

it should not contain any non-public 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 group, it must be properly marked in accordance with the Office of Rulemaking Committee Manual, ARM-001-15.

Issued in Washington, DC, on January 11, 2018.

**Lirio Liu,**

*Designated Federal Officer, Aviation Rulemaking Advisory Committee.*

[FR Doc. 2018-00817 Filed 1-17-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Fourteenth RTCA SC-229 406 MHz ELT Joint Plenary With EUROCAE WG-98

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Fourteenth RTCA SC-229 406 MHz ELT Joint Plenary with EUROCAE WG-98.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Fourteenth RTCA SC-229 406 MHz ELT Joint Plenary with EUROCAE WG-98.

**DATES:** The meeting will be held March 13-16, 2018 9:00 a.m.-5:00 p.m.

**ADDRESSES:** The meeting will be held at: THALES ALENIA SPACE, 26 avenue J.F. Champollion, Toulouse, FRANCE. Registration is required to attend this event no later than February 2, 2018.

**FOR FURTHER INFORMATION CONTACT:** Rebecca Morrison at [rmorrison@rtca.org](mailto:rmorrison@rtca.org) or 202-330-0654, or The RTCA Secretariat, 1150 18th Street NW, Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202)

833-9434, or website at <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Fourteenth RTCA SC-229 406 MHz ELT Joint Plenary with EUROCAE WG-98. The agenda will include the following:

**Tuesday March 13, 2018, 9:00 a.m.-5:00 p.m.**

1. Welcome/introductions/administrative remarks/DFO FAA statement
2. Agenda overview and approval
3. Minutes Washington DC meeting review and approval
4. Review action items from Washington DC meeting
5. Week's plan
6. Working group of the whole meeting (rest of the day) to answer the comments received during the second pre-FRAC/open consultation

**Wednesday March 14, 2018 9:00 a.m.-5:00 p.m.**

7. Working group of the whole meeting to answer the comments received during the pre-FRAC/OC

**Thursday March 15, 2018 9:00 a.m.-5:00 p.m.**

8. Working group of the whole meeting to answer the comments received during the pre-FRAC/OC

**Friday March 16, 2018 9:00 a.m.-4:00 p.m.**

9. Action item review
10. Consider a motion to open final review and comment/open consultation on the revision to RTCA/DO-204B, EUROCAE ED-62B
11. Future meeting plans and dates for formal FRAC/open consultation
12. Future meeting plans for the WG-98 (MASPS for return link service)
13. Other business
14. Adjourn

Attendance is open to the interested public but limited to space availability. Registration is required to attend the event no later than February 2, 2018. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on January 12, 2018.

**Mohannad Dawoud,**

*Management & Program Analyst, Partnership Contracts Branch, ANG-A17, NextGen, Procurement Services Division, Federal Aviation Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee—New Task (Part 145 Working Group)

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

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

**SUMMARY:** The FAA has assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to provide recommendations regarding the agency's guidance on the certification and oversight of all part 145 repair stations. This notice informs the public of the new ARAC activity and solicits membership for the new Part 145 Working Group.

**FOR FURTHER INFORMATION CONTACT:** Paul M. Cloutier, Federal Aviation Administration, AFS-300, 800 Independence Avenue SW, Washington, DC 20591, [paul.m.cloutier@faa.gov](mailto:paul.m.cloutier@faa.gov), (858) 999-7671, (202) 267-1812.

#### **SUPPLEMENTARY INFORMATION:**

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

As a result of its December 14, 2017, ARAC meeting, the ARAC accepted this tasking to establish a Part 145 Working Group. The Part 145 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 initial and final recommendation reports and will submit them to the FAA.

##### **Background**

The FAA established the ARAC to provide information, advice, and recommendations on aviation-related issues to the FAA Administrator, through the Associate Administrator of Aviation Safety.

The FAA recognizes the critical role that guidance documents play. Well-designed guidance documents serve many important functions both within an organization and externally to the regulatory programs they support. While guidance documents do not have the

force of law in the way regulations do, they are often heavily relied on internally to establish, issue, and describe agency policy, responsibilities, methods, and procedures. When guidance documents do not reflect current regulatory requirements and FAA, AVS, and AFS policies, the outcome is an uneven and inconsistent application of agency guidance and standards. The Part 145 Working Group will provide recommendations to the FAA to support the goal of consistent and clear guidance documents.

Additionally, the agency's policies advocate performance-based oversight. However, guidance documents, particularly those directed at the agency's workforce are often prescription based. The Part 145 Working Group is asked to provide recommendations that will support the applicant's performance-based decision making and the agency's evaluation of those decisions.

### The Tasks

The Working Group is tasked to:

(1) Perform a comprehensive review of internal and external guidance material, in relation to the current laws and regulations, that pertain to certificating and overseeing all part 145 repair stations. This review will include pertinent—

(a) FAA Orders, Notices, Advisory Circulars, Job Aids and Safety Assurance System (SAS) Data Collection Tools.

(b) Laws and executive orders, particularly those associated with inclusion of small business and paperwork reduction act requirements in agency policy and guidance.

(2) Develop recommendations on improvements to—

(a) Internal and external guidance material to ensure it is:

(i) Aligned and compliant with the aviation safety regulations, other laws and executive orders reviewed in (1)(b).

(ii) Annotated to the applicable rule, other law or executive order; and,

(iii) Consistently numbered to ensure a comprehensive relationship between the guidance document and the annotated rule, law or executive order.

(iv) Developed to communicate the agency's expectations for compliance to the public and the FAA workforce in a comprehensive and consistent manner, including the tools necessary to ensure the application and evaluation of compliance includes performance-based oversight.

(b) Oversight by the FAA's domestic and foreign workforce vis-à-vis the amount, type, scope, and complexity of

work being performed and the certificate holders' size.

(3) Develop a preliminary and final report containing recommendations based on the analysis and findings. The reports should document both majority and dissenting positions on the recommendations and the rationale for each position. Disagreements should be documented, including the reason and rationale for each position.

The working group may be reinstated to assist the ARAC in responding to the FAA's questions or concerns after the recommendation report has been submitted.

### Schedule

The preliminary and final recommendation reports will be submitted to the ARAC for review, acceptance, and submission to the FAA. The preliminary report is to be submitted no later than 24 months from the first meeting of the Part 145 Working Group. The final report will be submitted no later than 12 months after the preliminary report is forwarded to the FAA by ARAC.

### Working Group Activity

The Part 145 Working Group must comply with the procedures adopted by the ARAC, which 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 each 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 preliminary and final recommendation reports based on the review and analysis of the assigned tasks.

5. Present the preliminary and final recommendation reports to the ARAC at a scheduled meeting for public discussion.

### Participation in the Working Group

The Working Group will be comprised of technical and regulatory 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 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 as amended, 2 U.S.C. 1603, 1604, and 1605.)

If you wish to become a member of the Part 145 Working Group, contact 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 deliberations.

The FAA must receive all requests by February 20, 2018. 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 by attending all meetings, and providing written information when requested. You must devote the resources necessary to support the working group in meeting assigned deadlines. You must keep your management and those you may represent advised of working group activities and decisions to ensure the proposed 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.

### Confidential Information

All final work products submitted to ARAC are public documents. Therefore, it should not contain any non-public 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 group, it must be properly marked in accordance with the Office of Rulemaking Committee Manual, ARM-001-15.

Issued in Washington, DC, on January 11, 2018.

Lirio Liu,

*Designated Federal Officer, Aviation Rulemaking Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee—New Task (Avionics Systems Harmonization Working Group)

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

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

**SUMMARY:** The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to identify and develop recommendations on low energy alerting requirements to supplement previous work accomplished on low speed alerting in new transport category airplanes. This notice informs the public of the new ARAC activity.

**FOR FURTHER INFORMATION CONTACT:** Joe Jacobsen, Airplane & Flight Crew Interface Branch, Transport Airplane Directorate, Federal Aviation Administration, 1601 Lind Ave. SW, Renton, Washington 98057; telephone (425) 227-2011, facsimile (425) 227-1149; email [joe.jacobsen@faa.gov](mailto:joe.jacobsen@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### ARAC Acceptance of Task

At the September 14, 2017, ARAC meeting, the FAA assigned and ARAC accepted this task. ARAC designated the task to the Transport Airplane and

Engine (TAE) Subcommittee, which will assign the task to the existing Avionics Systems Harmonization Working Group (ASHWG). The ASHWG will support the ARAC, through the TAE Subcommittee, and will provide advice and recommendations on the assigned task. The TAE Subcommittee will send the recommendation report to the ARAC for review and acceptance. After ARAC accepts the recommendation report, it will submit the recommendation report 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 FAA previously examined low speed alerting requirements and tasked the ARAC to provide information to develop standards and guidance material for low speed alerting systems. The information from that tasking may result in additional standards that complement existing low speed alerting requirements. However, as a result of the Asiana Flight 214 accident, the FAA needs additional recommendations related to context-dependent low energy safeguards with respect to low speed protection and alerting.

Following the Asiana Flight 214 accident investigation, the National Transportation Safety Board (NTSB) issued the following recommendation to the FAA:

Task a panel of human factors, aviation operations, and aircraft design specialists, such as the Avionics Systems Harmonization Working Group, to develop design requirements for context-dependent low energy alerting systems for airplanes engaged in commercial operations (NTSB Safety Recommendation A-14-043).

#### The Task

The ASHWG will provide advice and recommendations to the ARAC through the TAE Subcommittee in a report that addresses the following questions relative to new airplane designs. The report should include rationale for the responses.

1. Do you recommend any changes to the existing low speed alerting requirements to provide additional pilot reaction time in cases where the airplane is both slow and close to the ground?
2. Do you recommend any new or revised guidance material to define an acceptable low energy alert?
3. After reviewing airworthiness, safety, cost, and other relevant factors,

including recent certification and fleet experience, are there any additional considerations that the FAA should take into account regarding avoidance of low energy conditions?

4. Is coordination necessary with other harmonization working groups (e.g., Human Factors, Flight Test)? If yes, coordinate with that working group and report on that coordination.

5. 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

ARAC should submit the recommendation report to the FAA for review and acceptance no later than thirty (30) months from the first ASHWG meeting.

#### Working Group Activity

The ASHWG must comply with the procedures adopted by the ARAC. As part of the procedures, the working group must:

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 TAE Subcommittee.
3. Provide a status report at each TAE Subcommittee 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 TAE Subcommittee meeting.

#### Roles and Responsibilities

The ASHWG comprises technical experts having an interest in the assigned task. A working group member need not be a member representative of the ARAC TAE Subcommittee.

In accordance with 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