

Briefing to Clean 100 on Participation in FAA UAT-ARC

Presented by Jonathan Sisk
President, Malibu-Mirage Owners & Pilots Association
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Terms of participation on the ARC includes an agreement to coordinated communications, speaking to the GA community and press with one voice, to avoid past mis-steps and confusion. Currently, this is being done by the FAA website on this topic. The ARC co-chairs have been informed of this briefing.

I will do my best to be transparent and candid without violating the ARC ground rules.

UAT-ARC Charter

- Signed by FAA Administrator Jan 31, 2011 in response to owner/pilot concerns voiced last year at Oshkosh. GA Coalition asked FAA to take a leadership role.
- ARC establishes a committee of GA stakeholders selected by FAA representing associations, engine & aircraft manufacturers, petroleum and fuel producers, FBOs and distribution, environmental groups, FAA and other government entities.
- Meetings are closed to public and press.

UAT-ARC Charter

- 6-month initial term (has been extended).
- Provides advice and recommendations to Manager, FAA Engine Propeller Directorate
- Will provide recommendations for a collaborative industry-government initiatives to facilitate development and deployment of an unleaded avgas with the least impact on existing piston engine aircraft fleet.
- End product is a written report to FAA with recommendations on how to proceed - a complex project management system.

UAT-ARC Members

FAA - EPD,AC Cert. Service	Peter White, Sponsor
FAA - EPD,AC Cert. Service	Robert Ganley, Co-Chair
GA Engineering Consultant	Ron Wilkinson, Co-Chair
FAA - EPD,AC Cert. Service	Mark Rumizen
FAA - Emission Div	Warren Gillette
FAA - R&D, Hughes Tech Ctr	Dave Atwood
AOPA,VP Regulator Affairs	Rob Hackman
GAMA,VP Engineering	Walt Desroesier
EAA,VP Government Affairs	Doug Mcnair
Clean 100-Octane Coalition	Jonathan Sisk
EPA	Glenn Passavant

UAT-ARC Members

Lycoming	Mike Kraft
Teledyne Continental Motors	Johnny Doo
Cirrus Aircraft	Paul Fiduccia
Cessna Aircraft	Nate Diedrich
American Petroleum Institute	Prentiss Searles
Shell	Rob Midgley
Exxon-Mobile	Roger Gaughan
NATA (FBOs & Distribution)	Mike France
GAMI	Tim Roehl
Swift Enterprises	Jon Ziulkowski

UAT-ARC Focus Areas

- Certification
- Economics
- Environmental & Toxicology
- Organization & Communications
- Production & Distribution
- Research & Development

UAT-ARC Work Schedule

- Full ARC Meetings in DC, all day
 - March 16-17
 - May 17-19
 - July 12-14
 - July 25 at AirVenture OSH
 - September 13-15
 - November 15-17
- Full ARC Telecons, once per month, 1.5 hrs
- Focus Area Telecons, typically 2ea x 6 per month

UAT-ARC Vision-Mission-Key Principles

- **Vision:** Ensure the long-term viability of piston-powered aircraft as an integral component of our national transportation infrastructure.
- **Mission:** Establish a collaborative industry-government framework focused on the deployment of unleaded avgas.
- **Key Principles:**
 1. Uncompromised airworthiness (safety)
 2. Technically feasible
 3. Economically reasonable
 4. Environmentally responsible.

Why UAT-ARC Is Important

- ARC has clarified jurisdictional issues between FAA and EPA, necessary to eliminate confusion and manage both the unleaded avgas deployment and the political distractions of environmental groups. They are working together cooperatively.
- After 20 years of fragmented activity on UAT, the ARC has ALL of the players at the same table for the 1st time to focus exclusively on this problem.
- ARC will provide the necessary project management framework for the FAA and/or a follow on industry-government collaborative entity.
- ARC allows industry and stakeholders to guide FAA in establishing policy and guidance in new area.

Clean 100 & UAT-ARC

- We exclusively represent only the interests of high performance (HP) piston aircraft owners.
- Opportunity to network and influence both industry and government leaders.
- Mission is part surveillance and part contribution, most often redirecting from bureaucratic complexity and toward simplicity, or market forces.
- Our perspective is unique. Sometimes the committee misses or dismisses something that is very significant to HP owner/operators.

Clean 100 & UAT-ARC

- My primary interests are:
 - Calming markets, restoring confidence, preserving the asset value of our aircraft.
 - Steering decisions on the ARC in a direction that is beneficial for HP aircraft owners.
 - Injecting real world cost/benefit considerations and trade-offs into the theoretical discussions.

Clean 100 & UAT-ARC

- Focus areas:
 - Participate
 - Organization & Communications
 - Economics
 - Monitor
 - Certification

UAT-ARC at OSH

- Original target was to deliver full ARC report by OSH. That is not possible.
- A briefing on the ARC process and progress will be provided at OSH on Wed, July 27, 1:00 - 2:15pm, Forum Pavilion 5
- FAA Administrator forum Thursday, July 28 at 11:30a to 12:30p.

Other Avgas Considerations

- Report on necessity for a parallel ARC/STC track will published today. Provides pro/con analysis of each process on the following issues:
 - Scope of Approval
 - Certification Basis
 - FAA Guidance
 - FAA Support
 - Fuel Specification Development
 - Necessity of FAA Tech Center
 - Financial Risk
 - Intellectual Property
 - Impact on GA Market
 - Subject to, or benefits from, Peer Review Process
 - Time Required to Answer Critical Questions

Q&A?