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**FOR FURTHER INFORMATION CONTACT:**

Mark Forseth, ANM-113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057-3356, email [mark.forseth@faa.gov](mailto:mark.forseth@faa.gov), phone (425) 227-2796; or Sandra Long, ARM-200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, email [sandra.long@faa.gov](mailto:sandra.long@faa.gov), phone (202) 267-4714.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on May 22, 2015.

Lirio Liu,

*Director, Office of Rulemaking.*

**Petition For Exemption**

Docket No.: FAA-2009-1058.

Petitioner: The Boeing Company.  
Section of 14 CFR Affected:

§ 25.981(a)(3).

Description of Relief Sought: The petitioner is seeking relief for Boeing Model 747-8/-BF airplanes to remove the requirement to cap-seal the ¼-in. diameter wing-tank rivets through Certification Project No. PS14-1034.

[FR Doc. 2015-12864 Filed 5-27-15; 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 June 18, 2015, starting at 1:00 p.m. Eastern Standard Time. Arrange oral presentations by June 11, 2015.

**ADDRESSES:** The meeting will take place at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, 10th floor, MacCracken Conference 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](mailto: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 June 18, 2015, at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

The Agenda includes:

1. Status Reports From Active Working Groups
  - a. Airman Certification Systems Working Group (ARAC)
  - b. Aircraft Systems Information Security/Protection Working Group (ARAC)
  - c. Airworthiness Assurance Working Group (TAE)
  - d. Engine Harmonization Working Group (TAE)—Engine Endurance Testing Requirements—Revision of Section 33.87
  - e. Flight Test Harmonization Working Group (TAE)—Phase 2 Tasking
  - f. Materials Flammability Working Group (TAE)
  - g. Transport Airplane Metallic and Composite Structures Working Group (TAE)—Transport Airplane Damage-Tolerance and Fatigue Evaluation
  - h. Transport Airplane Crashworthiness and Ditching Evaluation Working Group (TAE)
2. New Tasks
  - a. Air Traffic Controller Basic Qualification Training Working Group (ARAC)
3. Status Report from the FAA

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 June 11, 2015. 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 June 11, 2015 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 May 22, 2015.

Lirio Liu,

*Designated Federal Officer, Aviation Rulemaking Advisory Committee.*

[FR Doc. 2015-12866 Filed 5-27-15; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Summary Notice No. PE-2015-29]

**Petition for Exemption; Summary of Petition Received**

June 12, 2015

**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.

**DATE:** Comments on this petition must identify the petition docket number and must be received on or before June 17, 2015.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2015-1081 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

# AVIATION RULEMAKING ADVISORY COMMITTEE

## RECORD OF MEETING

**MEETING DATE:** June 18, 2015

**MEETING TIME:** 1 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 May 28, 2015 (80 FR 30528).

**ATTENDEES:** **Committee Members**

Todd Sigler	The Boeing Company (Boeing), <i>ARAC Chair</i>
Dr. Tim Brady	Embry-Riddle Aeronautical University (ERAU), <i>ARAC Vice Chair</i>
Chris Baum*	Air Line Pilots Association, International (ALPA)
Michelle Betcher	Airline Dispatch Federation (ADF)
Craig Bolt*	Pratt & Whitney <i>Transport Airplane and Engine (TAE)</i> <i>Subcommittee, Chair</i>
Ambrose Clay	National Organization to Insure a Sound Controlled Environment (NOISE)
Brenda Courtney	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM Senior</i> <i>Advisory</i> <i>Designated Federal Officer (DFO)</i>
Walt Desrosier	General Aviation Manufacturers Association (GAMA)
Mack Dickson*	Experimental Aviation Association (EAA)

Gail Dunham	National Air Disaster Alliance/Foundation (NADA/F)
Stéphane Flori*	AeroSpace and Defence Industries Association of Europe (ASD)
Paul Hudson	Aviation Consumer Action Project (ACAP)
Peter Ivory	Federal Aviation Administration (FAA) <i>Office of Aviation Policy and Plans,</i> <i>APO-300</i>
Paul McGraw	Airlines for America (A4A)
George Novak	Aerospace Industries Association (AIA)
David Oord*	Aircraft Owners and Pilots Association (AOPA)
George Paul	National Air Carrier Association (NACA)
Ric Peri	Aircraft Electronics Association (AEA)
Lorelei Peter	Federal Aviation Administration (FAA) <i>Office of the Chief Counsel, AGC-200</i>
Harold Summers	Helicopter Association International (HAI)
Jennifer Sunderman	Regional Airline Association (RAA)
Chris Witkowski	Association of Flight Attendants (AFA)
<b>Attendees</b>	
Richard Baxley	FlyersRights.org
Franklin Black	Federal Aviation Administration (FAA) <i>Air Traffic Organization, AJV-1</i>
David Boone	Federal Aviation Administration (FAA) <i>Director, Technical Training, Air Traffic Organization, AJI-2</i>
Dale Bouffiou	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-20</i>

Anthony Chu	Federal Aviation Administration (FAA) <i>Air Traffic Organization, AJI-231</i>
Damon Cox	Airline Dispatchers Foundation (ADF)
Jim Crotty	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-200</i>
Rob Duffer	Federal Aviation Administration (FAA) <i>Transport Airplane Directorate, ANM-111</i>
Freddy Fuentes	Federal Aviation Administration (FAA) <i>Intern, Air Transportation Division, AFS-200</i>
Jeff Gardlin*	Federal Aviation Administration (FAA) <i>Transport Airplane Directorate, ANM-115</i>
David Floyd*	The Boeing Company (Boeing)
Katherine Haley	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-203</i>
Matthew Hallett	PAI Consulting
Joshua Hernandez	National Business Aviation Association (NBAA)
David Maddox	Federal Aviation Administration (FAA) <i>Air Transport Organization, AJV-113</i>
Dorina Mihail*	Federal Aviation Administration (FAA) <i>New England Region-Engine and Propeller Directorate, ANE-111</i>
Pat Mullen	Federal Aviation Administration (FAA) <i>Regulations and Policy, ACE-111</i>
Steve Paasch*	Federal Aviation Administration (FAA) <i>Aircraft Engineering Division, AIR-130</i>
Susan Parson	Federal Aviation Administration (FAA) <i>Air Transport Directorate, AFS-2</i>
John Piccola	Federal Aviation Administration (FAA) <i>Transport Airplane Directorate, ANM-113</i>

Renee Pocius	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-024</i>
Brandon Roberts	Federal Aviation Administration (FAA) <i>Office of Rulemaking, ARM-100</i>
Mary Schooley*	Federal Aviation Administration (FAA) <i>Northwest Mountain Region–Transport Airplane Directorate, ANM-111</i>
Steve Shragge*	Transport Canada – Civil Aviation (TCCA)
Jon Stowe	Federal Aviation Administration (FAA) <i>Air Traffic Organization, AJV-113</i>
Victor Wicklund	Federal Aviation Administration (FAA) <i>Air Transport Directorate, ANM-112</i>
James Wilborn*	Federal Aviation Administration (FAA) <i>Northwest Mountain Region–Transport Airplane Directorate, ANM-117</i>
Ian Won*	Federal Aviation Administration (FAA) <i>Transport Airplane Directorate, ANM-115</i>

\*Attended via teleconference.

## **WELCOME AND INTRODUCTION**

Mr. Todd Sigler, ARAC Chair, called the meeting to order at 1:02 p.m. and thanked the ARAC members and the public for attending. He invited the attendees to introduce themselves. Ms. Brenda Courtney, DFO, read the required Federal Advisory Committee Act, Title 5, United States Code Appendix 2 (2007) statement.

### Ratification of Minutes

Mr. Sigler stated the first item on the agenda is ratification of the minutes from the March 19, 2015, meeting. He identified a needed revision on page 10 of the minutes, correcting the expected completion date of an alternate engine endurance test from the first quarter of 2015 to the first quarter of 2016.

He asked for any further revisions or amendments to the draft minutes circulated before the meeting. Without further revisions or questions, the ARAC ratified the minutes.

## **STATUS REPORTS FROM ACTIVE WORKING GROUPS**

### Airman Certification System Working Group (ACSWG) (Attachment 1, 2, and 3)

Mr. David Oord, AOPA, provided the update for the ACSWG. He reviewed developments and the work accomplished regarding airman certification standards (ACS) since the last ARAC meeting in March 2015. He stated the ACSWG submitted the commercial ACS to the FAA. He added the FAA ACS Exam Review Board completed its review of the draft commercial ACS, and validation is close to completion. Regarding the air transport pilot (ATP) ACS, Mr. Oord reported the ACSWG completed a draft ATP ACS, but no specific date is available for Federal Register publication. He added the ACSWG continues its work on the authorized instructor ACS, particularly in regards to risk management and coding.

Mr. Oord provided an update on the ACSWG's prototyping effort. He stated the private pilot ACS is being prototyped in Florida, noting the ACSWG has completed 29 new knowledge tests. Mr. Oord reported the ACSWG has planned a debriefing with the local flight standards district office. Mr. Oord stated the ACSWG developed comprehensive prototype guidance to assist in the instrument flight rules (IFR) ACS prototyping. He explained the ACSWG will begin prototyping the IFR ACS in July 2015.

Mr. Oord stated the FAA posted the testing services solicitation on May 21, 2015, and anticipates a decision before the end of 2015.

Mr. Oord reviewed the ACSWG's progress on guidance materials. He stated the FAA closed out the recommendation and accepted the majority of input into the Pilot's Handbook of Aeronautical Knowledge, Airplane Flying Handbook, and Risk Management Handbook. Mr. Oord added the ACSWG submitted comments to the FAA on the Aircraft Weight and Balance Handbook, Instrument Flying Handbook, Instrument Procedures Handbook, and Advanced Avionics Handbook. He noted the ACSWG will review the Authorized Instructor Handbook next, with the goal of aligning the handbook with the new authorized instructor ACS. He explained the ACSWG is also preparing recommendations on additional FAA guidance documents to support ACS and quality management system processes.

Mr. Oord stated the next ACSWG meeting is scheduled for June 23–24, 2015, in Washington, DC, at NBAA headquarters.

Mr. Oord revisited a request initially proposed at the March 2015 ARAC meeting for a 1-year extension of the ACSWG's charter until December 2016. He noted that at the March 2015 meeting, the ARAC asked the ACSWG and ARAC members to review the scope of the ACSWG's charter to ensure an extension was appropriate given the scope of the ACSWG's anticipated work. In response to the questions from the March 2015 ARAC meeting, Mr. Oord reviewed language from the ACSWG tasking as compared to immediate and anticipated work products. He stated an extension would provide additional time to complete and prototype more complex authorized instructor and ATP ACS documents, help develop H-series supporting material for the Authorized Instructor and ATP ACS, and assist in the development of completed ACS.

Mr. Sigler referenced language in the original tasking emphasizing a goal of supporting FAA efforts to reduce general aviation (GA) accident rates. He asked how work on ATP ACS relates to the language. Mr. Sigler also asked if the ACSWG investigated any overlap with the current Air Carrier Training (ACT) Aviation Rulemaking Committee (ARC). Mr. Oord responded the ACSWG is incorporating risk management into the testing standards, focusing on what the tester needs to know and how that information supports safety. He indicated the ATP ACS work is more similar than different from efforts to reduce GA accident rates and stressed the interrelationship of safety amongst different certificates. Mr. Oord replied the ACSWG and ACT ARC have overlapping members but different taskings. He added the ACSWG is focused on testing whereas the ACT ARC is focused on training.

Mr. Walt Desrosier, GAMA, asked if all members of the ACSWG supported the request for a year-long extension. Mr. Oord responded in the affirmative, noting the ACSWG discussed the extension at its last meeting and no one voiced opposition. Ms. Susan Parson, FAA, echoed Mr. Oord's extension request and the unanimous support of the ACSWG for an extension.

Ms. Gail Dunham, NADA/F, asked if a list of ACSWG members is available and if all members agreed to serve an additional year. Mr. Oord responded he would provide Ms. Renee Pocius, FAA, with the ACSWG work plan, which includes a membership list, for distribution. He added all represented organizations are committed to the extension. Ms. Dunham asked if the ACSWG members have an alternate. Mr. Oord stated not all have appointed an alternate.

Mr. Ric Peri, AEA, asked if the ACSWG considered work products from the General Aviation Joint Steering Committee (GAJSC) and if the ACSWG developed a matrix correlating the GAJSC training recommendations and the ACSWG recommended improvements. Mr. Oord responded the ACSWG is outlining the knowledge necessary for each function and addressing gaps where they exist. He noted the ACSWG is using subject matter experts to update handbooks to incorporate some of the GAJSC recommendations. He added while the ACSWG does not have the list of GAJSC recommendations, the ACSWG is aware of their recommendations and addressing them as appropriate. Ms. Parson stated the ACSWG has focused on addressing loss of control. She noted the ACSWG is rewriting the chapter addressing loss of control issues in the Airplane Flying Handbook, which is the strongest tie-in with the GAJSC's recommendations. Ms. Parson noted the various groups (ACSWG, ACT ARC, and GAJSC) constantly communicate with each other. Mr. Peri noted the ACSWG should include formal correlations between work products in its final products to help the public understand how its efforts support safety goals.

Mr. Sigler asked if the ARAC agreed to a 1-year extension for the ACSWG. Without objection, the ARAC approved the extension.

#### Aircraft Systems Information Security/Protection Working Group (ASISPWG) (Attachment 4)

Mr. Steve Paasch, FAA, provided the update for the ASISPWG. He stated the FAA tasked the ASISPWG to evaluate whether ASISP-related rulemaking, policy, and/or guidance on best practices are needed and, if so, where in the current regulatory framework these would be placed. He noted the first ASISPWG meeting is planned for June 23–25, 2015, in Seattle, Washington. Mr. Paasch confirmed the FAA has notified ASISPWG members and sent them invitations and

the agenda. Mr. Sigler asked how many members are on the ASISPWG. Mr. Paasch responded the ASISPWG consists of 40 members, 15 of whom are observers including foreign authorities, Government agencies, SAE, RTCA, and others. Mr. Paasch added the number of members is larger than recommended, but the ASISPWG will likely divide into task groups to address specific tasks.

Ms. Dunham asked if a membership list is available for review by ARAC members. Mr. Paasch responded he would forward a copy to Ms. Pocius for distribution. Ms. Dunham asked who will co-chair the ASISPWG. Mr. Paasch responded Mr. Jens Hennig, GAMA, and Mr. David Floyd, Boeing, would serve as co-chairs. He noted Mr. Hennig or Mr. Floyd would present all future updates to the ARAC in this new capacity.

Engine Harmonization Working Group (EHWG) (TAE)—Engine Endurance Testing Requirements—Revision of Section 33.87 (Attachment 5)

Mr. Craig Bolt, TAE Subcommittee Chair, provided the EHWG update. Mr. Bolt stated the EHWG continues to meet regularly, with the next meeting to be in Burlington, Massachusetts, in September 2015.

Mr. Bolt stated the EHWG's tasking to review alternate means of conducting the 150 hour endurance test to align with the type design as technology changes, including high-bypass ratio engines. Mr. Bolt stated the EHWG evaluated numerous minor modifications to the current test requirements and they have not come up with an alternative method to test an engine that aligns with its design. He noted the EHWG determined they would need to make more extensive changes if concurrent red lines or extended running at red line core speed were required. He indicated the EHWG reached consensus to evaluate detailed changes based on a modified service type cycle with some running at limiting, such as red line, conditions while maintaining the original intent of § 33.87 and appropriate level of severity and coordinating with European Aviation Safety Agency (EASA).

Mr. Bolt provided the EHWG's plan for moving forward, which includes an 18-month extension to mid-2017 in order to achieve all identified goals. He explained TAE agreed to the extension and the EHWG seeks ARAC agreement.

Ms. Dunham asked about the number of members on the EHWG and the organizations represented. Mr. Bolt explained he provided a full list of members and associations at the March 2015 ARAC meeting, and the EHWG contains 12 members. Ms. Dorina Mihail, FAA, indicated the EHWG membership includes EASA, TCCA, U.S. and European engine manufacturers, and aircraft manufacturers. She stated the full EHWG membership agrees with the extension request.

Mr. Sigler asked if the ARAC agreed to an 18-month extension for the EHWG. Without objection, the ARAC approved the extension.



#### Airworthiness Assurance Working Group (AAWG) (TAE)

Mr. Bolt provided the AAWG update. He stated the AAWG has not met since the last ARAC meeting, so updates are limited. Mr. Bolt added the AAWG's next meeting is in 2016.

Mr. Bolt stated the AAWG submitted the Removable Structural Components Industry Guidelines document to A4A in December 2014. He noted A4A will publish it as an Air Transport Association document. Mr. Paul McGraw, A4A, noted A4A published the document in early June 2015.

#### Flight Test Harmonization Working Group (FTHWG) (TAE)—Phase 2 Tasking

Mr. Bolt provided the report. He reviewed four sub-tasks the FTHWG is working on—the envelope limiting topic, stability topic, flight in icing topic, and steep approach landing topic. Mr. Bolt predicted the FTHWG would prepare its recommendations on these sub-tasks before the end of 2015, with one due in June 2015 (stability topic) and the remainder due in December 2015. Mr. Bolt noted the FTHWG will start work on two sub-tasks: out of trim and side stick controls.

Mr. Sigler asked when the tasking concludes. Mr. Bolt responded it concludes in April 2017.

#### Materials Flammability Working Group (MFWG) (TAE)

Mr. Bolt provided the update for the MFWG. He stated the FAA assigned the MFWG a continuation of task in the Federal Register on January 20, 2015 (80 FR 2772). The tasking included four points: review the original report from 2012, provide quantitative cost/benefit data for each recommended change, provide in-service data regarding incidents or accidents, and write a report about the cost and benefit results for the recommended changes. Mr. Bolt added the report is due to the TAE September 18, 2015.

Mr. Bolt reviewed the MFWG meeting schedule and noted the MFWG created four task groups: seats, interiors less seats, hidden and inaccessible areas, and cargo and fuselage containment/penetration. He noted the cargo and fuselage task group has split into two groups. Mr. Bolt noted no new data is available regarding incidents and accidents. Further, he stated all MFWG members indicate they report all incidents and accidents through existing safety reporting channels and are already in FAA records. Therefore, he explained, no report is expected for this aspect of the tasking, except to list the existing systems through which issues are reported.

Mr. Bolt stated the MFWG is still solidifying cost/benefit analysis numbers, but will be prepared to submit its final report to TAE on September 18, 2015, and present the report to the ARAC at the December 2015 meeting. He added the next full MFWG meeting will be held September 1–2, 2015, in Denver, Colorado.

Mr. Paul Hudson, ACAP, asked if any passenger representatives were included on the MFWG or task groups. Mr. Bolt stated he did not believe any passenger advocacy organizations requested representation. Mr. Hudson suggested a passenger advocacy representative participate in the MFWG or at least review the working papers developed by the MFWG before the construction

of a final report. In addition, he stated passenger advocacy groups face obstacles to becoming members of working groups, namely prohibitive travel costs.

Mr. George Novak, AIA, asked if the individual is a technical expert. Mr. Hudson stated the passenger advocate would be able to consult with technical experts. Ms. Dunham added the MFWG had a technical representative from NADA/F but he had to withdraw from the MFWG because of the travel costs. Mr. Sigler asked the ARAC for ideas to address Mr. Hudson's suggestion and concerns. The ARAC agreed an initial step would be for a volunteer to come forward on behalf of a passenger advocacy organization to take part in any review.

Dr. Tim Brady, ERAU, asked if that would require the FAA to reopen the membership to all organizations and associations. Mr. Novak stated the role of ARAC is to review the recommendation report before it is submitted to the FAA. Mr. Sigler noted the public can take part in the TAE meeting on September 18, 2015, when the report is delivered. Mr. Hudson suggested the MFWG provide the ARAC advance copies of their materials for the September 1–2, 2015, meeting and a passenger advocacy representative could attend the meeting.

Mr. Desrosier discouraged this idea as it wedged the ARAC into a working group's process before completing the final product. He noted the MFWG could consider adding a new member to the MFWG. Ms. Katie Haley, FAA, stated an ARAC member could attend an MFWG and serve as a non-voting subject matter expert. The ARAC was open to the idea and Mr. Hudson found the solution acceptable. Mr. Sigler stated interested individuals should contact Ms. Pocius and Mr. Bolt.

Mr. Peri asked if the MFWG is focused on appendix F to Title 14, Code of Federal Regulations part 25. Mr. Bolt responded in the affirmative noting the MFWG is focused on providing cost/benefit data related to the 2012 recommendation report. Mr. Peri stated as a result of his experience reviewing part 23, he found that appendices can function as guidance material imbedded in regulations and subsequently affects a regulation's cost/benefit ratio. Mr. Peri suggested the MFWG review whether appendix F should be removed from the regulation and become an advisory circular, which would affect the cost/benefit analysis. He recommended the ARAC consider this type of recommendation within the scope of the tasking if it is based on cost/benefits. Mr. Bolt stated he will convey Mr. Peri's suggestion to the MFWG.

#### Transport Airplane Metallic and Composite Structures Working Group (TAMCSWG) (TAE)

Mr. Bolt provided the update for the TAMCSWG. He stated the TAMCSWG was tasked to provide recommendations regarding revision of the damage-tolerance and fatigue requirements of 14 CFR part 25, including subparts C and E of part 26 and development of associated advisory material. He indicated the recommendations are due in January 2017. He noted the TAMCSWG's initial meeting took place June 16–17, 2015, in Everett, Washington, hosted by Boeing. He noted planned topics for the meeting included the explanation of the ARAC process, a briefing on the task assignment, and the compilation of a draft work plan.

## Transport Airplane Crashworthiness and Ditching Evaluation Working Group (TACDWG) (TAE)

Mr. Bolt provided the update for the TACDWG. He stated the TADCWG tasking was published in the Federal Register on June 4, 2015 (80 FR 31946) and individuals must submit interest in TACDWG membership by July 6, 2015. Mr. Bolt added the task completion date is June 2017.

Ms. Dunham asked if meeting locations or co-chairs are known. Mr. Bolt responded in the negative, as the TADCWG is forming. He added the TACDWG will most likely meet on a quarterly basis with monthly teleconferences or Web conferences. He noted TACDWG can participate by phone or Web conference if travel costs are an issue. Ms. Dunham stated the public interest representative should attend in person whenever possible so it would be helpful to know where meetings will be held since that may influence who can participate.

Mr. Witkowski stated he submitted comments on the TACDWG tasking after the last ARAC meeting. He explained his comments requested including language in the tasking for the TACDWG to review dynamic testing of overhead bin structures in cabins, with the basis being National Transportation Safety Board recommendations on the subject. Mr. Witkowski stated he understood the task was accepted before he submitted comments, but wanted to know if the TACDWG would study the issue. He added while the TACDWG should consider all items of mass, overhead bins are often overloaded and are of particular importance to crew and passengers. Mr. Sigler replied the FAA declined the proposed edits to the tasking but did forward the comments to the TACDWG representative for consideration. Ms. Dunham stated overhead bin structures would be a meaningful inclusion. Mr. Sigler explained the FAA declined the proposed edits because the language was too narrow in scope for the tasking. Mr. Desrosier stated the subject of overhead bin structures will be covered by the TACDWG under the broader scope of the tasking despite the rejection of Mr. Witkowski's proposed edits.

Mr. Hudson asked if locating a plane after a crash is within the scope of the tasking. The ARAC members agreed it is not. Mr. Desrosier noted the International Civil Aviation Organization is looking into the issue. Mr. Hudson asked if the FAA was addressing the issue. Ms. Courtney stated she could not speak to that.

Mr. Sigler asked ARAC members to pay close attention to draft taskings, provide timely feedback, and include all ARAC members when emailing comments to the FAA.

## **NEW TASK**

### Air Traffic Controller Basic Qualification Training Working Group (ATCWG) (Attachment 6)

Mr. David Boone, FAA, stated discussions occurred over the last several years between representatives from the Air Traffic Organization (ATO) and the FAA Administrator's office regarding different approaches to Air Traffic Basic Qualification Training. Specifically, he noted discussions focused on the use of external training providers before or during the hiring process rather than the current arrangement of basic training provided by the FAA. Mr. Boone stated the FAA would like to task the ARAC to provide recommendations on how the FAA can restructure the air traffic controller training program. He noted the ATCWG could use part 141

and 142 as examples of training programs. Mr. Boone noted the first target is to determine if use of external training resources for trainees will provide, at a minimum, an equivalent level of skills to the current academy graduation level.

Mr. Sigler asked if the expected completion date of October 2016 was reasonable. Mr. Boone responded the goal is for a 1-year completion, but the process will determine if that time is sufficient. He explained the rationale for the 1-year deadline is related to air traffic control training support contracts.

Mr. Hudson asked if ATO hoped to see improvement from privatization of basic training. Mr. Boone responded the drive is for the agency to refocus its energy on the certified workforce rather than training individuals new to the field. He stated training absorbs much of the agency's resources, which could be allocated on technological developments such as Next Generation Air Transportation System training. Mr. Hudson asked if the use of external training sources saves money for the FAA. Mr. Boone replied he did not know, but this is one of the issues for the proposed ATCWG.

Dr. Brady stated there is a tremendous training capability in the private sector. He noted there are likely cost savings for the FAA and he is confident the private sector can provide similar, if not better, training to what the FAA provides.

Mr. George Paul, NACA, stated the agency recently changed the hiring process for air traffic controllers, noting the FAA is hiring individuals with no experience over those who have received training. Mr. Boone stated there were several reasons for changing the hiring process, including eliminating unfair competition and barriers. He stated the FAA continues to hire individuals with experience, noting the FAA recently posted job announcements for both all-sources and individuals with experience. Mr. Boone indicated he is optimistic the FAA can reduce barriers for hiring controllers and implement a new training system.

Mr. Ambrose Clay, NOISE, asked if the FAA would still hire individuals with no experience if external sources are used for basic training in the future. Mr. Boone responded the answer to the question would be covered by the ATCWG's tasking. Mr. Boone clarified for the ARAC that the FAA conducts all basic training and, while this system produces quality academy graduates, the resources could be used for advanced training for existing, certified personnel.

Ms. Dunham asked whether the FAA training program takes 2-3 years. Mr. Boone stated it can but depends on the level of experience the individual possesses. Ms. Dunham stated the FAA's current practice of evaluating individuals' test scores, grades, background checks, etc., is working. Mr. Boone stated it does work but depletes resources that the FAA could use for the certified workforce.

Mr. Witkowski asked who would pay for the training. Mr. Boone stated the ATCWG would address that question.

Mr. Peri expressed concern about the timeline and language contained in the tasking, specifically the broad scope of the tasking language could compromise the quality of the ATCWG's recommendations. He added the tasking is not explicit the FAA is requesting alternatives to the current system. Mr. Boone was amenable to narrowing the scope and

assigning the ATCWG additional tasks. Mr. McGraw noted the existence of studies and other resources on this topic, which would make a 1-year deadline attainable. Mr. Sigler asked who would be involved with the ATCWG. Mr. Boone responded industry and educational institutions, specifically the Association of Collegiate Training Initiative schools, would be involved.

Mr. Sigler verified the intent of the tasking is to provide recommendations on the training structure rather than the training content. Mr. Clay asked if the FAA training academy could support training that is more specialized. Mr. Boone stated it could.

The ARAC discussed editing the tasking to narrow its scope, but expressed concern that such editing would deprive the ATCWG of time needed for completion of its recommendations before the 1-year deadline. Several members of the ARAC expressed a desire to accept the tasking in order to supply the ATCWG with all available time. Mr. Peri stated he does not want to delay the tasking. He noted 1 year is sufficient for addressing item 1 of the tasking but the ATCWG may need more time if they need to address item 2.

Mr. Sigler asked if the ARAC agreed to the tasking of the ATCWG. Mr. Novak, Mr. Witkowski, and Ms. Dunham opposed the tasking as written. Mr. Novak stated the FAA should narrow the scope.

The ARAC discussed what edits could be made to the tasking to achieve unanimous ARAC support. The ARAC discussed dividing the task into phases. The ARAC discussion concluded item 1 in the tasking, reviewing existing materials, and a portion of item 2, based on item 1 does the ATCWG recommend restructuring the current training, receives unanimous ARAC support, but the amount of time allotted for the remaining portion of item 2, developing implementable solutions, and items 3–5 raised concerns amongst ARAC members. The ARAC agreed to update the tasking and coordinate the revised language by email for ARAC acceptance. The FAA will revise the tasking with the ATCWG completing item 1 and then determining the scope and feasibility of moving forward with items 2–5 in the 1-year timeline. Mr. Boone agreed with the ARAC's conclusion and stated he would distribute the reworded tasking to membership by Monday, June 22, 2015.

\*After the meeting, the FAA updated the tasking to incorporate the ARAC's edits. The ARAC accepted the revised tasking, which the FAA coordinated by email

## **FAA UPDATE**

Ms. Courtney provided updates on three recommendation reports received by the FAA. She stated the Maintenance Reliability Program Working Group recommendation report is with the office of primary responsibility, which is developing a response. She noted a time limit on the response is not available. Ms. Courtney added the FAA is reviewing clarification responses provided by the Avionics Systems Harmonization Working Group. Ms. Courtney stated the FAA agrees with the recommendations in the report from the Bird Ingestion Working Group and is working on implementation.

Mr. Sigler noted Ms. Courtney is retiring soon, and thanked her for her service at the FAA and especially in regards to the ARAC. He announced the next ARAC meeting will be held September 17, 2015. He encouraged ARAC member organizations to volunteer meeting space.

Mr. Hudson asked if the FAA has access to a media room, which would allow audio and video interaction, for future meetings. Ms. Pocius stated she would investigate the availability of such a facility for ARAC meetings.

## ADJOURNMENT

Mr. Sigler adjourned the meeting at 3:10 p.m.

## ACTION ITEMS

Action Item	Responsible Party
Provide ARAC with ACSWG membership list.	David Oord
Provide ARAC with ASISPWG membership list.	FAA
Revise the ATCWG tasking notice and coordinate via email for ARAC acceptance.	FAA

Approved by:

  
Todd Sigler, Chair

Dated: Aug 5, 2015

Ratified on: September 17, 2015



## Aviation Rulemaking Advisory Committee

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### Airman Certification Work Group Update

#### ■ Work Accomplished and Developments since last briefing

##### ○ Airman Certification Standards

- Commercial ACS
  - FAA ACS Exam Review Board (AEB) reviewed draft ACS
  - Validation close to completion
- ATP ACS
  - Draft completed by working group
  - No specific date on Federal Register publication
    - Recent changes to ATP last August
    - Standards remain in development
- Authorized Instructor ACS
  - Continue work to refine
    - Risk Management, common errors
    - Coding

##### ○ Prototyping Effort

- Private Pilot ACS currently being prototyped in Florida
  - 14 - Schools Enrolled
    - Part 61 and 141
  - 42 - Participants
  - 29 – Knowledge Tests completed
  - 3 – Course completions
  - Debriefing planned
- IFR ACS Prototyping
  - Planned to kick off in July
  - San Antonio and Orlando FSDOs
  - Comprehensive prototype outline/guidance has been developed to assist in the process

- **Test Management System**

- FAA posted the testing services solicitation May 21, 2015.
  - Anticipated to make decision by end of 2015

- **Guidance**

- FAA closed out recommendation and accepted majority of input into the Pilot's Handbook of Aeronautical Knowledge Handbook (FAA-H-8083-25B), Airplane Flying Handbook (FAA-H-8083-3B), and Risk Management Handbook (FAA-H-8083-2).
- Aircraft Weight and Balance Handbook (FAA-H-8083-1B) recommendations submitted
  - For future editions, material should be consolidated into other reference documents
- WG submitted comments for Instrument Flying Handbook (FAA-H-8083-15B), Instrument Procedures Handbook (FAA-H-8083-16, 2015 Edition), and Advanced Avionics Handbook (FAA-H-8083-6) – ready for FAA review.
- Authorized Instructor Handbook (FAA-H-8083-9A) review next; goal is for WG to align with the new AI ACS
- WG preparing recommendations for long-term vision with short-term steps of all FAA guidance documents to support ACS and QMS process.

- **Next Meetings**

- June 23-24, NBAA, DC
- September 15-16, GAMA, DC
- January 5-6, NBAA, DC

- **Charter Extension Request**

ARAC established the Airman Certification System Working Group (ACS WG) in early 2013 to implement recommendations made by the ARAC Airman Testing Standards and Training Working Group. The FAA's tasking to ARAC asked the ACS WG "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:"

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.

In accordance with this tasking, the ACS WG has focused its efforts on:

1. Refining ACS documents for the “foundational” certificates and ratings:
  - a. Prototype use of the PVT Pilot Airplane and IFR ACS documents
  - b. Completion of the COM Airplane and draft ATP ACS
  - c. Further development of the Authorized Instructor ACS
2. Reviewing and recommending changes to FAA H-Series handbooks that support the foundational certificates and ratings (e.g., PHAK, AFH, Risk Management, IFH, IPH)
3. Assisting in the development of test management processes
4. Identifying reference materials that require ACS-related amendments.

As reported in quarterly ARAC meetings, the ACS WG has made steady and substantial progress on its taskings. The ACS documents for PVT pilot airplane, COM pilot airplane, and Instrument Rating airplane are nearly complete. However, the group will need additional time to:

- Complete and prototype the more complex Authorized Instructor and ATP ACS documents
- Help develop H-series supporting material for Authorized Instructor and ATP ACSs
- Fully assist in the deployment of completed ACSs.

For these reasons, the ACS WG requests that its charter be extended through December 2016.

*Submitted on behalf of the ACS working group*

*June 3, 2015*

*By*

*David Oord*

*ACSWG Chair*

include developing and standardizing regulations, national directives, policy, procedures, and advisory material for continued operational safety, type certification, design approval, and for authorization and oversight of Designated Representatives of the Administrator for civil aeronautical products. The current Production and Airworthiness Division responsibilities include developing and issuing regulations, national directives, policy, and procedures for continued operational safety, production and airworthiness certification and approvals, and certain Designated Representatives of the Administrator. Those combined responsibilities will remain intact in the newly established Design, Manufacturing, and Airworthiness Division.

**Policy Documents:** All Aircraft Engineering Division and Production and Airworthiness Division previously issued Advisory Circulars, Orders, Notices, and guidance will remain in effect until revised, changed, or deleted. The documents will be reviewed and modified according to priority.

**Additional Information:** Please contact the Engineering, Manufacturing, and Airworthiness Division (AIR-100) by phone on 202-285-6348 or by email at [9-AVS-AIR100@faa.gov](mailto:9-AVS-AIR100@faa.gov). For a further breakdown of the Division and physical addresses view [http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/air/hq/](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/air/hq/).

Issued in Washington, DC, on January 23, 2014.

**Frank P. Paskiewicz,**

*Deputy Director, Aircraft Certification Service.*

[FR Doc. 2014-01718 Filed 1-28-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee (ARAC); New Task Assignment for the ARAC: Establishment of Airman Certification System Working Group

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The FAA assigned the ARAC a new task arising from recommendations of the ARAC Airman Testing Standards and Training Working Group (ATSTWG). The ATSTWG 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 is to establish an Airman Certification System Working Group (ACSWG) 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 action item informs the public of the new ARAC's task and solicits membership for the new ACSWG.

**FOR FURTHER INFORMATION CONTACT:** Van L. Kerns, Manager, Regulatory Support Division, FAA Flight Standards Service, AFS 600, FAA Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125; telephone (405) 954-4431, email [van.l.kerns@faa.gov](mailto:van.l.kerns@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA established ARAC to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities. 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 ATSTWG 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 ATSTWG 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 ATSTWG'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 ATSTWG 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 is for the FAA to establish an ACSWG 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.

##### The Task

On December 2013, the ARAC discussed the proposed actions for this tasking. This notice advises the public that the FAA has assigned, and the ARAC has accepted, a new task to establish the ACSWG. The FAA has specifically tasked the ACSWG 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 ACSWG is expected to develop a report describing its work on each of the listed elements. Any disagreements should be documented, including the rationale for each position and the reasons for the disagreement.

In developing this report, the ACSWG shall familiarize itself 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 ([www.faa.gov/aircraft/draft\\_docs/arc](http://www.faa.gov/aircraft/draft_docs/arc));

2. A report from the Airman Testing Standards and Training Working Group to the Aviation Rulemaking Advisory Committee;

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).

#### Schedule

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

#### ARAC Acceptance of New Task

The ARAC has accepted the task and will assign it to the ARAC ACSWG. The ACSWG serves as staff to ARAC and assists in the analysis of the assigned new task. ARAC must review and approve the ACSWG's report. If ARAC accepts the ACSWG's written report, it will transmit it to the FAA.

#### Working Group Activity

The ACSWG must comply with the procedures adopted by ARAC. As part of the procedures, the ACSWG 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.

#### Participation in the ARAC Working Group

The ACSWG will be comprised of aviation professionals with experience and expertise in airman training and testing, and technical experts having an interest in the assigned new task. The FAA would like a wide range of members, to include individuals with experience in the part 61, part 121, part 135, part 141, and part 142 communities, to ensure that all appropriate aspects of airman testing and training, including best practices, are considered in the development of its report.

If you wish to become a member of the ACSWG, please write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing such desire. Describe your interest in the new task and state the expertise you would bring to the ACSWG. We must receive all requests by February 28, 2014.

The ARAC and the FAA will review the requests and advise you whether your request is approved.

If you are chosen for membership on the ACSWG, you must actively participate by attending all meetings and providing written comments when requested to do so. You must devote the resources necessary to support the ACSWG in meeting any assigned deadlines. You must keep your management chain, and those you may represent, advised of the ACSWG's activities and decisions to ensure the proposed technical solutions do not conflict with your sponsoring organization's position, when the subject is presented to ARAC for approval. Once the ACSWG has begun deliberations, members will not be added or substituted without the approval of the FAA and the ACSWG Chair.

The Secretary of Transportation determined the formation and use of ARAC is necessary and in the public

interest in connection with the performance of duties imposed on the FAA by law. ARAC meetings are open to the public. However, ARAC Working Group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to attend. The FAA will make no public announcement of the Working Group's meetings.

Issued in Washington, DC, on January 24, 2014.

**Lirio Liu,**

*Designated Federal Officer, Aviation Rulemaking Advisory Committee.*

[FR Doc. 2014-01673 Filed 1-28-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2013-60]

#### 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 February 18, 2014.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2013-0885 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



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

Original Effective Date: 1/21/2014  
1<sup>st</sup> Amended Effective Date: 4/11/2014  
2<sup>nd</sup> Amended Effective Date: 5/4/2015

**SUBJECT: Air Carrier Training Aviation Rulemaking Committee**

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1. **PURPOSE.** This charter amends the Air Carrier Training Aviation Rulemaking Committee (ARC), originally issued on January 21, 2014 and amended on April 11, 2014, according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) 106(p)(5). The sponsor of this ARC continues to be the Associate Administrator for Aviation Safety and this charter outlines the committee's organization, responsibilities, and tasks.
2. **BACKGROUND.** The Federal Aviation Administration (FAA) is committed to maintaining the safest air transportation system in the world. One key area to ensure a safe system is maintaining the quality of air carrier training. The FAA must continue to review existing air carrier training and qualification regulations, policies, and guidance to ensure it is current and relevant. In addition, the FAA continues to identify new challenges with changing technology and new research that may necessitate the development of new regulations, policies, and guidance.
3. **OBJECTIVES AND TASKS OF THE ARC.** The Air Carrier Training ARC will provide a forum for the United States aviation community to discuss, prioritize, and provide recommendations to the FAA concerning operations conducted under parts 121, 135, and 142. The Air Carrier Training ARC will specifically address air carrier training. The general objectives and scope are to:
  - a. Develop and recommend to the FAA new or updated guidance material, notices, handbooks, and other related materials for air carrier training and qualification.
  - b. Make recommendations, including necessary rulemaking and additional tasking, to the Administrator through the Associate Administrator for Aviation Safety.
  - c. Discuss global air carrier training issues and develop strategies for international harmonization.
  - d. Provide documentation and technical information to support recommendations.
  - e. Form and provide committee oversight of specialized and temporary task groups to research, document, and make recommendations on specific, assigned topics.

**Recommendation Report.** The Air Carrier Training ARC will submit a report detailing recommendations addressing the identified objectives and tasks as appropriate.

4. **ARC PROCEDURES.**
  - a. Act solely in an advisory capacity by advising and providing written recommendations to the Associate Administrator for Aviation Safety and the Director of the Office of Rulemaking.
  - b. May propose additional tasks as necessary to the Associate Administrator for Aviation Safety for approval.



- c. Develop a work plan for each task or issue an implementation plan for each recommendation, considering related activities being undertaken by other committees that may exist. It will recommend timelines based on the complexity and priority of its recommendations. Recommendations should take the form of documented issue resolutions, recommended policy decisions, draft guidance material, or proposed rulemaking, as needed.
- d. Develop and propose specific implementation planning and processes to ensure that recommendations meet these objectives.
- e. **Status Reports.** Provide a status update to Associate Administrator for Aviation Safety every six months.
- f. **Recommendation Report.** Submit a report detailing recommendations within 48 months from the effective date of the charter.
  - i. The Industry Co-Chair sends the recommendation report to both the Associate Administrator for Aviation Safety and the Director of the Office of Rulemaking.
  - ii. The Associate Administrator for Aviation Safety determines when the recommendation report is released to the public.
- g. May reconvene following the submission of the recommendation report for the purposes of providing advice and assistance to the FAA, at the discretion of the Associate Administrator for Aviation Safety, provided the charter is still in effect.

**5. ARC ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION.** The FAA will set up a committee of members of the aviation community. Members will be selected based on their familiarity with air carrier training, analysis, and regulatory compliance. Membership will be balanced in viewpoints, interests, and knowledge of the committee's objectives and scope.

The provisions of the August 13, 2014 Office of Management and Budget 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 the Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605.)

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

This Air Carrier Training ARC will consist of members from government, employee associations, airlines, training organizations, and other industry organizations that can provide experts in aircraft operations, flightcrew member training, dispatcher training, human factors, and other applicable specialties as determined by the FAA.

- a. The Associate Administrator for Aviation Safety will:
    - 1) Select and appoint industry and the FAA participants as members,
    - 2) Select an Industry Co-Chair from the membership of the Air Carrier Training ARC,
    - 3) Select the FAA Co-Chair from the FAA line-of-business,
    - 4) Provide the FAA participation and support from all affected lines-of-business,
    - 5) Provide administrative support for the Air Carrier Training ARC, through the Office of Flight Standards Service, and
    - 6) Receive all status reports and the recommendations report.
  - b. Once appointed, the Industry Co-Chair will:
    - 1) Coordinate required ARC (and task group, if any) meetings in order to meet the objectives and timelines,
    - 2) Provide notification to the members of the time and place for each meeting,
    - 3) Establish and distribute meeting agendas in a timely manner,
    - 4) Keep meeting notes, if deemed necessary,
    - 5) Perform other responsibilities as required to ensure the objectives are met,
    - 6) Provide status reports in writing to Associate Administrator for Aviation Safety, and
    - 7) Submit the recommendation report to Associate Administrator for Aviation Safety.
- 6. COST AND COMPENSATION.** The estimated conservative cost to the Federal Government for the Air Carrier Training ARC is approximately \$50,000. All travel costs for government employees are the responsibility of the government employee's organization. Non-government representatives, including the Industry Co-Chair, serve without government compensation and bear all costs related to their participation on the ARC.
- 7. PUBLIC PARTICIPATION.** Meetings are not open to the public. Persons or organizations outside the Air Carrier Training ARC who wish to attend a meeting must get approval in advance of the meeting from either the Industry Co-Chair or the FAA Co-Chair.
- 8. AVAILABILITY OF RECORDS.** Consistent with the Freedom of Information Act, Title 5, U.S.C., section 552, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the ARC will be available for public inspection and copying at the FAA Office of Flight Standards Service, Air Transportation Division, AFS-200, 800 Independence Avenue, SW., Washington, D.C. 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, Part 7.

You can find this charter on the FAA Committee Database website at:  
[http://www.faa.gov/regulations\\_policies/rulemaking/committees/documents/](http://www.faa.gov/regulations_policies/rulemaking/committees/documents/).

- 9. DISTRIBUTION.** This charter is distributed to the Director of Flight Standards Service, the Office of the Associate Administrator for Aviation Safety, the Office of the Chief Counsel, the Office of Aviation Policy and Plans, and the Office of Rulemaking.

**10. EFFECTIVE DATE AND DURATION.** This Air Carrier Training ARC continues to be in effect upon the issuance of this amendment of the charter and will remain in existence for 48 months, unless sooner suspended, terminated or extended by the Administrator.

Issued in Washington, D.C. on May 4, 2015.

A handwritten signature in black ink, appearing to read 'M. Huerta', enclosed within a large, hand-drawn circle.

Michael P. Huerta  
Administrator

# Aircraft Systems Information Security / Protection (ASISP) Working Group (WG)

## Update for ARAC

Presented to:

By: Steve Paasch

Date: June 18, 2015



Federal Aviation  
Administration





# ASISP WG Task

- **The general task of the ASISP WG is to recommend in a report whether ASISP-related rulemaking, policy, and/or guidance on best practices are needed and, if so, where in the current regulatory framework these would be placed. In doing so, the WG will:**
- **Provide rationale for its recommendations;**
- **Identify**
  - which categories of airplanes and rotorcraft such rulemaking, policy and/or guidance should address, and
  - which airworthiness standards such policy and/or guidance should reference;



# Task continued

- **Ascertain whether security-related industry standards from ARINC, FIPS, International Standards Organization (ISO), NIST, SAE ARP 4754a and/or SAE ARP 4761 would be appropriate for use in ASISP-related policy and/or guidance; and**
- **Consider international harmonization needs.**



# Schedule

**The recommendation report is to be submitted to the FAA for review and acceptance no later than fourteen months from the date of the first working group meeting.**

**The first meeting will be June 23-25, 2015, in Seattle.**

**Invitations and agenda have been sent out.**



# Progress

**The Federal Register Notice FRN was published February 3, 2015 and requests for working group participation are still being received as of February 25, 2015:**

- The FRN specified March 5<sup>th</sup> as the deadline to request to become a member;**
- All members have been selected and notified.**



# Next Steps

**Dates here are firm:**

- ✓ **Propose co-chairs (March 2015);**
- ✓ **Propose members (April 2015);**
- ✓ **Determine first meeting date and details (April 2015);**
- **Conduct first meeting (June 23-25, 2015);**  
**and**
- **Report (August 2016)**



# Contact Information

**Steven C. Paasch**

**Federal Aviation Administration**

**1601 Lind Ave. S.W., Renton, WA 98057-3356,**

**Email: [steven.c.paasch@faa.gov](mailto:steven.c.paasch@faa.gov)**

**Phone: (425) 227-2549,**

**Fax: (425) 227-1100**



# TAE Update for ARAC

June 18, 2015

# Engine Harmonization WG Report

## Engine Endurance Testing

Peter Thompson - ARAC Chair



# Meeting Rhythm

- Bi-weekly telecons
- Quarterly face-to-face meetings
  - ✓ Burlington, MA – April 2014
  - ✓ East Hartford, CT – July 2014
  - ✓ Cologne, Germany – September 2014
  - ✓ Phoenix, AZ – January 2015
  - ✓ Derby, UK - March/April 2015
  - ✓ Cincinnati, OH – June 2015
  - Burlington, MA – Sept 2015
  - In planning

# Summary

- Conduct of the current test drives operation at simultaneous rotor speed and EGT red lines and the WG has concluded that:
  - Historically, piston, turbo-shaft, and low bypass ratio and low pressure ratio turbofan engines approached simultaneous rotor speed and EGT red lines when throttle pushed
  - Modern multi-shaft, FADEC controlled, high by-pass and high pressure ratio engines approach individual and simultaneous rotor and EGT red lines at different points in the operating/deterioration envelope
  - Forcing modern high PR engines to simultaneous RLs in a sea level static test requires enabling and surviving modifications that may deviate considerably from Type Design
- A modified test is desired **that maintains the intent** of the original that can be conducted on a type design engine.

# Working Activities

- The working group evaluated numerous minor modifications and variations to the basic content and profile of today's test - all potentially required significant modifications to the test engine if concurrent red lines or extended running at red line core speed were required
- Consensus reached to evaluate more detailed changes based on a modified service type cycle with some (TBD) running at limiting (red line) conditions – maintain **original intent** of rule and appropriate level of severity
- Evaluate if other rules introduced or significantly modified post 14CFR33.87 may provide data to support the effort
- Evaluate harmonization efforts with CS-E 740 as appropriate

# Go Forward Plan

- Requested 18 month extension (to mid 2017) to allow:
  - Reach full agreement on the original intent of the rule, define and fully evaluate an Alternate Test cycle that meets that intent within the WG – end 4Q15
  - Gather necessary supporting data from OEMs to support the Alternate Test – 1Q16
  - Draft report for internal OEM & FAA review – 2Q16
  - Incorporate feedback – 3Q16
  - Submit report to TAE – 4Q16
  - Incorporate feedback – 1Q17
  - Submit report to ARAC - 2Q17
- Extension agreed by TAE

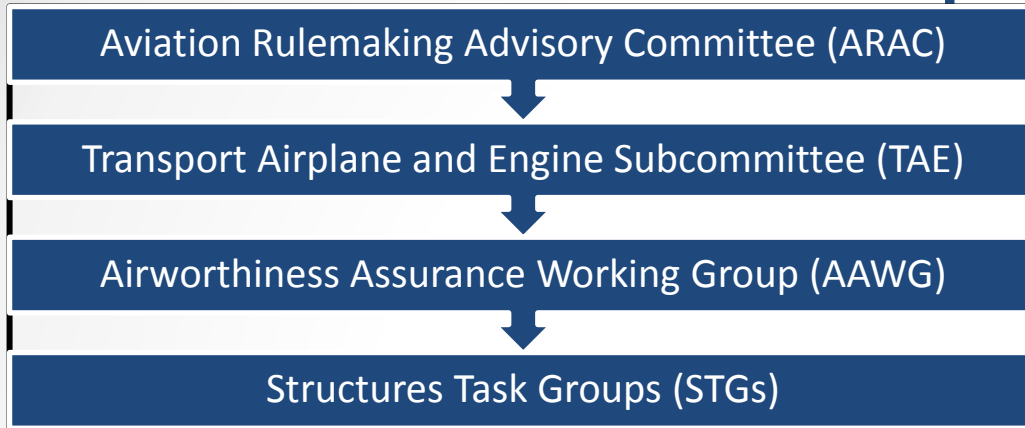


## AAWG Report

Mark Yerger  
AAWG Co-Chair

This page contains no technical data subject to EAR or ITAR

# AAWG Update



The last AAWG meeting was March 11-12, 2015 in Melbourne, FL

- 33 Attendees
- 4 regulatory authorities
- 5 manufacturers
- 12 operators

Next Meeting: 2016

# Removable Structural Components

- The RSC Industry Guidelines document was submitted to Airlines for America (A4A) in December 2014, publication is still pending.

## Airlines for America (A4A) Document Development:

- Several operators and an MRO shared RSC case studies on how they identify and control RSCs
- A4A presented document format and expectations for draft from the working group
- Decision was made to create a new Air Transport Association (ATA) document, Spec 120 is pending approval.

# **Report to ARAC**

## **ARAC-Transport Airplane Performance and Handling Characteristics—Phase 2 Status**

### **Flight Test Harmonization Working Group**

**Christine Thibaudat – European Co-chair**

**Robert Park – US Co-chair**

**June 6, 2015**



# **FTHWG Status**

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- **Envelope Limiting Topic (Dec 2015 target)**
- **Stability Topic (June 2015 target)**
- **Flight in Icing Topic (Dec 2015 target)**
- **Steep Approach Landing Topic (Dec 2015 target)**

# Agenda for FTHWG-34

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**FTHWG-34 is Scheduled for June 15-19**

- **Stability Topic: June 15, 16**
  - **WG agreement on proposed rule and guidance**
- **Out of Trim Topic (New): June 17**
- **Side Stick Controls Topic (New): June 18, 19**

# ARAC Materials Flammability Working Group

Renewed Charter

Status Update

June 6, 2015

# TASKING

- New task printed in the Federal register January 20, 2015:
  - **Review the ORIGINAL Report**
  - **Provide quantitative cost/benefit data for each recommended change**
  - **Provide in-service data regarding incidents (precursors) or accidents**
  - **Write a report about the cost and benefit results for the recommended changes. Report to be issued September 18, 2015**

# MEETING SCHEDULE

- Full Group Meeting January 26-27, 2015 Four sub-groups formed:
  - Seats.
  - Interiors less Seats.
  - Hidden and Inaccessible areas.
  - Cargo and fuselage containment/penetration.
- Full Group WEBEX every other week
- Sub Group conferences every 1-2 weeks
- Full Group Meeting, June 1-2, Bremen Germany at Airbus.
- Cargo and Fuselage split to two separate groups.

# Incident / Precursor / Accident Data

- No new data available.
- All group members indicate that ALL incidents / precursors / accidents are currently reported through existing safety reporting channels, and are already in FAA records.
- No report expected for this part of the task, except to list the existing systems through which issues are reported.

# NEXT STEPS

- Sub Group On-line meetings weekly
- Firm up cost/benefit in each area
- Begin drafting report in each area
- Full group meeting September 1-2 (Denver)
  - Final draft development
- Final Report September 18

# Transport Airplane Metallic and Composite Structures Working Group

## ARAC tasking Overview

- Increased use of composite and hybrid structures has driven concerns whether the damage-tolerance and fatigue airworthiness standards and advisory material are adequate

### Tasking :

Provide recommendations regarding revision of the damage-tolerance and fatigue requirements of 14 CFR part 25, including subparts C and E of part 26 and development of associated advisory material

Working group will address and provide recommendations on the following:

- Remaining 2003 GSHWG rulemaking recommendations
  - Increased use of composites by industry
  - Costs and benefits estimates
- Authorizes two years for activity (Jan 2017)



# Transport Airplane Metallic and Composite Structures Working Group

## Working group members

- |     |                          |                        |
|-----|--------------------------|------------------------|
| 1.  | Michael Gruber           | (Boeing) – Chairperson |
| 2.  | Chantal Fualdes          | (Airbus)               |
| 3.  | Salamon Haravan          | (Bombardier)           |
| 4.  | Benoit Morlet            | (Dassault Aviation)    |
| 5.  | Antonio Fernando Barbosa | (Embraer)              |
| 6.  | Kevin Jones              | (Gulfstream)           |
| 7.  | Toshiyasu Fukuoka        | (Mitsubishi Aircraft)  |
| 8.  | David Nelson             | (Textron Aviation)     |
| 9.  | Phil Ashwell             | (British Airways)      |
| 10. | Doug Jury                | (Delta Air Lines)      |
| 11. | Mark Boudreau            | (FedEx)                |
| 12. | Eric Chesmar             | (United Airlines)      |

# Transport Airplane Metallic and Composite Structures Working Group

## Kick-off meeting:

***June 16 – 17 at Boeing (Everett Plant)***

### Planned Topics:

- Explanation of ARAC process by FAA's Rulemaking Analyst
- Brief the working group on the task assignment by FAA
- Compile a draft work plan

# Crashworthiness and Ditching WG – New Tasking

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- **Tasking Published June 4, 2015**
- **Interest in WG membership must be received by July 6**
- **Task completion due June 2017**

***Air Traffic Controller Basic Qualification Training Working Group- new task***

[4910-13]

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Aviation Rulemaking Advisory Committee - New Task**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to provide recommendations on how the agency can restructure its air traffic controller training program to reduce the FAA's investment in basic controller qualification training. The agency is seeking advice and recommendations for a restructured air traffic controller candidate pipeline that meets, at the minimum, the current standards for Air Traffic Control Basic Qualification Training. Additionally, the recommendation should propose improvements to ensure the candidate pipeline is better prepared, with the goal of increasing training pass rates at field facilities and reduction in the time to reach Certified Professional Controller. The FAA has assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to provide recommendations on how the agency can restructure its air traffic controller-training program. The ongoing modernization of the air traffic control system, NextGen, will continually introduce advanced tools and procedures to enhance the safety and efficiency of the National Airspace System. These upgrades will create new training requirements for air traffic controller training, similar to the introduction of automation in the cockpit in the late 1980s, which changed certified pilot training requirements. Controllers will continue to need to know basic air traffic control

skills but will also need to understand how to operate in the future operational environment. To achieve this required integration, the FAA seeks to transform the air traffic controller training structure by shifting the Agency's focus from basic air traffic control qualification training to training the certified controller work force on advanced NextGen tools and procedures, mirroring the changes that were required in the pilot community. The FAA suggests that the ARAC establish a new Air Traffic Controller Basic Qualification Training Working Group to address these issues. The agency is looking for opportunities to utilize external training provider capabilities to expose prospective air traffic controllers to the profession and to provide a basic level of training commensurate with the current level for Air Traffic Basic Qualification Training, before or during the FAA controller hiring process. This notice informs the public of the new ARAC activity and solicits membership for the new Air Traffic Controller Basic Qualification Training Working Group. **FOR FURTHER INFORMATION CONTACT:** Randy C. Smith, Federal Aviation Administration, Acting Director, Technical Training, FAA Air Traffic Organization, AJI-2, 800 Independence Avenue, SW, Washington, DC, 20581, e-mail Randy.C.Smith@faa.gov, telephone (202) 267-1489.

#### **SUPPLEMENTARY INFORMATION:**

##### **ARAC Acceptance of Task**

As a result of the June 18, 2015 ARAC meeting, the FAA assigned and ARAC accepted this task establishing the Air Traffic Controller Basic Qualification Training Working Group. The Air Traffic Controller Basic Qualification Training Working Group will serve as staff to the ARAC and provide advice and recommendations on the assigned task. The ARAC will review and accept the recommendation report and will submit it to the FAA.

## **Background**

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 ongoing modernization of the air traffic control system, NextGen, will continually introduce automation tools to enhance the safety and efficiency of the National Airspace System. These automation upgrades will create new training requirements for air traffic controller training, similar to the introduction of automation in the cockpit in the late 1980s which changed pilot training needs. Controllers will continue to need to know their current skill but will also need to understand how to operate in the future operational environment. To achieve this required integration, the FAA seeks to transform the air traffic controller basic qualification training structure. The FAA must have a systematic process on how it develops, delivers, and maintains its air traffic curriculum and how it manages learner data, whether the training is deployed in-house or under a partnership with external entities. The agency is looking for opportunities to utilize external training provider capabilities to expose prospective air traffic controllers to the profession and to provide a basic level of training commensurate with the current level for Air Traffic Control Basic Qualification Training, before they are hired by the FAA. The FAA seeks feedback from external stakeholders on how the agency can accomplish its goals.

## **The Task**

The Air Traffic Controller Basic Qualification Training Working Group will provide advice and recommendations to the ARAC on how the FAA can establish an air traffic controller candidate pipeline that is trained to, at the minimum, the current standard for Air Traffic Control

Basic Qualification Training. The working group must evaluate multiple alternatives that restructure the candidate pipeline, including whether a certificated external training program modeled after Part 141 or Part 142 of Title 14 of the Code of Federal Regulations is the best way to accomplish agency goals. The recommendations may propose additional alternatives that generate a candidate pipeline at levels above basic qualification. The recommendation may also consider improvements to ensure the future workforce arrives at the facility better prepared and with the ability to earn the Certified Professional Controller certification in less time.

1. For background information on the topic, the working group should review:
  - a. MITRE Technical Report 140304 summarizing 20 reports and 100 recommendations on technical training made by various oversight agencies since 2008
  - b. FAA hiring regulations (for example, as covered in the FAA Human Resources Policy Manual, Office of Personnel Management job standard for Series 2152, and Equal Employment Opportunity Commission guidance)
  - c. Air traffic technical training and credentialing programs (for example, FAA Order 3000.22, FAA Order 3120.4, FAA Order 7210.3, and FAA Order 8000.90)
  - d. To evaluate the concept of air traffic certified training centers, consult guidance on airman testing, airmen certification, designated examiners, and the FAA Flight Standards Service covered in FAA Order 8900.1
  - e. Title 14 of the Code of Federal Regulations (for example, Parts 61, 65, 141, and 142) for regulatory guidance on various aviation licenses, to include air traffic controllers, flight dispatchers, and pilots
  - f. Associated training guidance materials to include course descriptions, lesson outlines, and training handbooks

2. The working group is tasked to develop implementable solutions that will restructure the current basic qualification training. At a minimum, students who complete the program must meet the current standard for Air Traffic Control Basic Qualification Training (solutions may contain options to train students to a higher level of competency). The working group may consider rulemaking and/or advisory materials as the solution.
3. Provide initial qualitative and quantitative costs and benefits for each recommendation.
4. 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.
5. The working group may be reinstated to assist the ARAC by responding to the FAA's questions or concerns after the recommendation report has been submitted.

### **Schedule**

The recommendation report should be submitted to the FAA for review and acceptance no later than October 3, 2016.

### **Working Group Activity**

The Air Traffic Controller Basic Qualification Training Working Group must comply with the procedures adopted by the ARAC and are as follows:

1. Conduct a review and analysis of the assigned tasks and any other related materials or documents.



2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan, for consideration by the ARAC.
3. Provide a status report at each ARAC meeting.
4. Draft and submit the recommendation report based on the review and analysis of the assigned tasks.
5. Present the recommendation report at the ARAC meeting.
6. If the working group is 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 the ARAC meeting.

### **Participation in the Working Group**

The Air Traffic Controller Basic Qualification Training 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 the ARAC. The FAA would like a wide range of members 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.)

If you wish to become a member of the Air Traffic Controller Basic Qualification Training Working Group, write the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire. Describe your interest in the task and state the expertise you would bring to the working group. The FAA must receive all requests by **[INSERT DATE 30 DAYS AFTER DATE OF PUBLICANTION IN THE FEDERAL REGISTER.]** The ARAC and the FAA will review the requests and advise you whether or not your request is approved.

If you are chosen for membership on the working group, you must actively participate in the working group, attend all meetings, and provide written comments when requested. You must devote the resources necessary to support the working group in meeting any assigned deadlines. You must keep your management and those you may represent advised of working group activities and decisions to ensure the proposed technical solutions do not conflict with the position of those you represent. Once the working group has begun deliberations, members will not be added or substituted without the approval of the ARAC Chair, the FAA, including the Designated Federal Officer, and the Working Group Chair.

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, meetings of the Air Traffic Controller Basic Qualification Training Working Group 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.

Issued in Washington, DC, on

Lirio Liu  
Designated Federal Officer  
Aviation Rulemaking Advisory Committee