

b. Each member or participant on the committee should represent an identified part of the aviation community and have the authority to speak for that community. Membership on the committee will be limited to promote discussions. Active participation and commitment by members will be essential for achieving the committee objectives and for continued membership on the committee. The committee may invite additional participants as subject matter experts to support specialized work groups.

**6. Public Participation.** Persons or organizations that are not members of this committee and are interested in attending a meeting must request and receive approval in advance of the meeting from a committee co-chairperson.

## **7. Committee Procedures and Tasks.**

a. The committee provides advice and recommendations to the Manager, Engine and Propeller Directorate, ANE-100. The committee acts solely in an advisory capacity.

b. Committee tasks include, but are not limited to, the following:

(1) Investigate, prioritize, and summarize the current issues relating to the transition to an unleaded avgas.

(2) Consider the following factors when performing this activity:

- (i) Aircraft and engine performance requirements for unleaded avgas
- (ii) Properties and composition of unleaded avgas
- (iii) Airworthiness approval of unleaded avgas
- (iv) Environmental impacts of unleaded avgas
- (v) Distribution infrastructure issues relating to unleaded avgas
- (vi) Production issues relating to unleaded avgas
- (vii) Economic issues relating to unleaded avgas
- (viii) Communication with the diverse population of users

(3) Identify the key issues and recommend the tasks necessary to investigate and resolve these issues.

(4) Upon completion of this study, the Unleaded Avgas Transition ARC will provide recommendations for collaborative industry-government initiatives to facilitate the development and deployment of an unleaded avgas with the least impact on the existing piston-engine aircraft fleet. These should include, but not be limited to, the following items:

- (i) A recommendation for an industry-government framework and top-level plan.
- (ii) A recommendation for an organizational structure, funding mechanisms, and top-level work scope for this framework and plan.

- (iii) Proposed timelines based on the complexity and priority of the recommendations.
- (iv) Specific implementation plans and processes to ensure that recommendations meet these objectives.

(5) The committee will provide reports with written recommendations to the Director of the Aircraft Certification Service, as appropriate.

c. The committee may propose additional tasks as necessary to the Manager, Engine and Propeller Directorate, for approval.

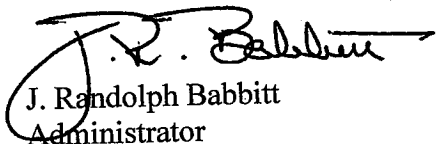
d. The ARC will submit a report detailing recommendations for task b.(4) not later than 6 months from the effective date of this charter. The charter may be extended up to 6 months beyond the expiration date, if it is in the interest of the FAA to do so.

**8. Cost and Compensation.** The estimated cost to the Federal Government for the Unleaded Avgas Transition ARC is approximately \$7,500. All travel costs for government employees will be 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 committee.

**9. Availability of Records.** Records, reports, agendas, working papers, and other documents made available to, prepared for, or prepared by the committee will be available for public inspection and copying at the FAA Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803, consistent with the Freedom of Information Act, 5 U.S.C. 552. Fees will be charged for information furnished to the public according to the fee schedule in 49 CFR part 7.

**10. Committee Term.** This committee becomes an entity on the effective date of this charter. The committee will remain in existence for a term of 6 months unless its term is ended sooner or extended.

**11. Distribution.** This charter is distributed to director-level management in the Office of the Associate Administrator for Aviation Safety; the Office of the Chief Counsel, the Office of Aviation Policy, International Affairs, and Environment, and the Office of Rulemaking.

  
J. Randolph Babbitt  
Administrator