

statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 26, 2014.

Mohannad Dawoud,
Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.

[FR Doc. 2014-20819 Filed 8-29-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Government/Industry Aeronautical Charting Forum Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces the bi-annual meeting of the Federal Aviation Administration (FAA) Aeronautical Charting Forum (ACF) to discuss informational content and design of aeronautical charts and related products, as well as instrument flight procedures development policy and design criteria.

DATES: The ACF is separated into two distinct groups. The Instrument Procedures Group (IPG) will meet October 28, 2014 from 8:30 a.m. to 5:00 p.m. The Charting Group will meet October 29 and 30, 2014 from 8:30 a.m. to 5:00 p.m.

ADDRESSES: The meeting will be hosted by Innovative Solutions International, a Pragmatics, Inc. Company at 1761 Business Center Drive, Reston, VA 20190.

FOR FURTHER INFORMATION CONTACT: For information relating to the Instrument Procedures Group, contact Thomas E. Schneider, FAA, Flight Procedures Standards Branch, AFS-420, 6500 South MacArthur Blvd., P.O. Box 25082, Oklahoma City, OK 73125; telephone: (405) 954-5852.

For information relating to the Charting Group, contact Valerie S. Watson, FAA, National Aeronautical Navigation Products (AeroNav Products), Quality Assurance & Regulatory Support, AJV-3, 1305 East-West Highway, SSMC4, Station 3409, Silver Spring, MD 20910; telephone: (301) 427-5155.

SUPPLEMENTARY INFORMATION: Pursuant to § 10(a)(2) of the Federal Advisory

Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the FAA Aeronautical Charting Forum to be held from October 28 through October 30, 2014, from 8:30 a.m. to 5:00 p.m. at Innovative Solutions International (ISI), a Pragmatics Inc. Company, at their offices at 1761 Business Center Drive, Reston, VA 20190.

The Instrument Procedures Group agenda will include briefings and discussions on recommendations regarding pilot procedures for instrument flight, as well as criteria, design, and developmental policy for instrument approach and departure procedures.

The Charting Group agenda will include briefings and discussions on recommendations regarding aeronautical charting specifications, flight information products, and new aeronautical charting and air traffic control initiatives. Attendance is open to the interested public, but will be limited to the space available.

Please note the following special security requirements for access to the Pragmatics, Inc. Corporation Headquarters. A picture I.D. is required of all US citizens. All foreign national participants are required to have a passport. Additionally, not later than October 3, 2014, foreign national attendees must provide their name, country of citizenship, company/organization representing, and country of the company/organization. Send the information to: Steve VanCamp, Pragmatics Inc., FAA, Aviation Safety—Flight Standards Service, AFS-420, 6500 South MacArthur Blvd., P.O. Box 25082, Oklahoma City, OK, 73125 or via Email (preferred) to: steve.ctr.vancamp@faa.gov. Foreign nationals who do not provide the required information will not be allowed entrance—NO EXCEPTIONS.

The public must make arrangements by October 7, 2014, to present oral statements at the meeting. The public may present written statements and/or new agenda items to the committee by providing a copy to the person listed in the **FOR FURTHER INFORMATION CONTACT** section not later than October 7, 2014. Public statements will only be considered if time permits.

Issued in Washington, DC, on August 25, 2014.

Valerie S. Watson,
Co-Chair, Aeronautical Charting Forum.
 [FR Doc. 2014-20871 Filed 8-29-14; 8:45 am]

BILLING CODE 4910-13-P

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 September 18, 2014, starting at 1:00 p.m. Eastern Standard Time. Arrange oral presentations by September 11, 2014.

ADDRESSES: 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 Pocius, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-5093; fax (202) 267-5075; email Renee.Pocius@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 September 18, 2014, at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

The Agenda includes:

1. Recommendation Report
 - a. Avionics Systems Harmonization Working Group (TAE)—Phase 2 Low Speed Alerting
2. Status Reports From Active Working Groups
 - a. AC 120-17A Maintenance Control by Reliability Methods (ARAC)
 - b. Airman Certification System Working Group (ARAC)
 - c. Airworthiness Assurance Working Group (TAE)
 - d. Engine Harmonization Working Group (TAE)
 - e. Engine Bird Ingestion
 - f. Engine Endurance Testing Requirements—Revision of Section 33.87
 - g. Flight Test Harmonization Working Group (TAE)—Phase 2 Tasking
3. New Tasks
4. Status Report From the FAA
5. Charter Renewal
6. ARAC Bylaws

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 September 11, 2014. 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 September 11, 2014 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 August 26, 2014.

Lirio Liu,

Designated Federal Officer, Aviation Rulemaking Advisory Committee.

[FR Doc. 2014-20720 Filed 8-29-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2014-68]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and

must be received on or before September 12, 2014.

ADDRESSES: You may send comments identified by Docket Number FAA-2014-0609 using any of the following methods:

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- Fax: Fax comments to the Docket Management Facility at 202-493-2251.

- Hand Delivery: Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Tara Fitzgerald, Federal Aviation Administration, Engine and Propeller Directorate, Standards Staff, ANE-111, 12 New England Executive Park, Burlington, Massachusetts 01803-5229; phone: (781) 238-7130; facsimile: (781) 238-7199; email: tara.fitzgerald@faa.gov.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on August 26, 2014.

Lirio Liu,

Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2014-0609.

Petitioner: Rolls-Royce plc.

Section of 14 CFR Affected: 14 CFR 33.27 (f)(6).

Description of Relief Sought: Rolls-Royce plc is requesting relief for the Trent XWB-84, XWB-79B, XWB-79, and XWB-75 engine models to exclude the entire high-pressure shaft system from consideration when determining the highest overspeed that would result from a complete loss of load on a turbine rotor.

[FR Doc. 2014-20722 Filed 8-29-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2014-62]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before September 22, 2014.

ADDRESSES: You may send comments identified by Docket Number FAA-2013-0508 using any of the following methods:

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- Fax: Fax comments to the Docket Management Facility at 202-493-2251.

- Hand Delivery: Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>.

AVIATION RULEMAKING ADVISORY COMMITTEE

RECORD OF MEETING

MEETING DATE: September 18, 2014

MEETING TIME: 1:05 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 September 2, 2014. (79 FR 52103).

ATTENDEES: **Committee Members**

Dan Elwell	Airlines for America (A4A), <i>ARAC Chair</i>
Michelle Betcher	Airline Dispatchers Federation (ADF)
Stacey Bechdolt*	Regional Airline Association
Dr. Tim Brady	Embry-Riddle Aeronautical University (ERAU)
Doug Carr	National Business Aviation Association (NBAA)
Tom Charpentier*	Experimental Aviation Association (EAA)
Ambrose Clay	National Organization to Insure a Sound Controlled Environment (NOISE)
Walter Desrosier	General Aviation Manufacturers Association (GAMA)
Gail Dunham*	National Air Disaster Alliance/Foundation (NADA/F)
Stephané Flori*	AeroSpace and Defence Industries Association of Europe (ASD)

Rob Hackman	Aircraft Owners and Pilots Association (AOPA)
Paul Hudson	Aviation Consumer Action Project (ACAP)
Doug Kihm	The Boeing Company
Lirio Liu	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-1</i> <i>Designated Federal Officer (DFO)</i>
Sarah MacLeod*	Aeronautical Repair Station Association (ARSA)
Thomas Mickler	European Aviation Safety Agency (EASA)
Dinkar Mokadem	Association of Flight Attendants-Communications Workers of America (AFA-CWA)
George Novak	Aerospace Industries Association (AIA)
Chris Oswald	Airports Council International – North America (ACI-NA)
George Paul	National Air Carriers Association (NACA)
Ric Peri*	Aircraft Electronics Association (AEA)
Phil Poynor*	National Association of Flight Instructors (NAFI)
Bob Robeson	Federal Aviation Administration (FAA) <i>Office of Aviation Policy and Plans,</i> <i>APO-300</i>
Yvette Rose*	Cargo Airline Association (CAA)
Todd Sigler	The Boeing Company
David Supplee*	International Association of Machinist and Aerospace Workers (IAMAW)
David York	Helicopter Association International (HAI)

Attendees

Ryan Aggergaard	Modification and Replacement Parts Association (MARPA)
Charlene Brown	Federal Aviation Administration (FAA) <i>Office of Rulemaking, Acting ARM-020</i>
Brenda Courtney	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-3</i>
Jim Crotty	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-200</i>
Melanie Drouin*	Transport Canada Civil Aviation (TCCA)
Katie Haley	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-203</i>
Mark Larsen*	National Business Aviation Association (NBAA)
Ron Little*	Delta Air Lines
Dorina Mihail*	Federal Aviation Administration (FAA) <i>New England Region-Aircraft Certification Service Engine and Propeller Directorate, ANE-111</i>
David Mikkelson*	Allegiant Travel Company
Neil Modzelewski	PAI Consulting
Susan Parson	Federal Aviation Administration (FAA) <i>Flight Standards Service, AFS-200</i>
John Piccola*	Federal Aviation Administration (FAA) <i>Transport Airplane Directorate, ANM-110</i>
Renee Pocius	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-024</i>
Mary Schooley*	Federal Aviation Administration (FAA) <i>Northwest Mountain Region-Transport Airplane Directorate, ANM-111</i>

Giles Strickler	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-200</i>
Alan Strom*	Federal Aviation Administration (FAA) <i>New England Region-Aircraft Certification Service Engine and Propeller Directorate, ANE-142</i>
Takahiro Suzuki*	Japan Civil Aviation Bureau (CAB)
James Wilborn*	Federal Aviation Administration (FAA) <i>Northwest Mountain Region-Transport Airplane Directorate, ANM-117</i>

*Attended via teleconference.

WELCOME AND INTRODUCTION

Mr. Dan Elwell, ARAC Chair, called the meeting to order at 1:06 p.m. and thanked the ARAC members and the public for attending. He stated the meeting is his last as ARAC Chair, and Mr. Todd Sigler, Boeing, will serve as ARAC Chair starting with the ARAC's December 2014 meeting. Mr. Elwell noted the desire to work through the ARAC's charter and bylaw renewals to ensure Mr. Sigler could transition to the ARAC Chair with a fully functioning charter. Mr. Elwell stated anyone interested in filling the ARAC Vice Chair position should communicate his or her intentions to Mr. Elwell; Mr. Sigler; Ms. Lirio Liu, FAA; or Ms. Peggy Gilligan, FAA. Mr. Elwell noted anyone interested in the Vice Chair position should consult his or her respective schedules to ensure an ample time commitment is possible.

Ms. Liu 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 June 19, 2014, meeting. He solicited any revisions or amendments to the draft minutes circulated before the meeting. Without revisions or questions, the ARAC ratified the minutes.

REQUEST FOR CLARIFICATION

Avionics Systems Harmonization Working Group (ASHWG) (Attachment 1)

Mr. Elwell noted he initiated the process for the ASHWG, through the Transport Airplane and Engine (TAE) Subcommittee, to meet, discuss, and respond to the FAA's request for clarification regarding the Low Airspeed Alerting Phase 2 Recommendation Report. He noted the response will be reviewed and approved by the ARAC before submission to the FAA. Mr. Elwell stated the ASHWG will hold a meeting in November 2014 and distribute

the drafted response before the December 2014 ARAC meeting.

Mr. Elwell solicited any comments on the request and planned response; there were none.

Mr. Elwell stated there were no recommendations reports on the agenda for the meeting and proceeded to status reports from active working groups.

STATUS REPORTS FROM ACTIVE WORKING GROUPS

Advisory Circular (AC) 120–17A, Maintenance Control by Reliability Methods Working Group (Maintenance WG) (Attachment 2)

Mr. Ron Little, Delta Air Lines, Working Group Chair, stated the Maintenance WG has held five face-to-face meetings since December 2013 and outlined accomplishments at each respective meeting. He noted the Maintenance WG's next meeting will take place October 21–23, 2014, in Washington, DC, where the Maintenance WG will begin review of its draft report and draft AC. Mr. Little added the Maintenance WG will determine if any future meetings are required to finalize its report. He stated the Maintenance WG plans to submit the final recommendation report and draft AC to the ARAC on March 3, 2015, with formal presentation to the ARAC on March 19, 2015.

Mr. Little stated Mr. Ken Mahan, FAA, replaced Ms. Sally Marshall, FAA, as the Maintenance WG's FAA Representative. Mr. Elwell asked Mr. Little if the Maintenance WG is progressing within the prescribed timeline, and Mr. Little responded in the affirmative.

Airman Certification Systems Working Group (ACSWG) (Attachment 3 and 4)

Ms. Susan Parson, FAA, stated the ACSWG is on schedule with its tasks. She added the ACSWG recently concluded 2 days of face-to-face meetings in Washington, DC. Ms. Parson noted the FAA has established a docket for the ACSWG's draft products. She stated the most recent draft products were the draft Commercial Pilot Airplane and Authorized Instructor Airman Certification Standards. Ms. Parson stated the comment period on the documents closed August 25, 2014, and the FAA distributed comments to the ACSWG for it to determine any modification to the draft documents.

Ms. Parson stated the ACSWG addressed the second phase of its work plan. She thanked Embry-Riddle Aeronautical University's Summer Academy Program for its role in testing the prototype private pilot airman certification system. Ms. Parson noted the prototype approach met with success and positive feedback during its trial at Embry-Riddle. She added the ACSWG is working to develop a larger prototype. She explained the ACSWG also reviewed both the Pilot's Handbook of Aeronautical Knowledge and Airplane Flying Handbook. Ms. Parson stated the ACSWG submitted suggested revisions to the FAA, including revisions on integrating risk management and ensuring harmonization with the Airman Certification Standards (ACS). She added ACS coding has helped organize questions and identify questions to be eliminated.

Ms. Parson stated the ACSWG's next steps include the transition into the third phase of its work plan, which includes drafting the Air Transport Pilot certification systems, expanded prototyping, and reviewing and finalization of certification systems.

***Engine Harmonization Working Group (EHWG) (TAE):
Bird Ingestion Regulation Assessment Tasking (Attachment 5)***

Mr. Elwell introduced Mr. Doug Kihm, Boeing, to provide the EHWG updates.

Mr. Kihm first addressed the bird ingestion regulation assessment task. He stated 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 should be revised; identify any deficiencies in the current rule; and provide the FAA with recommendations for changes, as appropriate, by March 31, 2015. Specifically, Mr. Kihm outlined the following components of the task:

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 National Transportation Safety Board’s (NTSB) 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.

Mr. Kihm stated the EHWG achieved consensus that current medium flocking bird (MFB) core-ingestion test criteria do not adequately challenge modern turbofan engines relative to the amount of bird material entering the core. Additionally, he noted the rule needs to address the potentially increased amount of core ingestion expected at flight conditions when the engines are not operating at full takeoff thrust. Mr. Kihm explained the EHWG is continuing work to determine engine operating conditions for verification of some core ingestion capability. He stated the current consensus proposal is to add a demonstration at an engine fan speed that allows ingestion of at least some of the MFB into the core followed by a run-on period to ensure a safe landing. Mr. Kihm noted the EHWG reached consensus that any additional requirements include flexibility for compliance by similarity, test, or analysis; and there is consensus for no change to the large flocking bird ingestion regulation. He noted the EHWG is planning to establish a standing committee for formal ownership of a database and regular review of that database. Mr. Kihm stated the next meeting is scheduled for September 23–25, 2014, in Burlington, Massachusetts.

***Engine Harmonization Working Group (EHWG) (TAE):
Engine Endurance Test Requirements Tasking***

Mr. Kihm next addressed the engine endurance test requirements task. He stated the objective is to develop an alternative to the current 150-hour endurance test that is more relevant to today’s high technology engines and does not require the engine to be substantially modified to meet the test conditions. Mr. Kihm noted the EHWG developed a short list of potential alternative tests. He stated the EHWG’s next meeting will be held in Cologne, Germany, September 29–30, 2014. Mr. Kihm noted the recommendation report is due in December 2015 and the EHWG is on track to meet that deadline.

Airworthiness Assurance Working Group (AAWG) (TAE)

Mr. Kihm stated the AAWG last met June 10–11, 2014, in Chicago, Illinois, and the next meeting is scheduled for the first quarter of 2015. He noted the AAWG is developing recommendations on the handling of removable structural components.

Flight Test Harmonization Working Group (FTHWG) (TAE)

Mr. Kihm stated the FAA assigned the FTHWG a Phase 2 task to provide recommendations regarding new or updated standards in the highest priority topic areas for airplane performance and handling characteristics.

Mr. Kihm stated Phase 2 activity began in early June 2014 at a meeting held in Cologne, Germany. He noted Boeing is leading the first two fly-by-wire topics: envelope protection and stability. He added several follow-up teleconferences have been held on the topics and work continues. Mr. Kihm noted the next face-to-face meeting for the FTHWG is scheduled for the week of October 20, 2014, in Seattle, Washington. He stated two new task groups will initiate work on fly-by-wire aspects of flight in icing conditions and steep approach landing. Mr. Kihm stated Airbus will lead efforts on the flight in icing conditions task while Bombardier will lead efforts on the steep approach landing task. He noted the Envelope Protection Task Group will report out at the October 20, 2014 meeting.

Mr. Elwell stated there were no new tasks for the ARAC and introduced Ms. Liu for the FAA status report.

STATUS REPORT FROM THE FAA

Ms. Liu discussed the rulemaking prioritization effort. She noted the ARAC was heavily involved in the effort and the FAA implemented the prioritization tool in Fiscal Year 2014 (FY14). Ms. Liu stated the FAA Business Council approved the FY15 Prioritized Rulemaking List at its September 2014 meeting and the FAA Rulemaking Management Council will vote on the FY15 Prioritized Rulemaking List at its September 29, 2014, meeting. Ms. Liu noted the list is not exclusive to all rulemaking activity that will occur in FY15. She stated, as part of the rulemaking prioritization effort for FY15, offices submitted three potential ARAC taskings for FY15 (Attachment 6): thrust reversing systems, crashworthy fuel systems, and low speed alerting.

Ms. Liu stated one action item from the June 2014 ARAC meeting was for the FAA to provide the ARAC with a list of its ongoing rulemaking projects. She discussed the Department of Transportation (DOT) Spring 2014 Agency Rule List (Attachment 7). She noted it does not always reflect the current list of ongoing projects because the FAA adds projects throughout the year. She added DOT will release the fall agenda shortly. She stated DOT releases the DOT Significant Rulemaking List (Attachment 8) on a monthly basis and it currently contains 22 projects and their schedules. Ms. Liu solicited questions from attendees.

Mr. Ambrose Clay, NOISE, asked about the one engine inoperative language, stating it is causing confusion for city planners in placement of structures near airports. He asked if the issue

will be elevated to a rulemaking project in the future. Ms. Liu responded the FAA is developing a policy statement, but it may be reevaluated. She indicated she would raise the issue with the FAA airport and Flight Standards lines of business.

Mr. Chris Oswald, ACI-NA, stated the ARAC has been responsive on operations and manufacturing aspects of aviation but has not addressed elements regarding airports. He asked to what extent all lines of business are coming through the ARAC with proposals. Ms. Liu responded airports are not facing a lot of rulemaking activity, although airport safety management systems is in executive review. She noted the concern from Mr. Oswald will be reflected in the meeting minutes and she will suggest Airports use ARAC.

Ms. Liu stated the executive order and previous constraints on involvement by registered lobbyists with committees have been reduced and the FAA is updating the Committee Manual to reflect these changes.

Ms. Liu stated, based on feedback, the FAA purchased a new telephone system, which is in use for the meeting to improve clarity. Attendees via both teleconference and in-person agreed communications were improved over previous meetings.

Mr. Stephané Flori, ASD, asked if harmonization with EASA remains a driver of FAA rulemaking. Ms. Liu responded the bilateral agreement with the European Union includes rulemaking cooperation guidelines. She added exchanges continue between EASA and the FAA regarding harmonization and several projects have been identified as prototypes for harmonization, including Title 14, Code of Federal Regulations part 23 amendments and small unmanned aviation systems rules. Ms. Liu added a similar agreement is in place between the FAA and the TCCA. Mr. Elwell noted it was clear at the International Aviation Safety Conference stakeholders want increased involvement with harmonization. Ms. Liu noted the Conference highlighted guidance material does not always match for harmonized rules and the FAA and EASA are working to improve this.

OFF AGENDA REMARKS

Mr. Paul Hudson, ACAP, expressed concern over the inability to track aircraft with inoperative transponders. He added concerns over activities related to the issue led by the International Civil Aviation Organization (ICAO) and the International Air Transport Association that did not include passenger representatives. Mr. Hudson asked if new guidelines or proposals were to be released and if the FAA was engaged in any capacity. Ms. Liu responded the issues are beyond the scope of the ARAC. Mr. Hudson requested the concern be forwarded to the Administrator.

Mr. Hudson asked if the FAA will respond to a request to require air carriers to post flight paths when flying over potential conflict zones. Mr. Elwell responded the issue is beyond the scope of the ARAC although deliverables from other bodies have been published on the issue. Ms. Liu added supplemental regulations address air carrier activity over conflict zones, which are available on the DOT website.

Ms. Gail Dunham, NADA/F, sought confirmation regarding missing aircraft from the airport in Tripoli, Libya, and asked if the ICAO tracking activities mentioned in response to Mr. Hudson's questions could be expounded upon by anyone present. Mr. Elwell stated the tracking deliverables were actually from a stakeholder and industry body, not ICAO. Mr. Sigler noted the NTSB will address the topic via a public forum, which may provide a source of information for interested parties.

The ARAC members thanked Mr. Elwell for his leadership as ARAC Chair. Mr. Elwell thanked the ARAC members for their hard work and dedication.

ARAC CHARTER RENEWAL AND BYLAWS

Ms. Liu stated the ARAC charter has been renewed, effective September 17, 2014 (Attachment 9). She noted there were no substantive changes to the charter and membership organizations were not changed.

Ms. Liu stated a redline version of the ARAC bylaws (Attachment 10) was distributed to members. She encouraged members to review the bylaws in order to vote on concurrence at the December 2014 ARAC meeting.

ADJOURNMENT

Mr. Elwell adjourned the meeting at 1:57 p.m.

ACTION ITEMS

Action Item	Responsible Party
Submit nominations for next ARAC Vice Chair to Mr. Elwell, Mr. Sigler, Ms. Liu, or Ms. Gilligan.	ARAC Members
Review the draft ARAC Bylaws for ratification at the December ARAC meeting.	ARAC Members

Approved by:



Dan Elwell, Chair

Dated: __December 2, 2014_____

Ratified on: __December 18, 2014_____



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., SW.
Washington, DC 20591

Mr. Dan Elwell
Chair, Aviation Rulemaking
Advisory Committee
Airlines for America
1301 Pennsylvania Ave, NW, Suite 1100
Washington, DC 20004

AUG 11 2014

Dear Mr. Elwell:

The FAA received the Low Airspeed Alerting Phase 2 Task Report from ARAC in March 2013. This report was developed by the Avionics Systems Harmonization Working Group (ASHWG) in response to a 2011 tasking from the FAA, which asked for industry information to support a potential requirement of low airspeed alerting in all airplanes operating under 14 CFR parts 121 and 129. The Phase II Final Report does not contain an assessment of the potential cost and benefits of implementation of such systems, as the ASHWG was awaiting completion of other studies on this subject. Those studies are now complete and their results should be available to the ASHWG soon.

Since receipt of the report, the FAA has internally evaluated several potential options for proposed alerting systems, based on our estimates of their cost and predicted effectiveness at preventing future loss-of-control accidents resulting from unobserved airspeed loss and stall. Per the FAA Office of Rulemaking Committee Manual, Part 3, section 2.4, the FAA may seek additional clarification from an ARAC working group on work related to a completed tasking through the ARAC Chair.

The FAA is requesting ARAC to reconvene the ASHWG to review the FAA's evaluation of the systems and the additional information now available from other concluded studies on this subject. Specifically, we propose to meet with available members of the ASHWG, present the options we have evaluated, and gather additional information as to their suitability for addressing the hazard of unobserved airspeed decay. The ASHWG should provide recommendations based on its review and plan to discuss the recommendations during the September 2014 ARAC meeting. The FAA would like to note that it has not initiated rulemaking on this matter; therefore, this discussion should be considered a continuation of the FAA's previous tasking on this topic.

Sincerely,



Lirio Liu

Designated Federal Officer

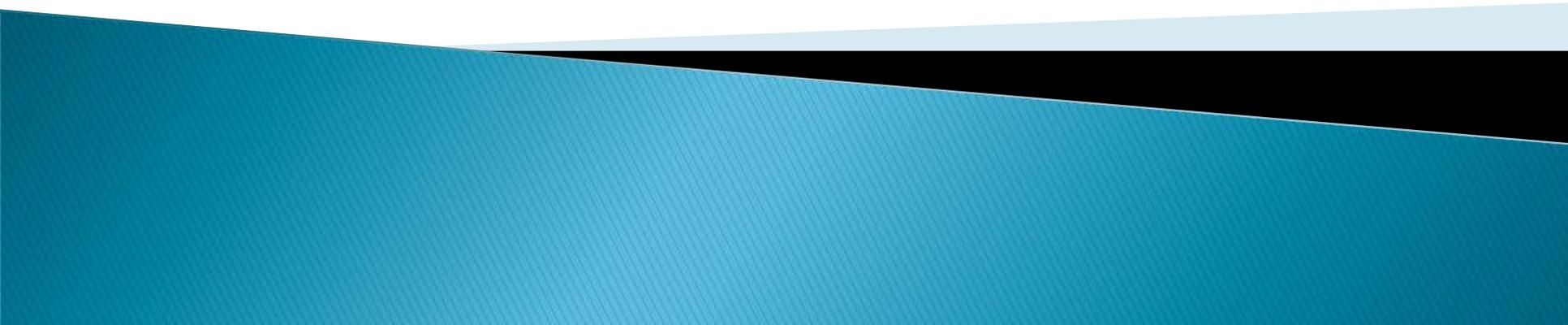
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AC 120-17A Maintenance Control by Reliability Methods ARAC Working Group Status Update

Presented to: ARAC

By: Ron Little, Working Group Chair

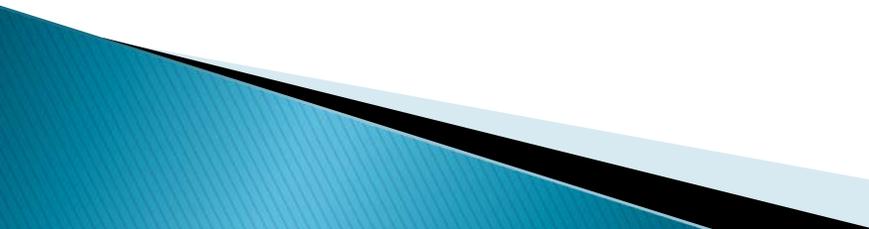
Date: September 18, 2014

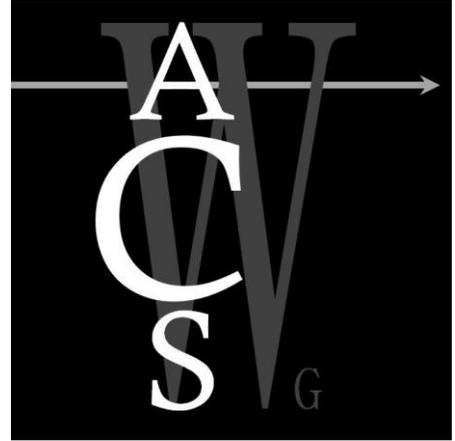


Meeting Update

- ▶ **Washington, D. C. (FAA) – Dec. 10 & 11, 2013.**
 - Introduction, ARAC process and 2014 meeting schedule
- ▶ **Phoenix (US Airways) – March 5 & 6, 2014**
 - Drafted introduction section to AC – scope of Reliability Program
 - Defined Terms & Definitions
 - Began discussion on Data Types and Analysis Methods
 - Began discussion on Alert Based vs Event Based Reliability
- ▶ **Dallas (Southwest) – May 6 thru 8, 2014**
 - Finalized terms and definitions
 - Began discussion on process flow chart and main elements of Reliability Program
 - Data collection
 - Standards / Alerting System
 - Analysis and Recommendations / Task Optimization Processes
 - Approval Process
 - Implementation Process
 - Program Approval / Revision Process
- ▶ **Atlanta (Delta) – June 24 thru 26, 2014**
 - Continued flow chart discussion
- ▶ **Cincinnati (GE) – Aug. 19 thru 21, 2014 (additional, unscheduled meeting)**
 - Finalized Flow Chart and program elements

Going Forward Plan

- ▶ Washington D. C. (FAA) – October 21 thru 23, 2014
 - Begin review of draft report and draft AC
 - Determine need for any future meeting requirements to finalize report
 - ▶ Draft recommendation report and draft AC
 - Oct. 21, 2014 thru Feb. 15, 2015 – Resolve differences / identify dissenting opinions
 - Feb. 15 thru Mar. 1, 2015 – finalize recommendation report and draft AC
 - ▶ Final Recommendation Report and Draft AC
 - Mar. 3, 2015 – Submit to ARAC.
 - Mar. 19, 2015 – Present to ARAC.
 - ▶ Personnel Change: Ken Mahan took over for Sally Marshall as the FAA Representative.
- 



Aviation Rulemaking Advisory
Committee

Airman Certification System
Working Group

Work Plan – Rev 9

September 2, 2014

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INTRODUCTION

On January 29, 2012, the Federal Aviation Administration (FAA) posted in the Federal Register a Notice to inform the public of the Aviation Rulemaking Advisory Committee (ARAC); New Task Assignment for the ARAC: Establishment of the Airman Certification System Working Group.

The FAA assigned the ARAC a new task arising from recommendations from both the Airman Testing Standards and Training Aviation Rulemaking Committee (ARC) and ARAC Airman Testing Standards and Training Working Group (ATST WG). The ATST WG recommended ways to ensure that the FAA's airman testing and training materials better support reduction of fatal general aviation accidents. The FAA and the Aviation Industry jointly seek to improve airman training and testing by establishing an integrated, holistic airman certification system that clearly aligns testing with certification standards, guidance, and reference materials, and maintains that alignment. The new task was to establish an Airman Certification System Working Group (ACS WG) that will provide expert assistance and industry views to the FAA's Flight Standards Service (AFS) on the development, modification, and continued alignment of the major components of the airman certification system.

This work plan has been developed to assist the working group in coordinating its tasks and accomplishing its objectives. As the working group goes through its process, this work plan will be amended and added to as necessary.

BACKGROUND

The FAA established the ARAC to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities. The ARAC's objectives are to improve the development of the FAA's regulations by providing information, advice, and recommendations related to aviation issues.

On September 21, 2011, the FAA chartered the Airman Testing Standards and Training Aviation Rulemaking Committee (ARC) for the U.S. aviation community to develop recommendations for more effective training and testing in the areas of aeronautical knowledge and flight proficiency required for safer operation in today's National Airspace System (NAS). The FAA's charge to the ARC was to help ensure that FAA's technical information related to existing standards for airman knowledge and skill tests, computer testing supplements, knowledge test guides, practical test standards and training handbooks incorporates the most current, relevant, and effective approaches to training and testing. The FAA specifically tasked the ARC with providing recommendations on a process for ongoing stakeholder participation in developing the content of these materials, and methodologies for developing better test item bank questions.



On August 30, 2012, the ARAC accepted the FAA's assignment of a new task in response to several of the ARC's recommendations. ARAC established the ATST WG to address the private pilot, flight instructor, and instrument rating training and testing materials by developing an integrated Airman Certification Standards (ACS) document for each one. The FAA also tasked the ATST WG to develop a detailed proposal to realign and, as appropriate, streamline and consolidate existing FAA guidance material (e.g., handbooks) with each integrated ACS documents; and to propose methodologies to ensure that knowledge test item bank questions are consistent with both the ACS documents and the test question development principles set forth in the ARC's recommendations.

On September 30, 2013, the ARAC submitted to the FAA the ATST WG's final report and recommendations to improve airman training and testing by establishing an integrated, holistic airman certification system that clearly aligns testing with certification standards, guidance, and reference materials, and maintains that alignment.

The ATST WG recommended specific steps the FAA should take to adopt the proposed Airman Certification System approach, and steps for its ongoing management. One of these steps was for the FAA to establish an ACS WG to assist the agency in ensuring that the content of its ACS, guidance, and knowledge testing materials is relevant and current; and to ensure that all components of the airman certification system are maintained in alignment.

On December 2013, the ARAC discussed the proposed actions for the ACS WG tasking. The FAA subsequently assigned, and the ARAC has accepted, a new task to establish the ACS WG.

The FAA has specifically tasked the ACS WG to support the FAA's goal to enhance general aviation safety and reduce the fatal general aviation accident rate by providing a means for the aviation industry to provide expert assistance and industry views to the FAA's Flight Standards Service (AFS) on the development, modification, and continued alignment of the major components of the airman certification system, which include:

1. The ACS for airman certificates and ratings (i.e. 8081-series documents);
2. Associated training guidance material (e.g., H-series handbooks);
3. Test management (e.g., test question development, test question boarding, test composition/test "mapping," and CT-8080-series figures); and
4. Reference materials, to include AFS directives and Aviation Safety Inspector guidance; FAA Orders, Advisory Circulars (ACs), and other documents pertaining to the airman certification system.

The ACS WG is expected to develop a report describing its work on each of the listed elements. Any disagreements will be documented, including the rationale for each position and the reasons for the disagreement.



In developing this work plan, the ACS WG members shall familiarize themselves with:

1. A report to the FAA from the Airman Testing Standards and Training Aviation Rulemaking Committee: Recommendations to Enhance Airman Knowledge Test Content and Its Processes and Methodologies for Training and Testing (http://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/Airmen.Testing.Standards.Recommendation.Report.9.30.2013.PDF);
2. A report from the Airman Testing Standards and Training Working Group to the Aviation Rulemaking Advisory Committee (http://www.faa.gov/aircraft/draft_docs/media/afs/airman_test_arc_final_rpt.pdf);
3. Aeronautical knowledge standards set forth in 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors;
4. Flight proficiency standards set forth in 14 CFR part 61, Certification: Pilots, Flight Instructors, and Ground Instructors;
5. FAA Airman Knowledge Test Guide (FAA–G–8082–17E);
6. Current Practical Test Standards documents for Private Pilot Airplane (FAA–S–8081–14B); Flight Instructor Airplane (FAA–S–8081–6C); and Instrument Rating for Airplane, Helicopter, and Powered Lift (FAA–S–8081–4E); and
7. Current FAA guidance materials, to include the Pilot’s Handbook of Aeronautical Knowledge (FAA–H–8083–25A); the Airplane Flying Handbook (FAA–H–8083–3A); the Aviation Instructor’s Handbook (FAA–H–8083–9A); the Instrument Flying Handbook (FAA–H–8083–15A); and the Instrument Procedures Handbook (FAA–H–8083–1A).

The ACS WG final report must be forwarded to the ARAC for review and approval no later than December 31, 2015.

The ACS WG must comply with the procedures adopted by ARAC. As part of the procedures, the ACS WG must:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the next ARAC meeting held following publication of this notice.
2. Provide a status report at each meeting of the ARAC.
3. Draft the report and required analyses and/or any other related materials or documents.
4. Present the final report to the ARAC for review and approval.



RULES OF ROAD

In order to accomplish its tasking, the ACS WG should function as a team which has a specific performance objective or recognizable **goal** to be attained. Coordination of activity among the members of the team will be required for the attainment of the goal.

Furthermore, the work will be collaborative and we all should:

- Set aside personal agendas: Have a common goal
- Have concrete, achievable, and realistic objectives as to how the problem is going to be solved
- Structure the team and co-ordinate the members strengths to best suit the problem
- Foster trust and sharing of information so the best decisions are made

The working group, its subgroups and teams will have the structure needed for accomplishing its tasks and goals. That structure will have the following necessary elements –

- Clear roles and accountability
 - Everyone should have a clear and specific tasking within the team
- An effective communications system that provides information that is easily accessible
 - Document issues raised and decisions made
- Monitoring of performance and feedback
 - Fair and accurate appraisal
- Fact-based judgments
 - Objective, factual data for good decision making

If any of the rules are not being adhered to, members should bring it to the attention of the ACS WG chair or subgroup leads.



PHASED APPROACH AND SUBGROUPS

In order to accomplish the tasks assigned to it, the ACS WG will institute a multi-phase approach, utilizing subgroups, subgroup leads, and completion goals. The subgroup's progress will be closely monitored using weekly telcon updates. If needed, resources will be shifted in order to complete the tasks on time.

PHASE I – April-June 2014

Phase 1 - Task 1 (P1T1) – Develop Initial Prototyping Plan for PVT, COM, IFR

Completion Goal – May 31, 2014

Prototype Subgroup Lead – Eric Crump

FAA SME – Ethan Argenbright

Status - **COMPLETE**

Task Elements:

Develop recommendations for:

- Appropriate mix of participants
- How to structure, conduct – standardized “how to” processes
- Metrics for success
- Requirements (logistics, authorizations)
- Training & outreach to selected participants, DPEs, FSDOs
- Ideas for mentoring – experienced ARC/ATST members assigned to serve as industry mentor/POC for prototype participants with less background
- Other

Subgroup Members:

Paul Cairns
 Mariellen Couppee
 Jens Hennig
 John King
 Kent Lovelace
 Hans Reigle
 Mary Schu
 Roger Sharp
 Robert Stewart



Phase 1 - Task 2 (P1T2) – Finalize COM ACS

Completion Goal – May 31, 2014

COM Subgroup Lead – Jackie Spanitz

FAA SMEs – Leisha Bell & Jeff Kerr

Status - **COMPLETE**

Task Elements:

- Review, refine, and complete ATST WG’s proposed Commercial Pilot Airman Certification Standards document
- Prepare Commercial Pilot ACS for *Federal Register* (publication with request for comment)

Subgroup Members:

Rick Bedard
Kevin Comstock/Brian Hannah
Maryanne DeMarco
Don Dillman
John Hazlet
Janeen Kochan
Gary Morrison/Steve Hall
J.R. Russell/Bob Wright



Phase 1 - Task 3 (P1T3) – Finalize Instructor ACS

Completion Goal – May 31, 2014

CFI Subgroup Lead – Mac McWhinney

FAA SME – Margaret Morrison

Status - COMPLETE

Task Elements:

- Review, refine, and complete ATST WG's proposed Authorized Instructor Airman Certification Standards document
- Prepare Authorized Instructor ACS for *Federal Register* (publication with request for comment)

Subgroup Members:

Paul Alp
Kate Fraser
Phil Poynor
Burt Stevens
Doug Stewart
Batson Michael Wilson



PHASE II – July-September 2014

Phase 2 - Task 1 (P2T1) – Implementation + Expansion of Prototyping Plan for PVT, COM, IFR

Completion Goal – TBD

Prototype Subgroup Lead – Eric Crump

FAA SME(s) – Ethan Argenbright

Status - Ongoing

Task Elements:

Implement Phase I recommendations for:

- Prototyping ACS concept through phased approach
 - Phase 1: Initial Field Trial (June 2014 – August 2014)
 - Small group at one or two training schools/centers through same FSDO
 - Total participant size of 20 applicants or less
 - Evaluations using only Private ACS document
 - Phase 2: Focus Group Implementation (September 2014 – December 2014)
 - Larger test size branching out to include independent flight instructors, university/college programs, academies, and traditional flight schools
 - Sample size should include no more than two FSDOs
 - Total participant size of 50 applicants or less
 - Evaluations using only Private ACS document
 - Phase 3: Expanded Implementation (January 2015 – June 2015)
 - Nationwide beta test with all sample groups represented
 - Sample size should include multiple FSDOs
 - Sample size of 100 applicants or less
 - Evaluations using Private, Instrument, and Commercial ACS documents pending availability and completeness
- Collect feedback from test participants – not limited to applicants, instructors, and examiners
- Refine communications, training, and ACS use as needed between phases
- Training & outreach to selected participants, DPEs, FSDOs - ongoing
- Other

Subgroup Members:

Paul Cairns

Mariellen Couppee

Kate Fraser

Gary Morrison

Jens Hennig

Janeen Kochan

Kent Lovelace

Hans Reigle

Mary Schu

Roger Sharp

Burt Stevens



Phase 2 - Task 2 (P2T2) – Finalization + Mapping of PVT ACS**Completion Goal – 30 September 2014****PVT Map Subgroup Lead – Jackie Spanitz****FAA SME(s) – Leisha Bell**

Jeff Kerr

Cathy Majauskas

Margaret Morrison

Status - Ongoing

Task Elements:

- Code current pool of industry-developed Private Pilot Airplane sample test questions to PVT ACS
- Revise industry-developed sample test questions as applicable
 - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
 - Ensure test questions can be answered by the references associated with the assigned ACS code
 - Review draft editions of new Pilot's Handbook of Aeronautical Knowledge and Airplane Flying Handbook

Subgroup Members:

Paul Alp

Rick Bedard

Steve Bradford

Kevin Comstock

Brian Hannah

Don Dillman

Steve Hall

Gary Morrison

John Hazlet

John King

Janeen Kochan

Larry Rooney

Maryanne DeMarco

Ken Lee

Kent Lovelace

Mac McWhinney

Phillip Poynor

JR Russell

Bob Wright

Mary Schu

Burt Stevens

Doug Stewart

Robert Stewart

Bob Wright



PHASE III – August 2014 -

Phase 3 - Task 1 (P3T1) – Finalize ATP ACS

Completion Goal – December 2014

ATP Subgroup Lead – Jackie Spanitz

FAA SMEs – Leisha Bell, Cathy Majauskas, Jeff Kerr

Status - TBD

Task Elements:

- Review, refine, and complete “baseline” ATP Airman Certification Standards document
- Prepare ATP ACS for *Federal Register* (publication with request for comment)

Subgroup Members:

Rick Bedard

Kevin Comstock/Brian Hannah

Maryanne DeMarco

Don Dillman

John Hazlet

Janeen Kochan

Gary Morrison/Steve Hall

J.R. Russell/Bob Wright



Phase 3 - Task 2 (P3T2) – Prototype Continuation + Expansion of Phase II, Task 1**Completion Goal – TBD****Prototype Subgroup Lead** – Eric Crump**FAA SME(s)** – Ethan Argenbright**Status** - TBD**Task Elements:**

Implement Phase I recommendations for:

- Prototyping ACS concept through phased approach
 - Phase 2: Focus Group Implementation (September 2014 – December 2014)
 - Larger test size branching out to include independent flight instructors, university/college programs, academies, and traditional flight schools
 - Sample size should include no more than two FSDOs
 - Total participant size of 50 applicants or less
 - Evaluations using only Private ACS document
 - Phase 3: Expanded Implementation (January 2015 – June 2015)
 - Nationwide beta test with all sample groups represented
 - Sample size should include multiple FSDOs
 - Sample size of 100 applicants or less
 - Evaluations using Private, Instrument, and Commercial ACS documents pending availability and completeness
- Collect feedback from test participants – not limited to applicants, instructors, and examiners
- Refine communications, training, and ACS use as needed between phases
- Training & outreach to selected participants, DPEs, FSDOs - ongoing
- Other

Subgroup Members:

Paul Cairns

Mariellen Couppee

Kate Fraser

Gary Morrison

Jens Hennig

Janeen Kochan

Kent Lovelace

Hans Reigle

Mary Schu

Roger Sharp

Burt Stevens



Phase 3 - Task 3 (P3T3) – COM ACS documents – Review Comments, Map and Finalize
Completion Goal – TBD
COM ACS Subgroup Lead – Jackie Spanitz
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Review public comments to docket
- Create categories for comments similar in nature
- Determine areas which need to be addressed
- Edit standards as necessary
- Finalize standard
- Code current pool of Commercial Pilot Airplane sample test questions to COM ACS
- Revise test questions as applicable
 - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
 - Ensure test questions can be answered by the references associated with the assigned ACS code

Subgroup Members:

TBD



Phase 3 - Task 4 (P3T4) – IFR ACS documents – Review Comments, Map and Finalize
Completion Goal – TBD
IFR ACS Subgroup Lead – Roger Sharp
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Review public comments to docket
- Create categories for comments similar in nature
- Determine areas which need to be addressed
- Edit standards as necessary
- Finalize standard
- Code current pool of Private Pilot Airplane sample test questions to IFR ACS
- Revise test questions as applicable
 - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
 - Ensure test questions can be answered by the references associated with the assigned ACS code

Subgroup Members:
TBD



Phase 3 - Task 5 (P3T5) – AI ACS documents – Review Comments, Map and Finalize
Completion Goal – TBD
Instructor ACS Subgroup Lead – Mac McWhinney
FAA SME(s) – TBD
Status - TBD

Task Elements:

- Review public comments to docket
- Create categories for comments similar in nature
- Determine areas which need to be addressed
- Edit standards as necessary
- Finalize standard
- Code current pool of Private Pilot Airplane sample test questions to PVT ACS
- Revise test questions as applicable
 - Approve, revise, or remove questions to ensure questions are meaningful and relevant to safe flight operations for the certificate level
- Review associated FAA references
 - Ensure test questions can be answered by the references associated with the assigned ACS code

Subgroup Members:
TBD



Phase 3 - Task 6 (P3T6) – Test Question Development

Completion Goal – TBD

Question Development Subgroup Lead – Kent Lovelace

FAA SME(s) – TBD

Status - TBD

Task Elements:

- Create and prototype a process for developing new test questions mapped to PVT ACS Areas of Operation and Tasks
- Implement process to develop and board new test questions by SME group
 - To include at least one non-FAA participant
 - Subgroup members assigned to this task must have (or receive) training in test question development.
 - All participants must receive a test security briefing, and non-FAA members must sign a non-disclosure agreement.

Subgroup Members:

TBD



NOTIONAL SCHEDULE

Phase I

Kick off Telcon (TEL-1) – March 27, 2014 – 4pm Eastern

Subgroup Telcons – GoToMeeting

 COM Subgroup –Tuesdays at 4pm Eastern

 Instructor Subgroup –Wednesdays at 4pm Eastern

 Prototype Subgroup –Thursdays at 4pm Eastern

First Face to Face Meeting (F2F-1) – May 21-22, 2014 at NBAA – Washington, DC

Phase II

Second Face to Face Meeting (F2F-2) – September 16-17, 2014 at NBAA - Washington, DC

Subgroup Telecons – GoToMeeting

 PVT Mapping Subgroup – Tuesdays at 4pm Eastern

 Prototype Subgroup –Thursdays at 4pm Eastern

Face to Face Meetings:

Third Face to Face Meeting (F2F-3) – January 6-7, 2015 at GAMA – Washington, DC

Fourth Face to Face Meeting (F2F-4) – April 14-15, 2015 at NBAA – Washington, DC

Fifth Face to Face Meeting (F2F-5) – June 23-24, 2015 at NBAA – Washington, DC



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PROTOTYPE SUBGROUP

Implementation Recommendations

OVERVIEW

The ACS Prototype Subgroup was charged with drafting recommendations for the process of ACS implementation. Our recommendations represent broad industry knowledge with the added benefit of meaningful and valuable FAA participation.

We believe that moving to complete ACS acceptance is a critical step in improving the quality of pilot certificated by the FAA, not only in improved knowledge and skills, but also in the essential area of risk management. We also believe that moving to complete ACS acceptance is an intricate process with many moving parts. We support a phased release of the ACS concept with continuous data monitoring and quality assurance efforts on the part of FAA and industry to ensure the ACS concept is functional and efficient in accomplishing its stated purpose.

PURPOSE OF ACS PROTOTYPING

ACS prototyping is **not** meant to test the standards themselves. That part of the process has already been conducted through FAA/industry working groups and multiple rounds of public comment received through the Federal Register. The purpose of the ACS prototyping process is to test the clarity of the standards, as written, for all participant groups involved in the process and to test the effectiveness of evaluating knowledge, skills, and risk management during practical examinations. By evaluating these topics, we can better construct transition training material for all parties involved prior to a full-scale rollout of the ACS concept.

NOTE: The overarching concept of the ACS is **not** to change the requirements for testing toward a pilot certificate or rating, but rather to more clearly communicate the specific requirements expected of a competent and proficient pilot applicant based on current FAA policy.



IMPLEMENTATION PROCESS AND TIMELINE

Phase 1: Initial Field Trial (June 2014 – August 2014)

- Small group at one or two training schools/centers through same FSDO
- Total participant size of 20 applicants or less
- Evaluations using only Private ACS document

Phase 2: Focus Group Implementation (September 2014 – December 2014)

- Larger test size branching out to include independent flight instructors, university/college programs, academies, and traditional flight schools
- Sample size should include no more than two FSDOs
- Total participant size of 50 applicants or less
- Evaluations using only Private ACS document

Phase 3: Expanded Implementation (January 2015 – June 2015)

- Nationwide beta test with all sample groups represented
- Sample size should include multiple FSDOs
- Sample size of 100 applicants or less
- Evaluations using Private, Instrument, and Commercial ACS documents pending availability and completeness

IMPLEMENTATION REQUIREMENTS & RECOMMENDATIONS

Note: *Italic type* indicates items that are necessary specifically for prototype implementation. Other items are also identified that are necessary prior to full national implementation.

Flight Training Schools

- *Opt in to ACS beta test process*
- Potential curriculum changes to accommodate ACS testing requirements

DPEs

- Receive ACS concept implementation training at initial and recurrent training events
- *Use ACS evaluation tracking sheet to provide feedback to ACS program coordinator*

Flight Instructors

- *Opt in to ACS beta test process*
- *Use ACS survey instrument to provide feedback to ACS program coordinator*

Pilot Applicants

- *Opt in to ACS beta test process*
- *Use ACS survey instrument to provide feedback to ACS program coordinator*



FAA Policy Divisions (AFS-800, AFS-600)

- *Circulate policy memo confirming ability to use ACS during practical tests (ACS is consistent with (and incorporates) existing Practical Test Standards)*
- *Designate FAA point of contact who can serve as an ACS program coordinator for internal inquiries from FSDOs regarding ACS implementation/tracking and collect field data regarding ACS testing*
- Review and Update FIRC guidance to educate CFIs regarding ACS concept and implementation
- Assess feasibility of modifying IACRA to provide task level granularity for any unsatisfactory items on the practical test

FAA FSDOs

- *AFS conducts training for manager, frontline manager(s), and DPE POI(s) on ACS concept*
- AFS identifies regional/district “FAA ACS Focal Points” to conduct training events and seminars among local training communities

Other

- Review, revise and map current reference documents (e.g., FAA guidance and handbooks) to source regulatory and policy requirements
- Ensure references listed for each ACS Task address specific knowledge, skill, and risk management task elements
- Correlate existing knowledge test questions to coding convention found in the ACS documents
- Remove irrelevant knowledge test questions that do not have sound regulatory basis and cannot be successfully matched to the ACS documents
- Develop new knowledge test questions (as needed) to support areas addressed in the ACS documents
- Conduct nationwide seminars covering ACS concept and implementation process



MEASUREMENT METRICS

Success of the ACS beta test will be measured in terms of feedback received from test participants. Survey instruments must be developed and deployed by the ACS WG. Survey instruments will be available to various groups participating in the ACS process. The ACS WG will collect and analyze the results from the survey instruments and provide the information to the FAA for its review and consideration in ACS implementation process.

Survey instruments must be created to support the various participant groups, and those instruments must be customized to ask appropriate questions of each group. For example, a Private Pilot applicant evaluated under the ACS will have no frame of reference for conducting a practical test under the PTS, but that individual can provide feedback regarding his/her personal opinions of clarity and thoroughness of the ACS document used during his/her practical test.

Regarding practical test performance tracking and data collection during the beta test, a sample DPE data collection tool follows.

ACS Tracking: Beta Test						
Date	Certificate or Rating					
24 Apr 2014	Private, Airplane Single Engine Land					
Region		Evaluator		Pass	Fail	LOD
Southwest		SW-111				
AoO	Task	K, S, RM	Item	Description	Fail	
I	A	K	1	Required pilot documents		
1	A	K	2	Logging Pilot time	X	
1	A	K	3	Compensation/Reimbursement		
1	A	S				
1	A	RM	1	Distinguishing proficiency vs. currency		
1	A	RM	2	Setting personal minimums		
1	A	RM	3	Maintaining fitness to fly		
1	A	RM	4	Flying unfamiliar aircraft		
1	A	RM	5	Flying with unfamiliar flight display systems or unfamiliar avionics		
AoO	Task	K, S, RM	Item	Description	Fail	
2	A	K	1	Required pilot documents		
2	A	K	2	Logging Pilot time	X	
ETC						
ETC						

Sample DPE post-flight evaluation data collection tool for an ACS practical test.





Aviation Rulemaking Advisory Committee

Airman Certification Work Group Update

■ Federal Register Notice posted July 25, 2014

- <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0316-0306>
- Draft Commercial Pilot Airplane and Authorized Instructor Airman Certification Standards
 - AOPA story - <http://www.aopa.org/News-and-Video/All-News/2014/August/13/pilot-certification-standards>
 - AirVenture Presentation - <http://www.aopa.org/-/media/Files/AOPA/Home/News/All%20News/2014/August/2014811%20ARAC%20ACS%20WG%20%20ACS%20AirVenture%20Presentation%20v4.pdf>
- Comment period closed August 25, 2014
 - 32 total comments
 - Mostly positive and constructive
- Second Face to Face meeting – full working group
 - September 16 – 17, NBAA – Washington, DC
 - Weekly virtual subgroup meetings

■ Work plan – Phase 2

- **Task 1 – Prototype Private Pilot ACS**
 - Nine ERAU – Daytona Beach, FL students
 - New form tests – rooted in ACS and coded
 - Surveyed students, instructors, and evaluators
 - Waiting on student release
 - Instructor and evaluator feedback very positive
- **Task 2 – Finalize and Mapping of Private ACS**
 - Reviewed both Pilot’s Handbook of Aeronautical Knowledge and Airplane Flying Handbook
 - Compiled and submitted suggested revisions to FAA
 - Integrate risk management throughout
 - Ensure harmonization with Airman Certification Standard

■ Next Steps – Transition into Phase 3

- Draft ATP ACS
- Expand Prototyping – September through December 2014
 - Expand in Orlando FSDO region
 - Include independent flight instructors, university/college programs, academies, and traditional flight schools
 - Part 61 and 141
 - Designated Pilot Examiners (DPEs)
 - Continued feedback collection – not limited to applicants, instructors, and examiners
- Review comments, Map, and Finalize ACS -
 - Commercial
 - Instructor
 - IFR
- Test Question Development

TAE Update for ARAC

Sept 18, 2014

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

No meeting since 5th Meeting June 10 - 12, 2014 in Cologne hosted by EASA

Consensus has been achieved that current Medium Flocking Bird (MFB) core ingestion test criteria do not adequately challenge modern turbofan engines relative to the amount of bird material entering the core and that the rule needs to address the potentially increased amount of core ingestion expected at fight conditions when the engines are not operating at full takeoff thrust.

EHWG is continuing work to determine engine operating conditions for verification of some core ingestion capability. Current consensus proposal is to add a demonstration at an engine fan speed which allows ingestion of at least some of the MFB into the core followed by a run-on period to ensure a safe landing. There is consensus that any additional requirements include flexibility for compliance by similarity, test or analysis.

There is consensus for no change to the Large Flocking Bird ingestion regulation.

EHWG is planning on establishing a standing committee for formal ownership of a database and regular review of that database. Most likely managed thru AIA

Continuing with monthly webex/telcon to address action items from meetings and keep work progressing. Next meeting September 23-25 in Burlington, MA.

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)

TAE Engine Harmonization Working Group

Task: Engine Endurance Test Requirements

Tasking Published Jan 22, 2014 - objective is to develop an alternate to the current 150 Hour Endurance Test (14CFR33.87) that is more relevant to today's high technology engines and does not require the engine to be substantially modified in order to meet the test conditions

WG Status

1. Developed short list of potential alternate tests
2. Monthly or twice monthly telecons
3. Good engagement from FAA, EASA, TCCA and OEMs
4. Challenge will be getting all the data together for final report submittal next year
5. No show stoppers identified
6. Next meeting Sept 29 and 30, 2014 in Cologne

TAE Engine Harmonization Working Group

Task: Engine Endurance Test Requirements

Team Members

- Peter Thompson – GE Aviation (Chair)
- Neill Forrest – Rolls-Royce Derby
- Greg Mias – Pratt & Whitney
- Mark Beauregard – Pratt & Whitney Canada
- Pat O’Connell – Rolls-Royce Indy
- Tom Rogozinski – Honeywell
- Carlos Oncina – Boeing
- Walter Drew – Airbus Industrie
- Dorina Mihail – FAA
- Chip Queitzsch – FAA
- Pat Markham – Heico
- Yves Cousineau – TCCA
- Tony Boud – EASA
- Dominique Bouvier - SNECMA

Airworthiness Assurance Working Group

Previous Meeting:

June 10-11, 2014

Chicago, Illinois

Next Meeting:

1st Quarter 2015

AAWG Removable Structural Components(RSC)

- **Prime activity devoted to the handling of Removable Structural Components – Sub-team established**
- **Lack of industry standardized procedures to deal with the maintenance requirements that RSCs are driving**
 - **Increased costs**
 - **A diversity of incompatible methods of compliance**
 - **The potential for non-compliance**
- **Identify guidelines for RSCs and incorporate into a document released by A4A**

This page contains no technical data subject to EAR or ITAR

AAWG Membership

Airbus <ul style="list-style-type: none">▪ Alain Santgerma▪ Marc Bozzolo	ANAC – Brazil Aviation Safety <ul style="list-style-type: none">▪ Fabiano Hernandes▪ Pedro Caldeira	ABX <ul style="list-style-type: none">▪ Joe Freese	KLM Royal Dutch Airlines <ul style="list-style-type: none">▪ Peter Dol
Boeing <ul style="list-style-type: none">▪ Steve Chisholm (Co-Chair)▪ Maria Cardwell▪ Kevin Donahue▪ Sean Harper▪ Don Jensen	European Aviation Safety Agency <ul style="list-style-type: none">▪ Richard Minter	American Airlines <ul style="list-style-type: none">▪ Phil Yanaconne	Lynden Air Cargo <ul style="list-style-type: none">▪ Ethan Bradford
Bombardier <ul style="list-style-type: none">▪ Claude Boucher▪ Alex Vinitsky	Federal Aviation Administration <ul style="list-style-type: none">▪ Walt Sippel▪ Dale Hawkins▪ Michael Gorelik	All Nippon Airways <ul style="list-style-type: none">▪ Shinichi Yoshizaki	Southwest Airlines <ul style="list-style-type: none">▪ Vinnie Ploubis
Embraer <ul style="list-style-type: none">▪ Thomaz Yokoyama▪ Luiz Perin▪ Carlos Chaves	Transport Canada <ul style="list-style-type: none">▪ Chuck Lanning▪ Hin Tsang	British Airways <ul style="list-style-type: none">▪ Phil Ashwell	US Airways <ul style="list-style-type: none">▪ Mike Tallarico▪ Lam Nguyen
Lockheed-Martin <ul style="list-style-type: none">▪ Ralph Sykes		Delta Air Lines <ul style="list-style-type: none">▪ Mike Matthews	United Airlines <ul style="list-style-type: none">▪ Joe Moses
		Deutsche Lufthansa <ul style="list-style-type: none">▪ Thorsten Koch	UPS <ul style="list-style-type: none">• Andrew Gallagher• Bruce Nord
		FedEx <ul style="list-style-type: none">▪ Mark Yerger (Co-Chair)▪ Steven Rife	
		Japan Airlines <ul style="list-style-type: none">▪ Hideaki Morisaki	

This page contains no technical data subject to EAR or ITAR

ARAC-Transport Airplane Performance and Handling Characteristics—Phase 2

Flight Test Harmonization Working Group

Christine Thibaudat – European Co-chair

Robert Park – US Co-chair

September 18, 2014

ARAC Flight Test Harmonization Working Group

- **The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new Phase 2 task to provide recommendations regarding new or updated standards in the highest priority topic areas for airplane performance and handling characteristics.**
- **This presentation covers the following:**
 - **FTHWG Current Status Summary**

ARAC Flight Test Harmonization Working Group

FTHWG Current Status Summary:

- **Reminder: Phase 2 activity kicked off in Cologne June 2-6**
 - **First two Fly-by-Wire topics taken up: Envelope Protection and Stability (both led by Boeing)**
 - **Follow-on task team telecons were held on July 8, August 12, and September 9 to continue work on the above topics**
- **Next full working group meeting is scheduled for the week of October 20 to be hosted by Boeing in Seattle:**
 - **Two new task teams will initiate work on:**
 - **Fly-by-Wire aspects of Flight in Icing Conditions, led by Airbus (two days)**
 - **Steep Approach Landing, led by Bombardier (two days)**
 - **One day is reserved for an Envelope Protection task team report-out, plus continued deliberations on this topic**
- **One new member from JCAB has been welcomed to the FTHWG**

ARAC Flight Test Harmonization Working Group

FTHWG Member Organizations:

- FAA (ANM-111)
- ANAC
- Boeing
- Embraer
- Dassault
- Bombardier
- Gulfstream
- American Airlines
- Transport Canada
- Airbus
- Textron (Cessna)
- EASA
- ALPA
- *JCAB

* New FTHWG member organization

ARAC Flight Test Harmonization Working Group

Future FTHWG Meeting Schedule and Venues:

- **FTHWG-32** **October 20-24, 2014** **Boeing/Seattle**
- **FTHWG-33** **March 9-13, 2015** **Airbus/Toulouse**
- **FTHWG-34** **June 15-19, 2015** **Gulfstream/TBD**
- **FTHWG-35** **September 21-25, 2015** **Dassault/Bordeaux**
- **FTHWG-36** **December 7-11, 2015** **Embraer/Melbourne, FL**
- **FTHWG-37** **March 7-11, 2016** **EASA/Cologne**
- **FTHWG-38** **June 13-17, 2016** **Bombardier/Montreal**
- **FTHWG-39** **September 19-23, 2016** **EASA/Cologne**
- **FTHWG-40** **December 5-9, 2016** **FAA/TBD**
- **FTHWG-41** **March 6-10, 2017** **Airbus/Toulouse**



THE FAA FUTURE POTENTIAL RULEMAKING PROJECTS LIST FY16 & BEYOND

Committee Involvement

TYPE OF RULEMAKING PROJECT	PART OR SECTION #	PROJECT TITLE	DESCRIPTION	CONTACT INFO (Name & Routing Code)	ARAC OR ARC INVOLVEMENT (Committee & FY)
AIR					
ANM					
NPRM	§ 25.933	Thrust Reversing Systems, 25.933	Revised requirements and guidance material for turbojet engine thrust reversing systems (tactile feedback)	Margaret Langsted margaret.langsted@faa.gov	Task ARAC in FY15
NPRM	§§ 25.561, 25.721, 25.963(d), and 25.994	Crashworthy Fuel Systems	Would require self sealing fittings in engine to wing attachments, considerations for fuel lines located within the fuselage contour, and closing of the spar valve whenever the engine is switched off or the fire handle is pulled. Would also require revisions to §§ 25.561, 25.721, 25.963(d), and 25.994 that require all fuel tanks (including body tanks) be designed for fuel pressures arising from emergency landing conditions and improve the existing requirements for protection of fuel tanks in a wheels-up landing and in conditions in which the landing gear or nacelles break away.	Mike Dostert mike.dostert@faa.gov	Task ARAC in FY15
NPRM	121, 129, 26	Low Speed Alerting	To establish a requirement to alert the flightcrew of impending low airspeed or low energy states in part 25 (transport) airplanes operating under part 121/129.		Task ARAC in FY15

Agency Rule List - Spring 2014

DOT/FAA	Prerule Stage	Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States	2120-AK09
DOT/FAA	Prerule Stage	Prohibition of Tail-End Ferry in Part 135 (FAA Reauthorization)	2120-AK26
DOT/FAA	Proposed Rule Stage	Airspace Actions	2120-AA66
DOT/FAA	Proposed Rule Stage	Air Carrier Contract Maintenance Requirements	2120-AJ33
DOT/FAA	Proposed Rule Stage	Airport Safety Management System	2120-AJ38
DOT/FAA	Proposed Rule Stage	Operation and Certification of Small Unmanned Aircraft Systems (sUAS)	2120-AJ60
DOT/FAA	Proposed Rule Stage	Slot Management and Transparency for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport	2120-AJ89
DOT/FAA	Proposed Rule Stage	Effective Tether System (Tether Rule) (RRR)	2120-AJ90
DOT/FAA	Proposed Rule Stage	Enhanced Flight Vision System (EFVS) (RRR)	2120-AJ94
DOT/FAA	Proposed Rule Stage	Public Risk Criteria for Launch and Reentry (Risk Rule)	2120-AK06
DOT/FAA	Proposed Rule Stage	Flight Simulation Training Device (FSTD) Qualification Standards for Extended Envelope and Adverse Weather Event Training	2120-AK08
DOT/FAA	Proposed Rule Stage	Disclosure of Seat Dimensions to Facilitate Use of Child Safety Seats on Airplanes During Passenger-Carrying Operations (FAA Reauthorization)	2120-AK17
DOT/FAA	Proposed Rule Stage	Changes to Production Certificates and Approvals	2120-AK20
DOT/FAA	Proposed Rule Stage	Prohibition of Tail End Ferry in Part 121 (Reauthorization)	2120-AK22
DOT/FAA	Proposed Rule Stage	Fuel Tank and System Lightning Protection (RRR)	2120-AK24
DOT/FAA	Proposed Rule Stage	Part 61 and 91 Recommended Rule Changes (Retrospective Regulatory Review)	2120-AK28
DOT/FAA	Proposed Rule Stage	Harmonization of Airworthiness Standards Fire Extinguishers and Class B and F Cargo Compartments	2120-AK29
DOT/FAA	Proposed Rule Stage	Requirements for Protection of Fuel Tanks From Flame Propagation Through Fuel Vent Lines	2120-AK30
DOT/FAA	Proposed Rule Stage	Acceptance Criteria for Portable Oxygen Concentrators Used Onboard Aircraft (RRR)	2120-AK32
DOT/FAA	Proposed Rule Stage	Flammability Requirements for Transport Category Airplanes (RRR)	2120-AK34
DOT/FAA	Proposed Rule Stage	Aircraft Registration and Airmen Certification Fees	2120-AK37
DOT/FAA	Proposed Rule Stage	Use of the New York North Shore Helicopter Route	2120-AK39
DOT/FAA	Proposed Rule Stage	Part 440 Waiver of Claims (RRR)	2120-AK44
DOT/FAA	Proposed Rule Stage	Limited Private-Pilot Privileges for Pilots Who Do Not Currently Hold an FAA Airman Medical Certificate (Private-Pilot Privileges Without a Medical)	2120-AK45
DOT/FAA	Final Rule Stage	Instrument Flight Rules	2120-AA63
DOT/FAA	Final Rule Stage	Airworthiness Directives	2120-AA64
DOT/FAA	Final Rule Stage	Standard Instrument Approach Procedures	2120-AA65
DOT/FAA	Final Rule	Supercooled Large Droplet Icing Conditions	2120-

	Stage		AJ34
DOT/FAA	Final Rule Stage	Student Pilot Application Requirements (Formerly Photo Requirements for Pilot Certificates)	2120-AJ42
DOT/FAA	Final Rule Stage	Flight and Duty Time Limitations and Rest Requirements; Supplemental Regulatory Impact Analysis	2120-AJ58
DOT/FAA	Final Rule Stage	Repair Stations	2120-AJ61
DOT/FAA	Final Rule Stage	Safety Management Systems for Part 121 Certificate Holders	2120-AJ86
DOT/FAA	Final Rule Stage	Harmonization of Airworthiness Standards-Gust and Maneuver Load Requirements	2120-AK12
DOT/FAA	Final Rule Stage	Harmonization of Airworthiness Standards--Miscellaneous Structures Requirements	2120-AK13
DOT/FAA	Final Rule Stage	Elimination of the Air Traffic Control Tower Operator Certificate for Controllers Who Hold a Federal Aviation Administration Credential With a Tower Rating (RRR)	2120-AK40
DOT/FAA	Final Rule Stage	Part 13 Amendment	2120-AK43

Report on DOT Significant Rulemakings

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13. [Part 121 Exiting Icing](#)
14. [Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States](#)
15. [Prohibition of Tail End Ferry in Part 121 \(Reauthorization\)](#)
16. [Prohibition of Tail-End Ferry in Part 135 \(FAA Reauthorization\)](#)
17. [Pilot Records Database \(HR 5900\)](#)
18. [Pilot Biometric Certificates \(FAA Reauthorization\)](#)
19. [Aircraft Registration and Airmen Certification Fees](#)
20. [Permanent Requirement for Helicopters to use the New York North Shore Helicopter Route \[FY 14 RED\]](#)

21. [Limited Private-Pilot Privileges for Pilots Who Do not Currently Hold an FAA Airman Medical Certificate \(Private-Pilot Privileges without a Medical\)](#)

22. [Prohibition Against Certain Flights in the Simferopol \(UKFV\) and Dnipropetrovsk \(UKDV\) Flight Information Region \(FIR\)](#)

Federal Aviation Administration

Federal Aviation Administration

1. **Supercooled Large Droplet Icing Conditions** Red

Popular Title: Supercooled Large Droplet Icing Conditions

RIN 2120-AJ34

Stage: Final Rule

Previous Stage: NPRM: Publication Date 6/29/2010; End of Comment Period 08/30/2010; Publication of Extended Comment Period 08/16/2010; End of Extended Comment Period 9/29/2010.

Abstract: This rulemaking would amend the airworthiness standards applicable to certain transport category airplanes certificated for flight in icing conditions and the icing airworthiness standards applicable to certain aircraft engines. The rulemaking would improve safety by addressing supercooled large drop icing conditions for transport category airplanes most affected by supercooled large drop icing conditions, mixed phase and ice crystal conditions for all transport category airplanes, and supercooled large drop, mixed phase, and ice crystal icing conditions for all turbine engines. This rulemaking is the result of information gathered from a review of icing accidents and incidents.

Effects:

EU

NAFTA

Foreign

Prompting action: None

Legal Deadline: Final Rule : 11/29/2012

Rulemaking Project Initiated: 02/04/2008

Docket Number: FAA-2010-0636

Dates for Final Rule:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/20/2011	02/14/2014	02/11/2014
To OMB	10/21/2011	09/08/2014	
OMB Clearance	01/20/2012	12/08/2014	
Publication Date	02/06/2012	12/16/2014	

Explanation for any delay: Awaiting development of additional data

Federal Register Citation for Final Rule: None

2. **Airport Safety Management System** Red**Popular Title:** Airport SMS**RIN 2120-AJ38****Stage:** SNPRM**Previous Stage:** NPRM: Publication Date 10/07/2010;End of Comment Period 01/05/2011;Extension of Comment Period 12/10/2010; End of Extended of Comment Period 03/07/2011; Extension of Comment Period 03/07/2011; End of Extended of Comment Period 07/05/2011.**Abstract:** This rulemaking would require airport operators to institute a safety management system at their airports. This action is necessary to improve safety through conformance with best practices in risk management and promote international harmonization with ICAO standards. The rule is intended to facilitate integration of formal risk management processes within the airport's day-to-day operations.**Effects:**

Information Collection

Peer Review

Prompting action: None**Legal Deadline:** Final rule : 11/05/2012**Rulemaking Project Initiated:** 07/22/2008**Docket Number:** FAA-2010-0997**Dates for SNPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/22/2013	11/21/2013	11/13/2013
To OMB	08/23/2013	09/12/2014	
OMB Clearance	11/25/2013	12/12/2014	
Publication Date	12/09/2013	12/18/2014	
End of Comment Period	02/10/2014	02/18/2015	

Explanation for any delay: Additional coordination necessary**Federal Register Citation for SNPRM:** None

3. **Student Pilot Application Requirements (formerly Photo Requirements for Pilot Certificates)** Red

Popular Title: Student Pilot Application Requirements

RIN 2120-AJ42

Stage: Final Rule

Previous Stage: NPRM: Publication Date 11/19/2010; End of Comment Period 02/17/2011

Abstract: This final rule would require applicants to apply for a student pilot certificate through a Flight Standards District Office, designated pilot examiner, airman certification representative associated with a pilot school, or certified flight instructor. This rulemaking would respond to section 4012 of the Intelligence Reform and Terrorism Prevention Act and facilitates security vetting by the Transportation Security Administration of student pilot applicants prior to certificate issuance. Section 321 of the FAA Modernization and Reform Act of 2012 supersedes section 4022 of the Intelligence Reform and Terrorism Prevention Act, which provided the basis for the proposed rule. The FAA has initiated a new rulemaking (RIN 2120-AK33) to address the new requirements for pilot certificates set forth in section 321.

Effects:

- Information Collection
- Privacy

Prompting action: Statute

Legal Deadline: NPRM : 06/17/2012

Rulemaking Project Initiated: 09/30/2008

Docket Number: FAA-2010-1127

Dates for Final Rule:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	01/11/2012	05/19/2014	05/20/2014
To OMB	02/13/2012	09/04/2014	
OMB Clearance	05/14/2012	12/04/2014	
Publication Date	05/29/2012	12/09/2014	

Explanation for any delay: Unanticipated issues requiring further analysis

Federal Register Citation for Final Rule: None

4.	Flight and Duty Time Limitations and Rest Requirements; Supplemental Regulatory Impact Analysis	Green
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Popular Title: Flight/Duty/Rest Requirements

RIN 2120-AJ58

Stage: Other

Previous Stage: NPRM: Publication Date 09/14/2010;End of Comment Period 11/15/2010. Final rule: Publication Date 01/04/2012.

Abstract: The purpose of this action is to correct an error in the final regulatory evaluation used to support a January 4, 2012 final rule. FAA will seek comments on a draft supplemental regulatory evaluation before issuing a final correction. The rule amended existing flight, duty, and rest regulations applicable to certificate holders conducting passenger-carrying operations and their flightcrew members operating under 14 CFR part 121. The rule eliminated distinctions between domestic, flag, and supplemental operations. Also, the rule provided different requirements based on the time of day, whether an individual is acclimated to a new time zone, and the likelihood of being able to sleep under different circumstances. This rule improved aviation safety by providing applicable persons with the opportunity for sufficient rest.

Effects:

Economically Significant

Major

Prompting action: Secretarial/Head of Operating Administration Decision

Legal Deadline: Final Rule : 08/01/2011

Rulemaking Project Initiated: 06/24/2009

Docket Number: FAA-2009-1093

Dates for Other:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	12/04/2013	02/06/2014	02/06/2014
To OMB	01/06/2014	07/25/2014	08/08/2014
OMB Clearance	04/07/2014	11/06/2014	
Publication Date	04/21/2014	11/14/2014	

Explanation for any delay: N/A

Federal Register Citation for Other: None

5. **Operation and Certification of Small Unmanned Aircraft Systems (sUAS)** Red

Popular Title: Small Unmanned Aircraft

RIN 2120-AJ60

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would adopt specific rules for the operation of small unmanned aircraft systems (sUAS) in the national airspace system. These changes would address the classification of small unmanned aircraft, certification of their pilots and visual observers, registration, approval of operations, and operational limits in order to increase the safety and efficiency of the national airspace system.

Effects:

- Regulatory Flexibility Act
- Information Collection
- Privacy

Prompting action: Statute

Legal Deadline: Pub. L. 112-95, sec. 332(b) requires issuance of final rule 18 months after integration plan is submitted to Congress. Integration plan due Feb. 14, 2013; : 08/14/2014

Rulemaking Project Initiated: 07/28/2009

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	01/24/2011	07/28/2014	08/29/2011
Returned to Mode			12/27/2011
Resent to OST		12/30/2011	12/30/2011
Resubmitted to OST/2		03/09/2012	03/07/2012
Returned to Mode/2			03/05/2013
Resubmitted to OST/2		06/30/2014	07/02/2014
To OMB	02/03/2011	09/18/2014	
OMB Clearance	03/07/2011	12/18/2014	
Publication Date	03/10/2011	12/22/2014	
End of Comment Period	07/14/2011	02/22/2015	

Explanation for any delay: Unanticipated issues requiring further analysis

Federal Register Citation for NPRM: None

6. **Prohibition Against Certain Flights Within the Territory and Airspace of Afghanistan** Red

Popular Title: Afghanistan SFAR

RIN 2120-AJ69

Stage: Undetermined

Previous Stage: NPRM: Publication Date 05/26/2010;End of Comment Period 06/10/2010.

Abstract: This rulemaking would prohibit flight operations below flight level (FL) 160 within the territory and airspace of Afghanistan by all U.S. air carriers; U.S. commercial operators; persons exercising the privileges of a U.S. airman certificate, except if the flight is on behalf of a foreign air carrier; and operators of U.S.-registered aircraft, except when such operators are foreign air carriers. The FAA finds this action necessary to prevent a potential hazard to persons and aircraft engaged in such flight operations.

Effects:

Foreign

Prompting action: Secretarial/Head of Operating Administration Decision

Legal Deadline: NPRM : 06/10/2011

Rulemaking Project Initiated: 01/08/2010

Docket Number: FAA?2010?0289

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: N/A

Federal Register Citation for Undetermined: None

7. **Requirement for Wildlife Assessments at Certificated Airports** Red

Popular Title: Wildlife Hazard Assessment (WHA)

RIN 2120-AJ71

Stage: Undetermined

Previous Stage:None

Abstract: This rulemaking would require a Wildlife Hazard Assessment (scientific evaluation of wildlife populations and their attractants) for certificated airports. This rulemaking would also require periodic completion of a wildlife hazard assessment, or continuous wildlife monitoring as an alternative to the assessment, and clarify requirements for those conducting an assessment. This rulemaking is intended to decrease direct hazards (animals striking aircraft) and indirect hazards (animal burrowing and nesting in or near aircraft or aircraft operations areas).

Effects:

None

Prompting action: Secretarial/Head of Operating Administration Decision

Legal Deadline: None

Rulemaking Project Initiated: 03/02/2010

Docket Number:

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: Unanticipated issues requiring further analysis

Federal Register Citation for Undetermined: None

8. **Regulation Of Flight Operations Conducted By Alaska Guide Pilots** Red

Popular Title: Alaska Guide Pilots

RIN 2120-AJ78

Stage: Undetermined

Previous Stage:None

Abstract: The rulemaking would establish regulations concerning Alaska guide pilot operations. The rulemaking would implement Congressional legislation and establish additional safety requirements for the conduct of these operations. The intended effect of this rulemaking is to enhance the level of safety for persons and property transported in Alaska guide pilot operations. In addition, the rulemaking would add a general provision applicable to pilots operating under the general operating and flight rules concerning falsification, reproduction, and alteration of applications, logbooks, reports, or records.

Effects:

Information Collection

Prompting action: Statute

Legal Deadline: None

Rulemaking Project Initiated: 05/04/2010

Docket Number:

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: Other, higher priorities

Federal Register Citation for Undetermined: None

9. **Air Carrier Maintenance Training Program** Red

Popular Title: Air Carrier Maintenance Training

RIN 2120-AJ79

Stage: Undetermined

Previous Stage:None

Abstract: This rulemaking would require FAA approval of maintenance training programs of air carriers that operate aircraft type certificated for a passenger seating configuration of 10 seats or more (excluding any pilot seat). The intent of this rulemaking is to reduce the number of accidents and incidents caused by human error, improper maintenance, inspection, or repair practices.

Effects:

None

Prompting action: Statute

Legal Deadline: Final Rule : 09/26/2012

Rulemaking Project Initiated: 10/28/2008

Docket Number:

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: Other, higher priorities

Federal Register Citation for Undetermined: None

10. **Safety Management Systems for Part 121 Certificate Holders** Red

Popular Title: SMS for Part 121

RIN 2120-AJ86

Stage: Final Rule

Previous Stage: NPRM: Publication Date 11/05/2010; End of Comment Period 02/03/2011; Extended Comment Period 01/31/2011; End of Extended Comment Period 03/07/2011.

Abstract: This rulemaking would require each certificate holder operating under 14 CFR part 121 to develop and implement a safety management system (SMS) to improve the safety of its aviation related activities. A safety management system is a comprehensive, process-oriented approach to managing safety throughout an organization. An SMS includes an organization-wide safety policy; formal methods for identifying hazards, controlling, and continually assessing risk and safety performance; and promotion of a safety culture. SMS stresses not only compliance with technical standards but increased emphasis on the overall safety performance of the organization. This rulemaking is required under P.L. 111-216, sec. 215.

Effects:

- Regulatory Flexibility Act
- Information Collection

Prompting action: Statute

Legal Deadline: Final Rule : 07/30/2012
NPRM : 10/29/2010

Rulemaking Project Initiated: 08/01/2010

Docket Number: FAA-2009-0671

Dates for Final Rule:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	03/16/2012	03/21/2012	04/12/2012
Returned to Mode			03/05/2013
Resubmitted to OST/2		07/12/2013	06/27/2013
To OMB	04/16/2012	05/22/2014	05/20/2014
OMB Clearance	07/16/2012	08/22/2014	
Publication Date	07/27/2012	09/04/2014	

Explanation for any delay: Unanticipated issues requiring further analysis

Federal Register Citation for Final Rule: None

11. **Flight Crewmember Mentoring, Leadership and Professional Development (HR 5900)** Red

Popular Title: Flight Crewmember Mentoring

RIN 2120-AJ87

Stage: NPRM

Previous Stage: NPRM: Publication Approved ;Publication Date ;End of Comment Period .

Abstract: This rulemaking would amend the regulations for air carrier training programs under part 121. The action is necessary to ensure that air carriers establish or modify training programs that address mentoring, leadership, and professional development of flight crewmembers in part 121 operations. The amendments are intended to contribute significantly to airline safety by reducing aviation accidents and respond to the mandate in P.L. 111-216.

Effects:

Regulatory Flexibility Act
Information Collection

Prompting action: Statute

Legal Deadline: NPRM : 07/29/2011

Rulemaking Project Initiated: 08/01/2010

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	03/29/2011		03/29/2011
To OMB	04/29/2011	05/16/2011	05/17/2011
Withdrawn from OMB			04/17/2014
Returned to Mode			04/17/2014
OMB Clearance	07/29/2011	04/13/2015	
Publication Date	07/29/2011	04/30/2015	
End of Comment Period	10/26/2011	06/30/2015	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

12.	Slot Management and Transparency for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport	Red
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Popular Title: Slot Management and Transparency

RIN 2120-AJ89

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would replace the current temporary orders limiting scheduled operations at LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport with a more permanent rule to address the issues of congestion and delay at the New York area’s three major commercial airports, while also promoting fair access and competition. The rulemaking would help ensure that congestion and delays are managed by limiting scheduled and unscheduled operations. The rulemaking would also establish a secondary market for U.S. and foreign air carriers to buy, sell, trade, and lease slots amongst each other at each of the three airports. This would allow carriers serving or seeking to serve the New York area airports to exchange slots as their business models and strategic goals require.

Effects:

None

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 10/21/2010

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	03/25/2011	06/22/2011	06/22/2011
To OMB	04/25/2011	12/14/2012	03/09/2013
OMB Clearance	07/25/2011	09/12/2014	
Publication Date	07/29/2011	09/19/2014	
End of Comment Period	10/27/2011	11/19/2014	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

13. **Part 121 Exiting Icing** Red

Popular Title: Part 121 Exiting Icing

RIN 2120-AJ95

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would establish the standards for when flightcrews need to take action to exit icing conditions. If adopted, this rulemaking would apply to aircraft with a maximum takeoff weight of less than 60,000 pounds. This rulemaking is based on recommendations from an Aviation Rulemaking Advisory Committee working group after reviewing certain accidents and incidents. The intended affect of this action is to avoid similar accidents and incidents in the future. This rulemaking replaces RIN 2120-AJ74, for which an NPRM had originally been scheduled for 11/02/2011. This rulemaking has expanded the scope of RIN 2120-AJ74 to include requirements for design approval holders.

Effects:

None

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 12/22/2009

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/13/2012	01/14/2015	
To OMB	08/17/2012	02/17/2015	
OMB Clearance	11/19/2012	05/18/2015	
Publication Date	12/03/2012	06/05/2015	
End of Comment Period	03/04/2013	09/03/2015	

Explanation for any delay: Additional coordination necessary

Federal Register Citation for NPRM: None

14.	Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States	Red
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Popular Title: Drug & Alcohol Testing for Repair Stations

RIN 2120-AK09

Stage: Undetermined

Previous Stage: ANPRM Publication: 03/17/2014; Comment Period Ends 05/16/2014; Extended Comment Period 05/01/2014; Extended Comment Period End 07/17/2014. ANPRM: Publication Approved 03/05/2014;Publication Date 03/17/2014;End of Comment Period 05/16/2014;Extension of Comment Period 05/01/2014;End of Extended of Comment Period 07/17/2014.

Abstract: This rulemaking is required by the FAA Modernization and Reauthorization Act of 2012. It would require controlled substance testing of some employees working in repair stations located outside the United States. The intended effect is to increase participation by companies outside of the United States in testing of employees who perform safety critical functions and testing standards similar to those used in the repair stations located in the United States. This action is necessary to increase the level of safety of the flying public.

Effects:

- Regulatory Flexibility Act
- EU
- NAFTA
- Foreign

Prompting action: Statute

Legal Deadline: NPRM : 02/14/2013

Rulemaking Project Initiated: 05/01/2012

Docket Number: FAA-2012-1058

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: N/A

Federal Register Citation for Undetermined: None

15. Prohibition of Tail End Ferry in Part 121 (Reauthorization)	Green
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Popular Title: Prohibition of Tail End Ferry in Part 121

RIN 2120-AK22

Stage: Undetermined

Previous Stage: NPRM: Publication Approved ;Publication Date ;End of Comment Period .

Abstract: This rulemaking would require a flightcrew member who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135 of such title, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times. This rule is necessary as it will make part 121 flight, duty, and rest limits applicable to tail-end ferries that follow an all-cargo flight.

Effects:

None

Prompting action: Statute

Legal Deadline: Initiation date : 08/14/2012

Rulemaking Project Initiated: 02/14/2012

Docket Number:

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: N/A

Federal Register Citation for Undetermined: None

16. **Prohibition of Tail-End Ferry in Part 135 (FAA Reauthorization)** Black

Popular Title: 135 Tail-End Ferry

RIN 2120-AK26

Stage: ANPRM

Previous Stage:None

Abstract: This rulemaking would require a flightcrew member who is employed by an air carrier conducting operations under part 135, and who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times under part 135. This rulemaking is mandated by section 345(b) of the FAA Modernization and Reform Act of 2012, Public Law 112-95 (Feb. 14, 2012).

Effects:

Information Collection

Prompting action: Statute

Legal Deadline: None

Rulemaking Project Initiated: 02/14/2012

Docket Number:

Dates for ANPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	10/14/2014	12/09/2014	
To OMB	11/14/2014	01/09/2015	
OMB Clearance	02/12/2015	01/20/2015	
Publication Date	02/27/2015	02/05/2015	
End of Comment Period	05/28/2015	05/06/2015	

Explanation for any delay: N/A

Federal Register Citation for ANPRM: None

17.	Pilot Records Database (HR 5900)	Black
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Popular Title: Pilot Records Database

RIN 2120-AK31

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would implement a Pilot Records Database as required by Public Law 111-216 (Aug. 1, 2010). Section 203 amends the Pilot Records Improvement Act by requiring the FAA to create a pilot records database that contains various types of pilot records. These records would be provided by the FAA, air carriers, and other persons who employ pilots. The FAA must maintain these records until it receives notice that a pilot is deceased. Air carriers would use this database to perform a record check on a pilot prior to making a hiring decision.

Effects:

None

Prompting action: Statute

Legal Deadline: None

Rulemaking Project Initiated: 08/01/2010

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/12/2014	06/12/2015	
To OMB	10/15/2014	07/14/2015	
OMB Clearance	01/13/2015	10/13/2015	
Publication Date	01/30/2015	10/30/2015	
End of Comment Period	04/30/2015	01/28/2016	

Explanation for any delay: N/A

Federal Register Citation for NPRM: None

18. **Pilot Biometric Certificates (FAA Reauthorization)** Green

Popular Title: Pilot Biometric Certificates

RIN 2120-AK33

Stage: Undetermined

Previous Stage:None

Abstract: This rulemaking would require the issuance of pilot certificates that are resistant to tampering, alteration, and counterfeiting. The certificates would include a photograph of the individual to whom the certificate is issued and will be a smart card that is able to accommodate biometric identifiers. Certificates would also be compliant with Federal Information Processing Standards Publication 201 (FIPS-201) or Personal Identity Verification-Interoperability (PIV-I) standards for processing through security checkpoints into airport sterile areas. Under section 321 of the FAA Modernization and Reform Act of 2012 (Pub. Law 112-95), the FAA is required to begin issuing new certificates no later than November 10, 2012.

Effects:

- Information Collection
- Privacy

Prompting action: Statute

Legal Deadline: None

Rulemaking Project Initiated: 02/14/2012

Docket Number:

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: N/A

Federal Register Citation for Undetermined: None

19.	Aircraft Registration and Airmen Certification Fees	Black
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Popular Title: Registry Fees

RIN 2120-AK37

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would establish fees for airman certificates, medical certificates, and provision by FAA of a legal opinion pertaining to aircraft registration or recordation. This rulemaking also would revise existing fees for aircraft registration, recording of security interests in aircraft or aircraft parts, and replacement of an airman certificate. This rulemaking addresses provisions of the FAA Modernization and Reform Act of 2012. This rulemaking is intended to recover the estimated costs of the various services and activities for which fees would be established or revised.

Effects:

None

Prompting action: Statute

Legal Deadline: None

Rulemaking Project Initiated: 02/14/2012

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	10/20/2014		
To OMB	11/20/2014		
OMB Clearance	02/18/2015		
Publication Date	03/05/2015		
End of Comment Period	06/03/2015		

Explanation for any delay: N/A

Federal Register Citation for NPRM: None

20.	Permanent Requirement for Helicopters to use the New York North Shore Helicopter Route [FY 14 RED]	Black
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Popular Title: New York North Shore Helicopter Route

RIN 2120-AK39

Stage: Undetermined

Previous Stage:None

Abstract: This rulemaking would delete the expiration date and make permanent the requirement to use the New York North Shore Helicopter Route. The current rule requiring use of the route expires on August 6, 2014. This rule will protect and enhance public welfare by making the current rule permanent, thereby continuing to reduce helicopter overflights and attendant noise disturbance over nearby communities.

Effects:

None

Prompting action: None

Legal Deadline: None

Rulemaking Project Initiated: 09/24/2013

Docket Number:

Dates for Undetermined:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

Explanation for any delay: N/A

Federal Register Citation for Undetermined: None

21.	Limited Private-Pilot Privileges for Pilots Who Do not Currently Hold an FAA Airman Medical Certificate (Private-Pilot Privileges without a Medical)	Black
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Popular Title: Private-Pilot Privileges without a Medical

RIN 2120-AK45

Stage: NPRM

Previous Stage:None

Abstract: This rulemaking would consider allowing certain operations to be conducted by individuals exercising private-pilot privileges without holding a current FAA airman medical certificate. The intended effect of this action is to provide relief from having to obtain a medical certificate for pilots engaged in low-risk flying, such as private pilots operating a small, general aviation aircraft.

Effects:

None

Prompting action: Secretarial/Head of Operating Administration Decision

Legal Deadline: None

Rulemaking Project Initiated: 02/04/2014

Docket Number:

Dates for NPRM:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/03/2014	08/14/2014	07/24/2014
To OMB	08/04/2014	08/25/2014	
OMB Clearance	11/04/2014	11/25/2014	
Publication Date	11/10/2014	12/09/2014	
End of Comment Period	01/09/2015	03/09/2015	

Explanation for any delay: N/A

Federal Register Citation for NPRM: None

22.	Prohibition Against Certain Flights in the Simferopol (UKFV) and Dnipropetrovsk (UKDV) Flight Information Region (FIR)	Black
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Popular Title: SFAR 113 Amendment

RIN 2120-AK56

Stage: Final Rule

Previous Stage:None

Abstract: This rulemaking would amend Special Federal Aviation Regulation (SFAR) No. 113, section 91.1607, Prohibition Against Certain Flights in the Simferopol (UKFV) Flight Information Region (FIR), which prohibited certain flight operations in a portion of the Simferopol (UKFV) FIR by all U.S. air carriers, U.S. commercial operators, persons exercising the privileges of a U.S. airman certificate, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier, and operators of U.S.-registered civil aircraft, except when such operators are foreign air carriers. This action would expand the area in which flight operations by persons subject to SFAR No. 113, section 91.1607, are prohibited, to include all of the Simferopol (UKFV) FIR, as well as the entire Dnipropetrovsk (UKDV) FIR. This action would also extend the expiration date of SFAR No. 113, section 91.1607. The FAA finds this action to be necessary to prevent a potential hazard to persons and aircraft engaged in such flight operations.

Effects:

None

Prompting action: Secretarial/Head of Operating Administration Decision

Legal Deadline: None

Rulemaking Project Initiated: 07/22/2014

Docket Number:

Dates for Final Rule:

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	08/25/2014		
To OMB	09/24/2014		
OMB Clearance	12/26/2014		
Publication Date	02/07/2015		

Explanation for any delay: N/A

Federal Register Citation for Final Rule: None



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
1110.119P

Effective Date:
9/17/14

SUBJ: Aviation Rulemaking Advisory Committee

- 1. Committee's Official Designation (Title).** This committee is the Aviation Rulemaking Advisory Committee (ARAC).
- 2. Authority.** This order renews the Federal Aviation Administration's (FAA) ARAC and constitutes its charter. The ARAC is established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, Title 5 of the United States Code (5 U.S.C. App. 2.)
- 3. Objective and Scope of Activities.** The ARAC will provide advice and recommendations to the FAA concerning rulemaking activity, such as aircraft operations, airman and air agency certification, airworthiness standards and certification, airports, maintenance, noise, and training. The ARAC's information, advice, and recommendations will result in better rules and/or guidance material. The activities of the ARAC will not circumvent the requirements of the Administrative Procedure Act, 5 U.S.C. § 553.
- 4. Description of Duties.**
 - a. The ARAC will undertake only tasks assigned to it by FAA.
 - b. The ARAC will provide the FAA direct, first-hand information and insight by meeting together and exchanging ideas on the tasks assigned.
 - c. The FAA will fully disclose all ARAC communications on the merits of a rulemaking by issuing its substantive pronouncements in written documents that will be filed promptly in the public dockets, consistent with applicable laws, regulations and the U.S. Department of Transportation (DOT) Order 2100.2.
- 5. Agency or Official to Whom the Committee Reports.** The FAA Administrator is the sponsor of the ARAC; the ARAC reports to the Administrator, through the Associate Administrator for Aviation Safety, AVS-1.
- 6. Support.** The Office of Rulemaking will provide the support for the ARAC.
- 7. Estimated Annual Operating Costs and Staff Years.** The estimated annual operating cost (including *pro rata* share of salaries of DOT employees, travel, and contractor support costs) is \$250,000. The ARAC will require the support of approximately 1.75 employee-years.

8. Designated Federal Officer.

a. The Director of the Office of Rulemaking (ARM-1) will serve as the ARAC Designated Federal Officer (DFO).

b. The DFO shall:

1. Call all meetings of the ARAC and determine where they are to be held;
2. Formulate and approve an agenda for each meeting, an outline of which will be published in the Federal Register;
3. Notify all of the ARAC members with the time, place, and agenda for meetings;
4. Attend all committee and subcommittee meetings and adjourn meetings when doing so would be in the public interest, or ensure that a full-time salaried FAA official with the authority to adjourn the meeting is present at all meetings; and
5. Maintain all files and records.

9. Estimated Number and Frequency of Meetings. The ARAC will meet approximately four times annually to manage administrative issues and address FAA-assigned tasks. The following procedures will govern the conduct of ARAC meetings:

a. Each meeting will be held at a reasonable time, in a reasonably accessible place, in a room large enough to accommodate ARAC members, staff, and interested members of the public.

b. Each meeting of the ARAC will be open to the public, except as provided under Section 10(d) of FACA, as implemented by Title 41 of the Code of Federal Regulations (41 CFR) § 101-6.10, the Government in the Sunshine Act (5 U.S.C. § 522b(c)), 41 CFR Part 102-3, and DOT Order 1120.3B.

c. Persons wishing to make a presentation before the ARAC must notify the Chairperson or Vice Chairperson at the beginning of the meeting. Written materials may be submitted to the ARAC at any time through the DFO.

d. Notice of the agenda, date, time, location, and purpose of the meeting shall be published in the *Federal Register* at least 15 calendar days prior to the date of the meeting.

10. Duration. This order cancels Order 1110.119N, Aviation Rulemaking Advisory Committee, dated September 17, 2012. The new order 1110.119P is effective for 2 years beginning September 17, 2014, which is the filing date of this charter.

11. Termination. This charter shall terminate 2 years after its effective date unless renewed in accordance with FACA and other applicable requirements.

12. Membership and Designation.

a. The Associate Administrator for Aviation Safety, AVS-1, designates members to the ARAC.

b. Voting members represent organizations directly and indirectly impacted by FAA regulations (e.g., aircraft owners and operators, airmen and flight crewmembers, organizations representing airports, maintenance providers, manufacturers, public citizen and passenger groups, and training providers). Members appointed to serve solely for their expertise will serve as special Government employees. To ensure the recommendations of the ARAC have taken into account the needs of diverse groups served by the FAA, membership shall include, to the extent practicable, individuals and/or organizations that represent minorities, women, and persons with disabilities. The designated organizations provide balanced membership in terms of knowledge, expertise and points of view of interested parties relative to the ARAC's tasks.

c. Representatives from both the Office of Aviation Policy and Plans and the Office of the Chief Counsel will participate as non-voting members on the ARAC.

d. Civil Aviation Authority representatives from other governments will be considered for non-voting status on the ARAC upon request.

e. Member representatives shall continue to serve until a replacement has been appointed. Alternate representatives may be appointed when necessary.

f. Members of the ARAC serve without compensation. Transportation and per diem expenses may be paid when necessary and appropriate.

13. Subcommittees. The FAA, in consultation with ARAC, may create subcommittees and working groups. Subcommittees address a specific technology or segment of the aviation industry, and working groups comprise technical specialists with subject matter expertise who volunteer to support assigned tasks. The subcommittee or working group may be established when FAA determines that multiple tasks needing the same technical or industry expertise will be assigned to ARAC. Subcommittee and working group membership shall be established by the ARAC Chairperson, in consultation with the ARAC member representatives and the DFO. An FAA Representative will be assigned to each subcommittee and working group. Subcommittees and working groups must not work independently of the ARAC; they shall provide all of their recommendations and advice to the ARAC for deliberation, discussion, and approval. The subcommittee's and working group's meetings will be conducted in the same manner as an ARAC meeting.

14. Recordkeeping. The records of ARAC shall be handled in accordance with General Records Schedule 26, Item 2. Consistent with the Freedom of Information Act, 5 U.S.C. § 552, the records, reports, transcripts, minutes, and other documents that are made available to, or prepared for or by, the ARAC will be available for public inspection and copying at the Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591. The FAA will charge a fee for information furnished to the public in accordance

with the fee schedule published in 49 CFR part 7. The ARAC records are also located on the FAA's committee public Web site.

16. Filing Date. The filing date of this renewed charter is September 17, 2014, and will expire on September 17, 2016, unless renewed.

A handwritten signature in black ink, appearing to read 'M. Fuerta', with a circled number '1' to the right.

Michael P. Fuerta
Administrator

Aviation Rulemaking Advisory Committee (ARAC) Bylaws

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Section I: Purpose

The Federal Aviation Administration (FAA) Aviation Rulemaking Advisory Committee (ARAC) provides advice and recommendations to the FAA on a broad range of rulemaking activity.

~~ARAC manages~~The ARAC will undertake only FAA-assigned tasks and manage administrative issues ~~and FAA assigned tasks~~, including the review and approval of recommendation reports. ~~ARAC will undertake only FAA assigned tasks.~~ The ARAC, in coordination with the FAA, may establish subcommittees and/or working groups to support completion of ~~ARAC's tasks.~~the ARAC's tasks. A subcommittee does not work independently of the ARAC. All subcommittee recommendation reports are submitted to the ARAC for deliberation, discussion and approval. Working groups are ad hoc and therefore temporary in nature. Working groups address a specific task and dissolve upon completion of the assignment.

Section II: Authority

The FAA Administrator ~~for the FAA has~~ determined ~~that~~ the establishment of the ARAC is in the ~~public~~public's interest. ~~The~~ ARAC is subject to the Federal Advisory Committee Act (FACA), as outlined in its Charter (FAA Order 1110. ~~124F119P~~), filed with the Congress on ~~November~~September 17, ~~2008~~2014. All activities of the ARAC, including its technical support groups, will comply with ~~the FACA,~~FACA, (Title 5 of the United States Code (5 U.S.C.) App. 2) (Pub. L. 92-463; 86 Stat. 770), and the requirements in 41 Code of Federal Regulations (CFR) parts 101-6 and 102-3, Federal Advisory Committee Management; Final rule. (66 F.R. 37728, July 19, 2001).

The FAA Administrator is the ARAC's sponsor; the ARAC reports to the Administrator, through the Associate Administrator for Aviation Safety (AVS-1); and the Office of Rulemaking (ARM) provides support services.

Section III: Membership Selection and Appointment

A. ARAC

The ARAC currently consists of 25 voting member organizations, selected by the FAA Administrator, through the ~~Associate Administrator for Aviation Safety (AVS-1);~~ The ~~members~~member organizations represent parties of the aviation community directly and indirectly impacted by FAA regulations.

Member organizations nominate, and AVS-1 designates, ARAC member representatives who (1) hold appropriate authority in the designated organization to speak for it and the community or industry represented, ~~and (2); (2) are not registered lobbyists participating on ARAC if participating in their "individual capacity"~~ (registered lobbyists are allowed to participate on ARAC 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

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entities (an industry sector, labor unions, or environmental groups, etc.) or state or local government”); (3) provide a balance in points of view regarding the functions and tasks to be performed by the ARAC.

AVS-1 also designates the Chairperson and the Vice Chairperson, who serve two-year terms. Normally, the Vice Chairperson will succeed the Chairperson.

The ARAC voting ~~members~~member associations and organizations are ~~representatives from:~~

1. Aerospace & Defense Industries Association of Europe (ASD)
2. Aerospace Industries Association (AIA)
3. Aeronautical Repair Station Association (ARSA)
4. Air Line Pilots Association, International (ALPA)
5. Airlines for America (A4A)
6. Aircraft Electronics Association (AEA)
7. Aircraft Owners and Pilots Association (AOPA)
8. Airline Dispatchers Federation (ADF)
9. Airports Council International, N.A. (ACI)
10. Association of Flight Attendants (AFA)
11. Aviation Consumer Action Project (ACAP)
12. Boeing Commercial Airplane Group
13. Cargo Airline Association (CAA)
14. Experimental Aircraft Association (EAA)
15. Embry-Riddle Aeronautical University (ERAU)
16. General Aviation Manufacturers Association (GAMA)
17. Helicopter Association International (HAI)
18. International Association of Machinists and Aerospace Workers (IAMAW)
19. National Air Carrier Association, Inc. (NACA)
20. National Air Disaster Alliance Foundation (NADA)
21. National Association of Flight Instructors (NAFI)
22. National Business Aviation Association, Inc. (NBAA)
23. National Organization to Insure a Sound-control Environment (N.O.I.S.E)
24. Pratt & Whitney (P&W)
25. Regional Airline Association (RAA)

At the FAA’s discretion, additional organizations may be added to the ARAC.

The European Aviation Safety Agency (~~EASA~~) and Transports Canada (~~TCCA~~) ~~will~~ participate as a non-voting ~~member~~members of ARAC; The FAA may consider other Civil Aviation Authorities ~~may be considered~~ for non-voting status upon request.

B. Subcommittee

ARAC, in consultation with the DFO, may establish subcommittees to address a specific technology or segment of the aviation industry. The FAA will consider establishing a subcommittee when the FAA determines that multiple tasks with the same technical or industry expertise will be assigned to the ARAC.

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The DFO confirms subcommittee member organizations to ensure the membership is fairly balanced in terms of knowledge, expertise, and points of view of those represented, and functions to be performed by the subcommittee. Subcommittee member representatives (1) hold appropriate authority in the designated organization to speak for it and the community or industry represented; (2) provide a balance in points of view regarding the functions and tasks to be performed by the subcommittee; and (3) are not registered lobbyists participating on ARAC if participating in their “individual capacity” (registered lobbyists are allowed to participate on ARAC 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”).

Currently, the Transport Airplane and Engine (TAE) Subcommittee addresses tasks related to design and production issues specific to the large aircraft and engine segments of the regulations and industry.

The TAE Subcommittee voting member associations and organizations are:

1. Pratt & Whitney
2. ALPA
3. A4A
4. ASD
5. Airbus
6. Boeing
7. GAMA
8. AIA
9. ANAC
10. Bombardier
11. NADA/F

At the FAA’s discretion, additional organizations may be added to the subcommittee.

The European Aviation Safety Agency and Transports Canada participate as non-voting members of the subcommittee. The FAA may consider other Civil Aviation Authorities for non-voting status upon request.

C. Working Groups

A working group should include a diverse and balanced representation of the aviation industry capable of providing a thorough examination of the issues that will need to be addressed in order to complete the assigned task. A working group may include, but is not limited to, representatives of any of the ARAC member organizations.

The FAA Representative reviews the list of individuals who responded to the *Federal Register* notice. Each working group member should be selected based on his or her: (1) technical expertise in the task area; (2) range of perspective; (3) ability to effectively represent their constituent group and to participate fully; and (4) are not registered lobbyists participating on ARAC if participating in their “individual capacity” (registered lobbyists are allowed to

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participate on ARAC 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”.

Section IV: Meeting Procedures

The ARAC will meet approximately four times a year, to manage administrative issues, process address subcommittee and working group assignments, provide final advice and recommendations, and to approve recommendation reports. Currently, the TAE Subcommittee meets approximately two times a year to manage administrative issues, address subcommittee and working group assignments, provide final advice, and approve recommendation reports

ARAC has determined that all All ARAC and subcommittees meetings will be open to the public, unless otherwise determined in advance, and the minutes will be prepared, maintained and made publicly available as set forth in this Section. ~~However, working~~ Working group meetings will be not be open to the public nor will be official minutes ~~be prepared or made publically available.~~

For each ARAC (or subcommittee) meeting, the Designated Federal Officer (DFO) or FAA ~~Representative~~, Subcommittee Lead, in consultation with the Chairperson, will:

- A. **Prepare an Agenda:** Any ARAC member or member of the public may submit items for the agenda to the DFO, FAA ~~Representative~~ Subcommittee Lead, or the Chairperson. Agendas will be outlined in the *Federal Register* and distributed to the ARAC or subcommittee members before each meeting.
- B. **Keep Minutes and Records:** Minutes of all ARAC and subcommittee meetings must be prepared and include:
 1. The time, date, and place of the meeting.
 2. A list of the attendees at the meeting, including members of the public.
 3. A complete and accurate description of matters discussed and conclusions reached with a description of public participation, including the members of the public who presented oral or written statements.
 4. Copies of all materials received, issued, or approved.

The Chairperson of the ARAC (or the subcommittee) approves the accuracy of the minutes. Once approved, ARM will publish minutes ~~will be published~~ on the ARM/FAA committee website and will be available to the public upon request. Working ~~group meeting minutes~~ groups are not required to prepare meeting minutes.

- C. **Meetings:** All ARAC (and subcommittee) meetings will be open to the public, except as provided under Section 10(d) of FACA, as implemented by 41 CFR § 101-6.10, the Government in the Sunshine Act (5 U.S.C. § 522b(c)), 41 CFR Part 102-3, and Department of Transportation (DOT) Order 1120.3B.

~~Public~~ The FAA will consider public participation ~~may be considered~~ in determining when and where an ARAC (or subcommittee) meeting will take place.

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Members of the public may attend any meeting or portion of a meeting and may, at the determination of the Chairperson, offer oral comment. The Chairperson may decide in advance to exclude oral public comment during a meeting, in which case the meeting announcement published in the *Federal Register* will note that oral comment from the public is excluded and will invite written comment as an alternative. Members of the public may submit written statements to ARAC through the DFO at any time.

All materials brought before, or presented to, the ARAC during the conduct of a meeting, including the minutes of the proceedings of a meeting, will be available to the public for review or copying at the time of the scheduled meeting.

Working group meetings are not open to the public, but non-working group members may attend by invitation.

Section V: Role of ARAC Officials

Chairperson: The Chairperson works with the DFO ~~or FAA Representative~~ to establish priorities, identify issues to be addressed, determine the level and types of staff required, and serves as the focal point for the ARAC's membership. In addition, the Chairperson (1) presides over ARAC meetings; (2) is responsible for approving the accuracy of minutes; (3) designate working groups, determine the issues they are to address, and determine the length of their existence; and (4) submits the working group recommendation report to the FAA.

Vice Chairperson: The Vice Chairperson works with the Chairperson. If the Chairperson is unavailable, the Vice Chairperson will serve in his or her place.

Designated Federal Officer: (DFO): The Director of the Office of Rulemaking, ARM-1, serves as the FACA-required ~~Designated Federal Officer (DFO)~~DFO for ARAC and serves as the government's representative for all matters related to the ARAC's activities. If ARM-1 is unavailable, an alternate DFO will serve in his or her place. The law requires the DFO to: (1) approve or call ARAC meetings; (2) approve agendas; and (3) ensure that a full-time salaried FAA official authorized to adjourn the meeting whenever doing so would be in the public interest is present at all ARAC meetings.

In addition, the DFO is responsible for providing adequate staff support for ARAC administrative functions, namely: (1) ~~Notifying~~notifying members of the time and place for each meeting; (2) ~~maintaining~~publishing meeting ~~records; (agendas in the Federal Register; (3) maintaining~~ meeting records; (4) maintaining accurate membership records; ~~(45) preparing the meeting minutes; (56) attending to official correspondence; (67) maintaining official records and filing all papers and submissions prepared for or by the ARAC; and, (7) (8) preparing and handling all reports, including the annual report as required by FACA.~~

FAA Representative: ~~The FAA Representative is selected from the sponsoring office to serve on subcommittees and working groups. For subcommittees, the FAA Representative: (1) calls all meetings of the subcommittee and determines where they are to be held; (2) ensures meeting agendas are published in the Federal Register; (3) notifies all subcommittee members of the time, place, and agenda for any meeting; and (4) maintains all subcommittee files and records. For both subcommittees and working groups, the FAA Representative: (1) notifies individuals of selection/non-selection for membership; (2) reviews the task to ensure it is clearly~~

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understood; (3) briefs members about the advisory committee process; (4) assists the Chairman in calling meetings and developing meeting agendas; (5) attends all meetings and is authorized to adjourn the meeting whenever doing so would be in the public interest; and (6) reports progress to FAA management.

Subcommittee Chairperson: The Subcommittee Chairperson ~~will~~ may establish working groups to address subcommittee tasks. The Subcommittee Chairperson will (1) set the agenda for subcommittee meetings in coordination with the FAA Representative. The Subcommittee Chairperson may establish working groups to address issues for the subcommittee. The Subcommittee Chairperson will lead Lead; (2) preside subcommittee meetings; (3) assume responsibility for issues/tasks assigned to the subcommittee; (4) oversee the subcommittee working groups, and report back; (5) approve the accuracy of the meeting minutes; (6) communicate subcommittee activities to ARAC during public meetings; and (7) submit accepted recommendation reports to ARAC for approval.

FAA Subcommittee Lead: The FAA Subcommittee Lead (1) serves as the FAA's spokesperson for all activity within the subcommittee; (2) approves each agenda and attends each subcommittee public meeting; (3) adjourns each subcommittee public meeting when he or she deems it to be in the public interest; and (4) serves as the focal point for all communications between the ARAC and the FAA when an issue in the subcommittee is addressed.

Working Group Chairperson: The Working Group Chairperson ~~will set the agenda for, who is selected by the FAA and works with the FAA Representative throughout the duration of the working group (1) calls all meetings in coordination with of the FAA Representative. The Working Group Chairperson will notify working group and determines where they are to be held; (2) notifies all working group members of the time, place, and agenda for meetings, lead meetings, assume any meeting; (3) assumes responsibility for issues/tasks assigned to the working group, and report back; (4) reports updates to the ARAC or the Subcommittee Chairperson subcommittee, as appropriate; and (5) submits the final recommendation report.~~

FAA Representative: The FAA Representative is selected from the sponsoring office to serve on ARAC and subcommittee working groups. The FAA Representative: (1) develops the tasking; (2) selects and notifies the working group members and the Working Group Chair; (3) briefs the working group about the tasking; (4) assists the Chairman in calling meetings and developing meeting agendas; (5) provides the FAA's position; (6) attends all meetings and is authorized to adjourn the meeting whenever doing so would be in the public interest; and (7) reports progress to FAA management.

Section VI: Role of ARAC and Subcommittee Member Representatives

ARAC and subcommittee member representatives, or alternates, are expected to:

1. Attend ARAC meetings in person or by the alternative means provided.
2. Represent the member organization in a manner that ensures its position is incorporated in the advice and recommendations made by the ARAC.
3. Use available resources to seek information, opinions and data from members of the community, public or industry represented, so it may represent the interests of their segment of the aviation industry as well as the industry in general.

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4. Join or otherwise actively support one or more of the subcommittees and/or working groups.

Section VII: Subcommittees

~~Subcommittees may be established by the ARAC in consultation with the DFO to address a specific technology or segment of the aviation industry. Establishment of a subcommittee will be considered when the FAA determines that multiple tasks needing the same technical or industry expertise will be assigned to the ARAC. Subcommittee membership shall be established by the ARAC's Chairperson, in consultation with the ARAC member representatives and the DFO.~~

~~Subcommittee meetings will be conducted as set forth in Section IV.~~

~~Currently, the Transport Airplane and Engine (TAE) subcommittee addresses tasks related to design and production issues specific to the large aircraft and engine segments of the regulations and industry.~~

~~All advice and recommendations from subcommittees must be approved and submitted by ARAC to the FAA.~~

5. Section VIII: Review and approve ARAC and subcommittee working group recommendation reports.
6. Inform the ARAC Chairperson or Subcommittee Chairperson and the DFO when he or she can no longer represent his or her organization/association on ARAC or the subcommittee.

D. Section VII ~~Working Groups~~

~~Working groups are *ad hoc* and therefore temporary in nature; they are used to address a specific task and will be dissolved upon completion of the assignment. The ARAC or Subcommittee Chairperson, in coordination with the DFO or FAA Representative, may designate working groups, determine the issues they are to address, and determine the length of their existence.~~

~~All recommendations from the working group must be approved and submitted by ARAC to the FAA.~~

Section IX: Reimbursement

Members of the ARAC serve without compensation. Transportation and per diem expenses may be paid when necessary and appropriate.

Section ~~XVIII~~: Registered Lobbyist

All persons participating with ARAC at any level will be vetted through the U.S. House and Senate registered lobbyist database to determine whether the person is a federally registered lobbyist subject to the registration and reporting requirements of the Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605, at the time of appointment or reappointment to the ARAC.

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The Office of Management and Budget (OMB) issued guidance on August 13, 2014 revising a June 18, 2010 Presidential memorandum “Lobbyists on Agency Boards and Commissions.” The revised guidance continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their “individual capacity.” The policy applies to all persons who are serving in an individual capacity as members of ARAC and any of its subcommittees or other work groups that performs preparatory work for ARAC. Committee members do not include individuals who are invited to attend meetings of committees on an ad hoc basis. Lobbyists may also appear or otherwise communicate with a committee to provide testimony, information, or input in the same manner as non-lobbyists who are not members of or appointees to ARAC.

However, 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.”

An individual who has previously served as a federal registered lobbyist may be appointed or re-appointed in an individual capacity only if he or she has either filed a bona fide de-registration or has been de-listed by his or her employer as an active lobbyist reflecting the actual cessation of lobbying activities or it they have not appeared on a quarterly lobbying report for three consecutive quarters as a result of their actual cessation of lobbying activities.

FAA staff will consult with ARM-1 and AGC-200 if there are any questions regarding whether a person being considered for an appointment to ARAC falls within the prohibitions on participation. For further information, see OMB “Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions.” (79 FR 47482, August 13, 2014.)

Section IX: Additional Information

The General Services Administration’s Committee Management Secretariat is responsible for government-wide oversight of advisory committees. The Secretariat will provide advice as needed to ensure compliance with all federal advisory committee statutes and regulations.