



Aviation Rulemaking Advisory Committee Task Notice December 13, 2024

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

SUMMARY: The Federal Aviation Administration (FAA) assigned ARAC a new task to address the knowledge and skill differences between military aircraft maintenance versus civilian aircraft maintenance for the purpose of recommending airman certification standards and testing requirements. This notice informs the public of the new ARAC activity for the Airman Certification Standards (ACS) Working Group.

BACKGROUND: ARAC is governed by the Federal Advisory Committee Act (Title 5 U.S.C. §§ 1001). The FAA established the ARAC to provide information, advice, and recommendations on aviation related issues that could result in rulemaking to the FAA Administrator, through the Associate Administrator of Aviation Safety.

The FAA Reauthorization Act of 2024 (Public Law 118-63), Section 426, requires the FAA to issue a notice of proposed rulemaking to revise part 65 of title 14, Code of Federal Regulations, to create a military mechanic written competency test that addresses gaps between military and civilian experience. This section also requires the FAA to develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate with airframe or powerplant ratings. Consistent with Section 426(2)(C), the FAA will task ARAC to develop recommendations to support this activity.

THE TASK: The ACS Working Group will:

1. Provide recommendations for creating a written competency test for military mechanics that addresses differences between a military and civilian maintenance technician's knowledge and skills.
2. Develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate.
3. Identify difficulties military applicants face when applying for a FAA mechanic certificate.
4. Identify actions that can be taken to streamline the FAA mechanic certification process for military applicants.

5. Identify differences between a military aircraft mechanic versus a civilian aircraft mechanic (knowledge and skill) and make recommendations on how to address these differences.
6. Considering the current Aviation Mechanic General, Airframe and Powerplant ACS, provide a recommendation on if there should be a requirement to create a new stand-alone ACS for military competency testing.
7. Given the diverse range of military aviation maintenance specialties and the unique knowledge and skill associated with each, explain how these variances can be integrated into a unified competency test. For example, consider the differences between:
 - a. a military rotorcraft mechanic,
 - b. a military fixed wing turbine-powered aircraft mechanic,
 - c. a military fixed wing turbo prop aircraft mechanic,
 - d. Unmanned Aerial Vehicle (UAS) mechanic/technician.
8. Develop a report containing recommendations on the findings and results of the tasks explained above.
 - a. The recommendation report should document both majority and dissenting positions on the findings and the rationale for each position.
 - b. Any disagreements should be documented, including the rationale for each position and the reasons for the disagreement.

SCHEDULE: The recommendation report should be submitted to the FAA no later than 12 months from the first working group meeting following acceptance of the new task.

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

1. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by ARAC.
2. Provide a status report at each ARAC meeting.
3. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.
4. Present the recommendation report at the ARAC meeting.
5. If the working group was reinstated to answer questions the FAA had regarding the recommendation report, present the findings in response to the FAA's questions or concerns about the recommendation report at ARAC.

PARTICIPATION IN THE WORKING GROUP: The ACS Working Group will be comprised of technical experts having an interest in the assigned task. A working group member need not be a member representative of ARAC. The FAA would like a wide range of stakeholders to ensure all aspects of the tasks are considered in development of the recommendations.

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

Confidential Information

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

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

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

FOR FURTHER INFORMATION CONTACT: Jimmy Wynne, Project Lead, Aircraft Maintenance Division, Federal Aviation Administration, 8th Floor, 800 Independence Avenue, SW, Washington, DC 20591. Telephone 202-267-1675; jimmy.j.wynne@faa.gov.