive director-level management in the Office of the Associate Administrator for Aviation Safety, the Office of the Chief Counsel, the Office of Aviation Policy and Plans, and the Office of Rulemaking.

10. EFFECTIVE DATE AND DURATION. The ARC is effective upon issuance of this charter and will remain in existence for 24 months, unless the charter is sooner suspended, terminated, or extended by the Administrator.

Issued in Washington, D.C. on January 5, 2018.

A handwritten signature in black ink, appearing to read 'Michael P. Huerta', with a large circular flourish at the end.

Michael P. Huerta
Administrator

SAFETY OVERSIGHT AND CERTIFICATION ARC

Proposed Member Organizations

CO-CHAIRS: Chris Carter, FAA; Industry co-chair tbd

Members from Industry:

Aeronautical Repair Station Association (ARSA)
Aerospace & Defence Industries Association of Europe (ASD)
Aerospace Industries Association (AIA)
Aircraft Electronics Association (AEA)
American Federation of State, County and Municipal Employees (AFSCME)
Bell Helicopters
Boeing
Duncan Aviation
Garmin
General Aviation Manufacturers Association (GAMA)
General Electric
Gulfstream
HEICO
Modification and Replacement Parts Association (MARPA)
National Air Traffic Controllers Association (NATCA)
Pratt & Whitney/United Technologies Corporation (P&W/UTC)
Professional Aviation Safety Specialists (PASS)
Rockwell Collins
Small Business Astronautics
Textron Aviation
Wipaire