CHANGE OF THE BYLAWS
Jan Popp, CACRC Chair
1. Definition of the problem:

New

Standardization of repair and modification of composite aircraft structure is becoming increasingly important to aircraft operators. Composites in aircraft structure have high maintenance, inspection, repair, and modification cost.

Old

Standardization of composite repair is becoming increasingly important to aircraft operators. Composites in aircraft structure have high maintenance, inspection and repair cost.
2. Definition of the problem:

Minor changes for grammar, capital words and listing full name of A4A – Airlines of America

Adding paragraph about modification task group:

In January 2021, at the request of the FAA, the CACRC committee agreed to expand its charter and statement of work to also include the modification of composite aircraft structure. The technology, processes, analysis methods, and inspection for modifications, including secondary bonding, co-bonding, and bolting details to composite structure, are based on the technology and experience developed for repairs.
3. Charter

New

The charter of the SAE Commercial Aircraft Composite Repair Committee (CACRC) is to promote repair and modification standardization and to provide guidance to composite and bonded structure maintenance providers, airlines, regulators, material suppliers and OEMs. This will be accomplished through developing and publishing AIR, ARP, AMS and other guidance documents. This guidance material is developed to enhance safety and to reduce aircraft ownership cost.

OLD

The charter of the SAE Commercial Aircraft Composite Repair Committee (CACRC) is to promote repair standardization and to provide guidance to composite and bonded structure maintenance providers, airlines, regulators, material suppliers and OEMs. This will be accomplished through developing and publishing AIR, ARP, AMS and other guidance material. This guidance material is developed and to reduce aircraft ownership cost, while enhancing safety.
5. Administration / Procedures

Editorial changes, such as replacing Operating Guide by Operating Procedure
6. Composition and Membership

New
Level 1 - Executive Committee: The Executive Committee shall be composed of the CACRC Chair, the CACRC Vice Chair, 6 representatives from OEMs, 6 representatives from airline operators or repair stations, and 2 representatives from regulatory agencies. In addition, standardization bodies (SAE), task group chairs, liaisons and the secretary will participate in the Executive Committee without a formal vote. The Executive Committee shall solicit new Executive committee members and add them to the Executive Committee with a 75% approval from the current committee members.

OLD
Level 1 - Executive Committee: The Executive Committee is composed of the CACRC Chair, the CACRC Vice Chair, 6 representatives from OEMs, 6 representatives from airline operators or repair stations, and 2 representatives from regulatory agencies. In addition, standardization bodies (SAE), task group chairs, liaisons and the secretary will participate in the Executive Committee without a formal vote. The Executive Committee shall solicit new Executive committee members, who shall be agreed upon by at least 75% of the Executive Committee.
6. Composition and Membership cont

New

Level 2 - Main Committee (CACRC)
The CACRC Main Committee is composed of the members of the Executive Committee, Task Groups, and others interested individuals. In accordance with SAE AMS Operating Guide, members fall into the following categories for voting purposes: User Voting Members, Supplier Members, Consultants, Liaisons and Mailing List. Only Voting Members have official voting privileges. Voting Members can loss their voting privileges be removed by direction of the chair to the SAE, due to lack of voting participation (such as failing to response to 2 or more ballots).

OLD

Level 2 - Main Committee (CACRC)
The CACRC composed of the members of the Executive Committee, Task Groups, and others interested individuals. In accordance with SAE AMS rules, members fall into the following categories for voting purposes: User Members, Supplier Members, Consultants, Liaisons and Mailing List. Only Members are allowed to vote. Members can loss their voting privileges be removed by direction of the chair to the SAE, due to lack of voting participation (votes).

Level 3.
Grammar changes
8. Chair and vice chair

New

Chair of the CACRC also serves as Chair of the Executive Committee. Chair and Vice Chair of the CACRC serve for two-year terms, serving no more than three consecutive terms. […].
10. Task Group and Their Scope of Work

Adding the modification task group

The Modifications Task Group was formed in 2021 at the behest of the FAA. The Modifications Task Group: Develop standards which incorporate industry best practices to promote standardization of the design, analysis, and inspection of modifications to composite structure and enhance safety and airworthiness; through the implementation and coordination of CACRC AIR, ARP, AMS, and other documents.
11. Revision Procedure
Adding additional language

Changes to the bylaws must first be approved unanimously by the Executive Committee voting members, and then voted on by the entire CACRC committee with at least 50% of members voting and greater than 75% approval. After the CACRC has approved a revision, it is submitted to the A4A and the IATA for acceptance. If there is a change to the CACRC committee scope, the revision must also be approved by the SAE Aero Space Council after being approved by the committee.
Approval of the new bylaws

Changes to the bylaws must first be approved unanimously by the Executive Committee voting members,

and then voted on by the entire CACRC committee with at least 50% of members voting and greater than 75% approval.

→ Comments
→ Formal ballot via a link provided by SAE (Jeff) to all voting members