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[4910-13]

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Aviation Rulemaking Advisory Committee Meeting on  
Transport Airplane and Engine Issues**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for Thursday, February 10, 2005, starting at 8:30 am. Arrange for oral presentations by February 8, 2005.

**ADDRESS:** The Boeing Company, 1200 Wilson Boulevard, Room 234, Arlington, VA.

**FOR FURTHER INFORMATION CONTACT:** John Linsenmeyer, Office of Rulemaking, ARM-207, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-5174, FAX (202) 267-5075, or e-mail at [john.linsenmeyer@faa.gov](mailto:john.linsenmeyer@faa.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held February 10, 2005 at The Boeing Company in Arlington, Virginia.

The agenda will include:

- Opening Remarks
- FAA Report
- European Aviation Safety Agency Report
- Transport Canada Report
- Executive Committee Report
- Ice Protection Harmonization Working Group (HWG) Report

**Aviation Rulemaking Advisory Committee (ARAC)  
Transport Airplane and Engine (TAE) Issues Area**

**Meeting Minutes**

DATE: February 10, 2005  
TIME: 8:30 a.m.  
LOCATION: The Boeing Company  
1200 Wilson Boulevard  
Arlington, VA 22209

Call to Order/Administrative Reporting

Mr. Craig Bolt, Assistant Chair of the TAE, called the meeting to order at 8:30 a.m. Mr. Mike Kaszycki, Assistant Executive Director, read the Federal Advisory Committee Act statement for conducting the meeting. Mr. Bolt thanked Mr. Doug Kihm (Boeing) for hosting the meeting. All the meeting attendees introduced themselves (see attached sign-in sheet **[handout 1]**), as did persons who were attending via teleconference.

Mr. Bolt commented on several items from the meeting agenda **[handout 2]**. He distributed two charts showing the open and completed taskings for ARAC working groups **[handouts 3 & 4]**. He distributed a summary of items of interest since the October meeting **[handout 5]**, and commented on some correspondence he had received from the FAA. Mr. Bolt distributed a summary of the action items **[handout 6]** from the October 2004 ARAC TAE meeting.

Mr. Bolt called for a vote to accept the meeting minutes from the May, June, and October 2004 TAE meetings. Mr. Kaszycki asked, on the second page of the May 2004 minutes, under item (2), that the phrase "use and standards" be replaced with "designs". He also asked that under the note from Kirk Baker in those minutes, the reference to 14 CFR part 25.11 should be replaced with "AC 25-11." Mr. Bolt called for a vote to accept the minutes with changes, and the vote was unanimous.

Mr. Bolt asked if there were any changes for the June 2004 meeting minutes. Mr. Kaszycki asked that on the first page, in the paragraph about action items the statement "The FAA has not provided..." be deleted. Ms. Dionne Krebs (FAA) asked that on the FAA report, at the beginning of the text, add "electronic equipment" to the list of items. Mr. John Linsenmeyer (FAA-ARM) will add the changes proposed by Mr. Maher Khouzam for the Transport Canada report. Mr. Keith Barnett (Aerospace Industries Association of Canada) said that he wasn't sure what the last paragraph of the TC report meant. He said he would ask Mr. Khouzam to provide new language to replace the current paragraph. Mr. Kaszycki asked that on page 7, at the top of the page, replace "...the new rule will be applicable..." to read "...the new rule and/or policy will be applicable...".

Mr. Bolt called for a vote on the October meeting minutes, and the committee voted unanimously to accept those minutes without changes.

### FAA Report

Ms. Krebs presented the FAA report [**handout 7**] and commented on the status of current rulemaking actions at FAA. She addressed the FAA's changes to the tasking for Ice Protection HWG. On insulation issues, Mr. Kaszycki commented that he had met with Mr. Dave Cann (Director of the FAA Flight Standards maintenance division), and commented on the issue of required insulation in emergency repairs.

Mr. Kaszycki said he had learned that there was concern about how a maintenance technician would know what materials to use to replace insulation when accomplishing emergency repairs. Mr. Desrosier commented one of his concerns is for existing inventories of certain parts. Mr. Kaszycki said that since this wasn't specifically an ARAC issue, operators could contact the FAA to this issue individually.

Ms. Krebs commented on certain correspondence recently issued by the FAA. She said that the FAA was going to address the list of ARAC recommendations that will not receive rulemaking resources in the foreseeable future. That list had been sent to Mr. Ron Priddy (the ARAC executive director) in October 2003. The FAA will provide further information about how the FAA will dispose of those recommendations in a follow-up letter. Ms. Krebs reminded the group of a website that contains information regarding the use of ARAC recommendations as the basis for an equivalent safety finding or exemption request. Ms. Krebs said she would send the FAA link to the committee.

Mr. Bolt commented that at the most recent Executive Committee meeting, he had asked about how the FAA is maintaining harmonization projects with EASA. He said Mr. Tony Fazio (the director of the FAA Office of Rulemaking) would be meeting with EASA and would bring a report to the February Executive Committee meeting.

Mr. Bolt said he feels there are logistical issues yet to be overcome. Mr. Kaszycki commented that it wasn't clear to him how EASA would involve industries from their own and from other countries. He also commented on the plain language efforts at FAA. Ms. Krebs commented that the ARAC working groups should coordinate their rule text with the FAA legal counsel (through the WG's FAA representative), so that the language would be compliant with FAA general counsel's new principles of writing standards. Ms. Krebs then commented on the FAA's publication of documents for the Aging Aircraft Safety rule.

### EASA Report

Mr. Edmund Boullay (EASA) presented his report [**handout 8**]. He commented on the transition from the JAA and on the new schedule of fees and charges that was being implemented by EASA. He said this schedule may be published sooner than they had originally anticipated. He commented on Notices of Proposed Amendment (NPAs) and said that they are now available at the EASA website. He discussed the coordination between the FAA and EASA for new regulations. Mr. Kaszycki commented to Mr. Boullay that AAWG and Flight Test working groups need

participation from EASA and he asked that EASA name an official representative for those working groups.

#### Executive Committee Report

Mr. Bolt told the committee there was an Executive Committee meeting in November 2004 and commented that taskings for ARAC were significantly down. He said the Executive Committee felt there was a place for ARAC in the future, but that there might be a change in the number of issues groups. He said they discussed the other advisory committees, such as Aviation Rulemaking Committees (ARCs), and how they differ from the ARAC. Mr. Desrosier commented that it would be worthwhile for someone to come to a TAEIG meeting and give a briefing on the other advisory committees. Mr. Bolt said that the next Executive Committee meeting was in May 2005.

#### Transport Canada Report

Mr. Barnett briefly reviewed the Transport Canada (TC) report [**handout 9**] prepared by Mr. Khouzam. Mr. Barnett said that the “smart regulation” noted in the report means that the regulation is a fast track regulation, in this case the CAR 521 Notice of Proposed Amendment. He commented on the new agreement between TC and EASA, which may be implemented by the summer of 2005.

#### Ice Protection HWG Report

Mr. Jim Hoppins presented the IPHWG report [**handout 10**] and commented on the changes to the tasking for the HWG. He then reviewed his report and the schedule for the issuance of the IPHWG proposal. Mr. Kaszycki added that the HWG’s schedule should be firm because of FAA commitments to the Commercial Aviation Safety Team (CAST). He also commented that the FAA legal review of the draft advisory circular (AC) should occur earlier than September (the estimated completion date of the recommendation), to accommodate any changes from the general counsel’s office. Mr. Barnett suggested that the group submit advance information to ARAC for preliminary review.

Mr. Bob Park followed the Ice Protection HWG with a report [**handout 11**] on the Flight Test HWG. He said there was a rebalancing of the coordination between the IPHWG and the FTHWG after both groups met in December. He also said there is no EASA representative identified for the HWG.

#### Written or Verbal Reports on Various HWGs

Mr. Bolt reviewed the various HWGs and asked for comments on the status of the HWGs. There was no report from the General Structures HWG. Mr. Kihm commented there were new petitions for exemption from § 25.841. Mr. Kaszycki said he has received many questions about what constitutes “proprietary information” when items are available to the public via the DOT’s Docket Management System. His concern is that a level “technical” playing field should be maintained. Mr. Kaszycki commented that there is a draft interim policy on § 25.841 issues currently in coordination, and a notice of availability should be published in the Federal Register soon.

### Airworthiness Assurance Working Group (AAWG)

Mr. Amos Hoggard (via telecon) presented his report on the AAHWG (**handout 12**). He reported on the membership of the group, and discussed recent changes in the group. He discussed recent meetings, current tasks and the AAWG schedule.

Mr. Kaszycki asked if the FAA should be doing anything to get Supplemental Type Certificate (STC) applicants to join the nonadvocate group. Mr. Hoggard commented that at this point in the process, it might not be a good time to include new members. He said he would work with the STC holders to rejoin in a more active role.

Mr. Hoggard said he would ask the FAA for assistance with the membership if there were issues that need to be addressed. Mr. Lotterer asked Mr. Hoggard if there was a process the ARAC could use to involve Embraer and Bombardier in the discussions, so they could be aware of the requirements in Aging Aircraft Safety Rule. Mr. Hoggard said that they had asked those organizations to participate and they declined.

### Future TAE Meetings

Mr. Bolt commented on the future TAE meeting dates. He suggested that the group decide what type of meeting to have in June, if any at all. He commented that he would like to at least have a phone-in meeting in June. Mr. Bolt suggested a 3-hour telecon to focus on the progress of some of the HWGs. He suggested that those participants in the local DC area could meet at the Aerospace Industries Association (AIA) in Rosslyn, VA, to call in to the telecon. He told the committee he would ask Mr. Mike Romanowski at AIA to host the meeting. Mr. Bolt reminded the committee that there will be a TAEIG meeting on October 19, 2005 in Seattle, Washington.

### § 25.1309 Specific Risk Activities

Mr. Kaszycki began the discussion of specific risk. He said the FAA had produced a draft proposal for specific risk that was sent to TAE for review in early January 2005. The FAA received some written correspondence related to that proposal. He said he felt that positions are still being formed and that today's discussion should be limited. He also stated that the FAA would appreciate additional comments on this issue in writing. Mr. Desrosier said he wanted to thank the FAA for drafting the proposal and said GAMA and industry are looking forward to working with the FAA on the issue in the future. Dr. Sarah Knife (GE Engines) said that she appreciated the FAA's patience in allowing industry to form their positions. Mr. Lotterer asked for clarification on whether the specific risk would be addressed in a rule or a guidance material. Mr. Kaszycki said there are many variables on how to apply specific risk, and the FAA is not committed to a rule and may be able to use guidance material. Mr. Lotterer suggested that the FAA might be narrowing the approaches to specific risk, and Mr. Kaszycki said that the FAA may propose a tool to justify alternative means to accomplish the specific risk initiatives. Mr. Desrosier suggested an action item to discuss specific risk at the June TAEIG meeting.

### Avionics Systems HWG (AVSHWG)

Mr. Clark Badie began a short presentation on the Avionics Systems HWG. He commented that last meeting was at the end of January 2005. He said they worked on the objectives of the draft AC 25-11. The HWG would be able to supply a draft of the AC in the middle of the year. The next meeting is in April in Toulouse and a meeting is also scheduled in June 2005.

Mr. Badie said they are on track with the roadmap provided in October, and that the team members are doing a good job. He reported that there are four subgroups, with three or four people in each group. Mr. Kaszycki said he'd like to vote on the working group recommendations in February 2006. Mr. Badie agreed on February as a target. Mr. Badie suggested to Mr. Bolt that he access the website to acquaint himself with the HWG's progress. Mr. Desrosier asked if there was a participant list, and Mr. Bolt said he would follow up with a copy of the list of members of the HWG, or a website thereto. Mr. Kaszycki commented that he would like to disassociate AC 25-11 and § 25.1322. He indicated that the AC and the regulation should be considered separately so the FAA could publish the AC prior to the proposed § 25.1322 rule.

Action Items

Mr. Bolt reviewed the Action Items, and indicated that the list would be sent to members electronically.

Item	<u>February 2004 Meeting</u> Action	Status
1.	AIA/GAMA/TAEIG members to provide FAA (Mike Kaszycki) with comments on the EASA 2006-2008 work plan.	Open
2.	Keith Barnett/Craig Bolt to review Transport Canada section of June 2004 minutes with Maher Khouzam to clarify last paragraph.	Open
3.	Dionne Krebs to provide TAEIG with link to web location regarding use of ARAC recommendations.	Open
4.	Edmond Boullay to identify EASA support (official rep) for FTHWG.	Open
5.	Jim Hoppins to send TAEIG a letter requesting what additional help he needs from other groups.	Open
6.	Amos Hoggard to contact STC holders and request more active support of AAWG.	Open
7.	TAEIG members to provide FAA (Mike Kaszycki) with written comments on proposed tasking regarding specific risk. (Planned to be an agenda item during June meeting)	Open
8.	Clark Badie to provide Craig Bolt with link to AVHWG web site. Craig Bolt to send out list of members on AVHWG to TAEIG.	Open

Public Notification

The *Federal Register* published a notice (**handout 13**) of this meeting on January 21, 2005.

Approval

I certify the minutes are accurate.

A handwritten signature in cursive script that reads "Craig R. Bolt".

Craig R Bolt  
June 15,2005

AVIATION RULEMAKING ADVISORY COMMITTEE

TRANSPORT AIRPLANES AND ENGINE ISSUES  
**Sign-In Sheet**

February 10, 2005

NAME	M E M B E R	N O N M E M B E R	ORGANIZATION/AFFILIATION	E-Mail Address	Telephone No.	Fax No.
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DAVID LOTTERER	X		RAA	Lotterew@RAA.org	202 367-1252	-2252

AVIATION RULEMAKING ADVISORY COMMITTEE

TRANSPORT AIRPLANES AND ENGINE ISSUES

Sign-In Sheet

February 10, 2005

NAME	M E M B E R	N O N M E M B E R	ORGANIZATION/AFFILIATION	E-Mail Address	Telephone No.	Fax No.
Tom Peters	x		EMBRAER	COM.BR TOM.PETERS@EMBRAER	55-12- 3927-2561	3927-1154
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Greg Bowles		x	GAMA	GBOWLES@GAMA.AERO	202-637-1373	202-842-4063
Jim Newberger		x	FAA	faa.gov james.e.newberger@	202-385-8951	202-267-5581
JOE WHITE		✓	ATA	jwhite@airlines.org	202-626-4036	202-626-4149
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CRAIG BOLT			P+W	craig.bolt@p.w.utc.com	800-565-9348	800-565-1345
Dionne Krebs		x	FAA	Dionne.Krebs@faa.gov	425 227 2250	425 227-1320
Mike Kaszycki		x	FAA	mike.kaszycki@faa.gov	425-227-2137	

**Transport Airplane and Engine Issues Group Meeting**  
**Boeing**  
**1200 Wilson Blvd, Conference Room 816**  
**Arlington, VA 22209**

**Agenda**

*DRESS: BUSINESS CASUAL*

**Thursday, February 10, 2005** – (Call in number: 425-717-7000 Passcode: 36952#)

8:30	Call to Order, Reading of the Procedures Statement, Review of Agenda, Meeting Logistics, Review of Action Items, Items of Interest, Review of Minutes from previous meeting	C. Bolt/M. Kaszycki
9:00	FAA Report	M. Kaszycki
9:30	EASA Report	TBD
9:45	Transport Canada Report	Written Report
10:00	<b>-- BREAK --</b>	
10:15	Excom Report	C. Bolt
10:30	Ice Protection HWG Report <ul style="list-style-type: none"><li>• Include discussion of EHWG / FTHWG / PPIHWG support as appropriate</li></ul>	J. Hoppins (J. McRoberts, Bob Park, A. Lewis-Smith)
11:30	<b>-- LUNCH --</b>	
12:30	Airworthiness Assurance HWG	A. Hoggard
1:30	25.1309 Summary of Any Recent Activity on Specific Risk	FAA / TAEIG
2:00	<b>-- BREAK --</b>	
2:15	Avionics HWG Report	C. Badie
3:15	<ul style="list-style-type: none"><li>• General Structures</li><li>• Engine HWG</li><li>• Electromagnetic Effects HWG</li><li>• Flight Test HWG</li><li>• Seat Test HWG</li><li>• Flight Control HWG</li><li>• Flight Guidance HWG</li><li>• System Design and Analysis</li><li>• Electrical Systems HWG</li><li>• Design for Security HWG</li><li>• Powerplant Installation HWG</li><li>• Mechanical Systems HWG</li><li>• Human Factors</li></ul>	Written or verbal reports as required
3:45	Review Action Items / Meeting Schedule	C. Bolt
4:00	<b>-- ADJOURN --</b>	

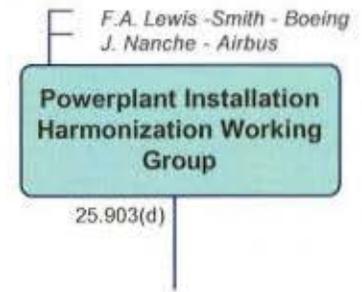
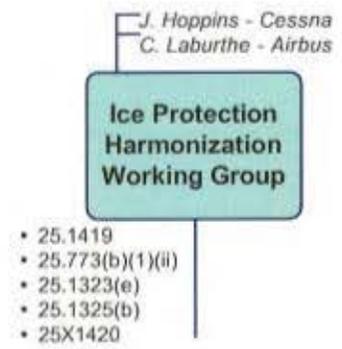
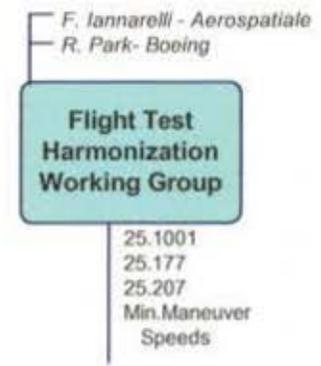
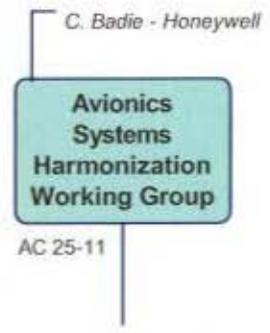
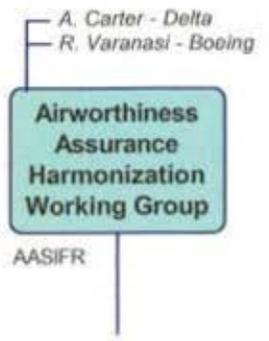
### Working Groups Under TAEIG - Open Taskings

#### Transport Airplane and Engine Issues Group

**Legend:**

Presently Tasked:

To be Tasked:



# Working Groups Under TAEIG - Completed Taskings

FAA Part 21, 25, 33, 35  
JAR 21, 25, E, P, Subpart J

## Legend:

FAA Actions  
Pending

FAA Actions  
Completed

## Transport Airplane and Engine Issues Group

A. Carter - Delta  
R. Varanasi - Boeing

**Airworthiness Assurance Harmonization Working Group**

Repairs  
WFS Bridging  
WFD Report  
WFD  
Complex STC  
AC 91-56

C. Badie - Honeywell

**Avionics Systems Harmonization Working Group**

• 25.703(a)&(b)  
• 25.1333(b)  
25.1322  
25X1328  
25.1331  
25.1423

R. Amberg - Boeing

**Brake Systems Harmonization Working Group**

• 25.735  
25.731

D. Klippert/  
Retired - Boeing

**Cargo Class B & Comp. Harmonization Working Group**

25.857(b)

S. Knife - GE

**Continued Airworthiness Assessments Working Group**

AC 39-8

M. Allen - Boeing

**Design for Security Harmonization Working Group**

ICAO Annex 8  
Flight Deck Doors

D. Klippert - Boeing

**Direct View Harmonization Working Group**

Flight Attendant  
Direct View AC

B. Overhuls - Boeing  
R. Bewsey - JAA

**Electrical Systems Harmonization Working Group**

• 25.1351(b),(c)(d)  
25.1355(c)  
25.1357  
25X1360(a)(b)  
25X1362  
• 25X.899  
25.1309  
25.1310  
• 25.1363  
• 2.1431(d)  
25.869(a)  
25.1353(a),(c)(5),  
(c)(6),(d),(e)

O. Spiller - Airbus  
J. Cross - Raytheon

**Electromagnetic Effects Harmonization Working Group**

• 25.581  
• 25.1316  
• 25.1317

J. McRoberts - Rolls-Royce  
F. Fagegaltier - JAA

**Engine Harmonization Working Group**

33.27  
FAR 35/JAR-P  
Bird Phase II  
Critical Parts  
• 33.17  
• 33.28  
• 33.75  
• 33.64  
• APU  
• OEI  
• Shafts  
• 33.76

L. Schultz - Boeing  
P. Traverse - Aerospatiale

**Flight Controls Harmonization Working Group**

• 25.671  
• 25.671(c)/25.672

J. Ackland - Boeing  
J. Boale - BAE

**Flight Guidance Harmonization Working Group**

• 25.1329  
• 25.1335

F. Iannarelli - Aerospatiale  
R. Park - Boeing

**Flight Test Harmonization Working Group**

25.101(c)(2)  
25.107(e)  
25.1419  
25.177(a)(b)  
25.177(c)  
• 25.253(a)(3)  
• 25.253(a)(5)  
25.1583(k)  
25X1591  
25.1501  
25.143(c)&(f)  
25.149  
25.201  
25.203  
25.145(c)  
25.111(c)(4)  
• 25.147(c)  
25.161(c)(2)(e)  
25.175(d)  
25.1527  
25.1583(c)(f)  
25.1585  
25.1587  
25x1516

A. Kasowski - Cessna

**General Structures Harmonization Working Group**

25.775(b)  
AC25.775(d)  
• 25.1529  
• Appendix  
H Part 25  
• 25.365(d)  
25.307(a)  
• 25.571  
25.603  
25.621  
• 25.631  
25.683  
25.963(e)(g)  
AC25. 571  
25.613  
25.783

• Indicates SRD items.

**Legend:**

FAA Actions Pending

FAA Actions Completed

## Working Groups Under TAEIG - Completed Taskings (continued)

FAA Part 21, 25, 33, 35  
JAR 21, 25, E, P, Subpart J

### Transport Airplane and Engine Issues Group

R. Curtis Graeber - Boeing  
D. Ronceray - Airbus

**Human Factors Harmonization Working Group**

25.HF

J. Draxler - Boeing

**Hydraulic Test Harmonization Working Group**

25.1435

L. Hanson - Gulfstream

**Loads & Dynamics Harmonization Working Group**

25.1517  
25.721  
• 25.963(d)  
25.994  
25.471/ 25.519  
25.865

25.301  
25.302  
25.305  
25.331(c)  
25.331(c)(1)  
25.361/362  
25.371  
25.415

25.335(b)(2)  
25.341  
25.345  
25.561  
25.629  
25.351(a)(1)  
25.427  
25.473  
25.479  
25.483  
25.493  
AC25.629-1A

25.493(d)  
25.723(a)  
AC25.491-1

G. McEachen - Boeing  
H. Asshauer - Airbus

**Mechanical Systems Harmonization Working Group**

25X.1436  
• 25.1438  
25.1453  
• 25.729  
• 25.773(b)(2)(b)(4)  
25.851(b)  
25.831  
25.841

• 25.677(b)  
• 25.1439

F.A. Lewis-Smith - Boeing  
J. Nanche - Airbus

**Powerplant Installation Harmonization Working Group**

• 25.901(c)(d)  
25.903(d)(1)  
25.903(e)  
• 25.933(a)(1)  
25.934  
25.943/25  
x1315  
25.1091  
• 25.1187/25.863  
• 25.1193(e)  
Notice 84-17A

• 25.1093  
(b)(1)(ii)  
25.1189(a)  
25.1155  
FAR 1  
APP I -(25.904)

AC20-128A  
Phase I  
• 25.905  
• 25.929  
25.1103  
25.1183(c)  
25.1141  
25.973 (d)  
25.1181(b)  
25.1305(a)(7),(d)(2)(i)  
25.945(b)(5)

J.P. Doneville - JAA/  
DGAC

**Seat Testing Harmonization Working Group**

• 25.562  
• 25.785(b)  
(c)&(e)

AC25.562-1A

D. Armstrong - Bombardier  
J. Heckmann - Airbus

**Systems Design & Analysis Harmonization Working Group**

25.1301  
• 25.1309  
• 25.1310

• Indicates SRD Items.

## Tasks That Are Active Within WG's as of 2/10/05

A task is considered active if:

- There has not been a formal ARAC recommendation  
or
- There has not been a submittal of a proposed NPRM or AC for formal economic or legal review.

- Airworthiness Assurance – New Task – Develop Compliance to Aging Airplane Safety Rule Requirements

Avionics – AC25-11

Braking Systems – None

Continued Airworthiness Assessment Methodology – None

Cargo Compartment – None

Design for Security - None

Direct View – None

Electromagnetic Effects - None

Electrical Systems - None

Engine - None

Flight Control - None

Flight Guidance - None

Flight Test – None

## Tasks That Are Active Within WG's as of 2/10/05 (continued)

General Structures -	None
Human Factors -	None
Hydraulic –	None
Ice Protection -	Tasks 2 through 7
Loads and Dynamics -	None
Mechanical Systems -	None
Powerplant Installation -	1) 25.903(d) Rotor Burst – Moratorium planned to be removed
Systems Design & Analysis-	Phase II Pending
Seat Test -	None

## Items of Interest Since October 2004 Meeting

1. FAA letter to TAEIG, Revised Task 2 for Ice Protection HWG, January 13, 2005.
2. FAA letter to TAEIG, Alternatives to Rulemaking for ARAC Recommendations, January 26, 2005.

## TAEIG Action Items – October 14, 2004

1. TAEIG members to provide input to Mike Kaszycki on EASA 2006-2008 work plan, which is posted on the Web, by end of November.
2. Mike Romanowski to provide Mike Kaszycki with AIA comments on initial EASA plan.
3. Craig Bolt to send note to Tony Fazio regarding group opinion of ARAC.- Done
4. FAA to draft strawman proposal (TOR) re: "specific risk" standardization, including cross functional teams, with "check and balances". Send to Craig Bolt for distribution to group by end of November. Will also try to get EASA buy-in at same time. -Done



# February 2005 TAEIG Meeting

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## **FAA Report**

Mike Kaszycki

Manager, Transport Standards Staff

February 10, 2005



# February 2005 TAEIG Meeting

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## **Topics:**

- Rulemaking Project Status
- Non-Rulemaking Project Status
- Update on Rulemaking Prioritization
- Update on Certification Management Team Actions



# February 2005 TAEIG Meeting

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## **Rulemaking Project Status:** (since October 2004)

- Part 25 Final Rules (FR) issued:
  - Miscellaneous Cabin Safety Changes (non-ARAC)
    - Amdt. 25-116, issued 10/15/04
  - Revision of Emergency Evacuation Demonstration Procedures to Improve Participant Safety (non-ARAC)
    - Amdt. 25-117, issued 11/8/04
- Transport Airplane and Engine tasking revised:
  - Task 2 to Ice Protection Harmonization Working Group was revised to include part 33 rulemaking recommendations.
    - Letter from the FAA to TAEIG, dated 1/13/05



# February 2005 TAEIG Meeting

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## **Rulemaking Project Status:** (since October 2004)

*continued*

- Notice of Proposed Rulemaking (NPRM) in OST/OMB Coordination:
  - 1 Part 25 project
- NPRMs in Head Quarters (HQ) Coordination:
  - 2 Part 25 projects
- NPRMs in Directorate Coordination:
  - 2 Part 25 projects
- NPRMs in HQ for regulatory evaluation development:
  - 1 Part 25 project
  - 1 Part 33 project
  - 1 Part 35 project
- 1 New Part 25 Tasking under development



# February 2005 TAEIG Meeting

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## **Non-Rulemaking Project Status:** (since October 2004)

- Part 25 Draft Policy Memo was issued for comment:
  - Certification of In-seat Video Systems
    - Issued for public comment on 11/10/04; comment period closed 12/23/04
- Part 25 Final Policy Memo was issued:
  - Installation of “No Stowage” Placards on Surfaces Not Designed or Intended To Be Used for Stowage
    - Issued final on 10/28/04
- Part 25 Draft Advisory Circulars (AC) were issued for comment:
  - AC 25.856-1X, Thermal/Acoustic Insulation Flame Propagation Test Method Details
    - Issued for public comment on 12/14/04, comment period closed 1/28/05
  - AC 25.856-2X, Installation of Thermal/Acoustic Insulation for Burnthrough Protection
    - Issued for public comment on 12/14/04, comment period closed 1/28/05



# February 2005 TAEIG Meeting

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## Non-Rulemaking Project Status: (since October 2004)

- Part 33 Draft Policy Memos were issued for comment:
  - Propeller Ice Protection Equipment
    - Issued for public comment on 10/15/04; comment period closed 12/15/04
  - Design Approval Procedures for Parts Manufacturer Approval of Critical Engine and Propeller Parts
    - Issued for public comment on 10/15/04; comment period closed 12/31/04
- Part 33 Draft AC was issued for comment:
  - AC 33.XX, Turbine Engine Repairs and Alterations – Approval of Technical and Substantiation Data
    - Issued for public comment on 9/22/04; comment period closed 1/28/05
- Part 33 Final ACs were issued:
  - AC 33.19-1, Durability for Reciprocating Engine Redesigned Parts
    - Issued as final on 9/27/04
  - AC 33.27-1, Turbine Rotor Strength (Overspeed) Requirements
    - Issued as final on 9/27/04

*Note: These projects are not related to ARAC recommendations.*



# February 2005 TAEIG Meeting

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## Update on FAA Rulemaking Prioritization

- The FAA sent a letter to TAEIG on 1/26/05 regarding the use of part 33 ARAC recommendations adopted by EASA/JAA as the basis for equivalent safety finding or exemption requests.
  - The FAA plans to send a follow-up letter regarding those ARAC recommendations which will be handled by alternative means, rather than rulemaking:
    - The FAA is identifying appropriate ways to use the results of the ARAC recommendations:
      - Policy, Equivalent Safety Finding/Exemptions, Special Conditions, acceptable means of compliance, etc.
      - The Transport Airplane Directorate is almost finished with its activity.



## February 2005 TAEIG Meeting

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# Certification Management Team (CMT)

## Actions:

- FAA and EASA have exchanged 2-year-outlook rulemaking plans.
- This will be discussed at next CMT meeting in April 2005.

## **Transport Canada Report :**

CAR 521 : As a point of clarification, this is a Regulation not a Standard. It was officially presented to the industry in a CARAC (Canadian Aviation Regulation Advisory Council) last November with a continuation in January... The Council accepted the proposed regulation and we expect the formal Notice of Proposed Amendment to be issued in Gazette I. This project has been identified as a Smart Regulation, and will have first priority. Once the formal NPA is signed I will; circulate a copy to the group.

## **Agreement with European Community (EC & CANADA)**

This project was also given high priority; and we in Transport Canada expect to receive the blessing of the Privy Council to officially finalize the text of the Agreement with the EC, before requesting an Order in Council to sign the Agreement.

Regards

*Maher Khouzam*

*Chief, Regulatory Standards*

*Chef - normes réglementaires*

*Aircraft Certification*

*Certification des aéronefs*

*(613) 990-2738 | Facsimile/télécopieur: (613) 996-9178 | TTY (613) 990-4500*

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*Government of Canada | Gouvernement du Canada*



# Short update on EASA

Presentation to TAEIG

Boeing; Washington, 10.02.2005

E Boullay



# EASA: some developments

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## → Recent developments (I):

### \* Location and Staffing:

- Seat is Cologne since 03 November 2004
- 100 people end of 2004; 200 end of 2005

### \* Fees and Charges:

- To be adopted by April 2005
- Link with contracts with National Authorities



# EASA: some developments

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## → Recent developments (II):

### \* Rulemaking programs:

- **Consolidated version of 2004-2005 program sent for AGNA and SSCC opinion:**
  - Delays were encountered in 2004
- **2006-2009 inventory sent for AGNA and SSCC opinions**



# EASA: some developments

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## → Recent developments (III):

### \* Published NPAs to CS-25:

- **NPA 02/2005 Flight loads validation**
- **NPA 15/2004 Human factors**
- **NPA 16/2004 Flight in icing conditions**
- **NPA 08/2004 Casting factors**
- **NPA 14/2004 Operations on contaminated runways**
- **NPA 13/2004 Miscellaneous power-plant**
- **NPA 11/2004 Miscellaneous structures**
- **NPA 10/2004 APU installation and fuel tank safety**



# EASA: some developments

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## → Recent developments (IV):

- ✦ Opinion relative to Operation, Licensing and third Countries Aircraft:
  - Sent to the Commission on 16 December



# EASA: some developments

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## → Some developments (V)

### ✧ Relations with USA:

- **Good progress on Bilateral with the USA**
- **FAA assessment visit January 26 to February 2**
- **Rulemaking cooperation principles agreed with FAA**

### ✧ Transition JAA to EASA:

- **Standardization on initial and continued airworthiness managed by EASA for EU and non-EU JAA countries**
- **Joint Operation Evaluation Boards and Maintenance Review Boards managed by EASA.**



# Process Flow-Chart

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- ➔ Definition of list of subject of joint interest based on EASA and FAA rulemaking programmes.
- ➔ Nomination of focal points
- ➔ 3 possible ways to draft and review comments on a subject:
  - ✧ EASA group
  - ✧ US group
  - ✧ Internal EASA and/or FAA
- ➔ FAA/EASA coordination at every stage of the process and in particular at NPA circulation and CS/Opinion adoption



# EASA: some developments

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## → Some developments (VI)

### \* Relationship with other organizations:

- **DG-TREN to organize coordination meeting with EUROCONTROL; JAA; GASR and EASA as soon as possible.**
- **Visit from ICAO scheduled for May**



**THANK YOU FOR YOUR  
ATTENTION.**

**[www.easa.eu.int](http://www.easa.eu.int)**

## **Transport Canada Report :**

CAR 521 : As a point of clarification, this is a Regulation not a Standard. It was officially presented to the industry in a CARAC (Canadian Aviation Regulation Advisory Council) last November with a continuation in January... The Council accepted the proposed regulation and we expect the formal Notice of Proposed Amendment to be issued in Gazette I. This project has been identified as a Smart Regulation, and will have first priority. Once the formal NPA is signed I will; circulate a copy to the group.

## **Agreement with European Community (EC & CANADA)**

This project was also given high priority; and we in Transport Canada expect to receive the blessing of the Privy Council to officially finalize the text of the Agreement with the EC, before requesting an Order in Council to sign the Agreement.

Regards

*Maher Khouzam*

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DRAFT

**IPHWG**

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## **Ice Protection HWG Status**

Presentation to ARAC TAEIG  
Feb 10 - 2005

## Task 2

"Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed phase conditions if such conditions are determined to be more hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR part 25 and part 33 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope."

⇒ Removed reference to Part 23 per FAA letter 2/12/02

⇒ Revised to add Part 33 requirements per FAA letter 1/13/05

- Working group report and advisory material are maturing
  
- Discussed flight issues with FTHWG
  - ⇒ Scenarios for ice accretion
  - ⇒ Proposed rule language
  
- Separate FTHWG status report
  
- EHWG sent representative for a day
  - ⇒ Provided status and IPHWG provided feedback
  - ⇒ Had opportunity to coordinate on working group report requirements

- FTHWG recommended IPHWG coordinate with other disciplines
- Autopilot
  - Draft rulemaking (Aug '04) is a performance based rule and discusses icing conditions in general terms
    - ⇒ May need policy clarification relating large droplet icing conditions to currently defined "normal", "rare normal" and "non-normal" conditions
    - ⇒ No rule changes necessary
- Human factors
  - Issues related to Appendix X appeared to be more related to pilot procedures rather than human factors
    - ⇒ Given that we have the FTHWG involved, no further human factor activity necessary at this time

- Structures (aeroelastic stability)
  - ⇒ Rule language uses terms such as "any likely ice mass accumulation" & "maximum likely ice accumulation"
  - ⇒ Icing rules use "continuous & intermittent maximum conditions"
  - ⇒ Amount of ice used for flutter compliance has not been consistent or standardized (30 min vs. 45 min hold as example)
  - ⇒ Inconsistency on equality of "maximum likely ice accumulation" and "continuous maximum accumulation"
  - ⇒ Large droplet ice mass CG may be more critical due to increased impingement limits
  - ⇒ Recommend changes to explicitly define relationship between 25.1419 & proposed 25.1420 (SLD) requirements (in terms of ice accumulations)
    - Recommend rule and AC change

- Received draft proposed rulemaking changes via e-mail Jan. 9th
  - ⇒ 14 CFR 33.68
  - ⇒ 14 CFR 33.77
  - ⇒ Draft AC 20-147
  - ⇒ Preliminary Cost Impact of Rule Changes
  
- Draft 14 CFR 25.1093 exists, delivery targeted for March 2005
  
- Compliance with Mixed Phase/Glaciated rule requirements is based on current status of:
  - ⇒ Convective storm data; engine test facilities equipped to create ice crystals; and ice crystal analysis tools
  
- Technology requirements plan to address issues with available data and simulation tools to be provided in April 2005

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## **EHWG/PPIHWG Status (cont.)**

# **IPHWG**

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- IPHWG reviewing materials to provide feedback to EHWG/PPIHWG
- EHWG/PPIHWG to finalize proposals in July 2005
- Next meeting to coincide with IPHWG meeting
- Planning on time for joint IPHWG/EHWG/PPIHWG coordination

## Plan for Final Product

IPHWG to complete Task 2 systems aspects and environment definitions as much as possible with current information

- ⇒ Release interim products to sub-groups to assist in tasking
- ⇒ Maintain coordination with other sub-groups as required

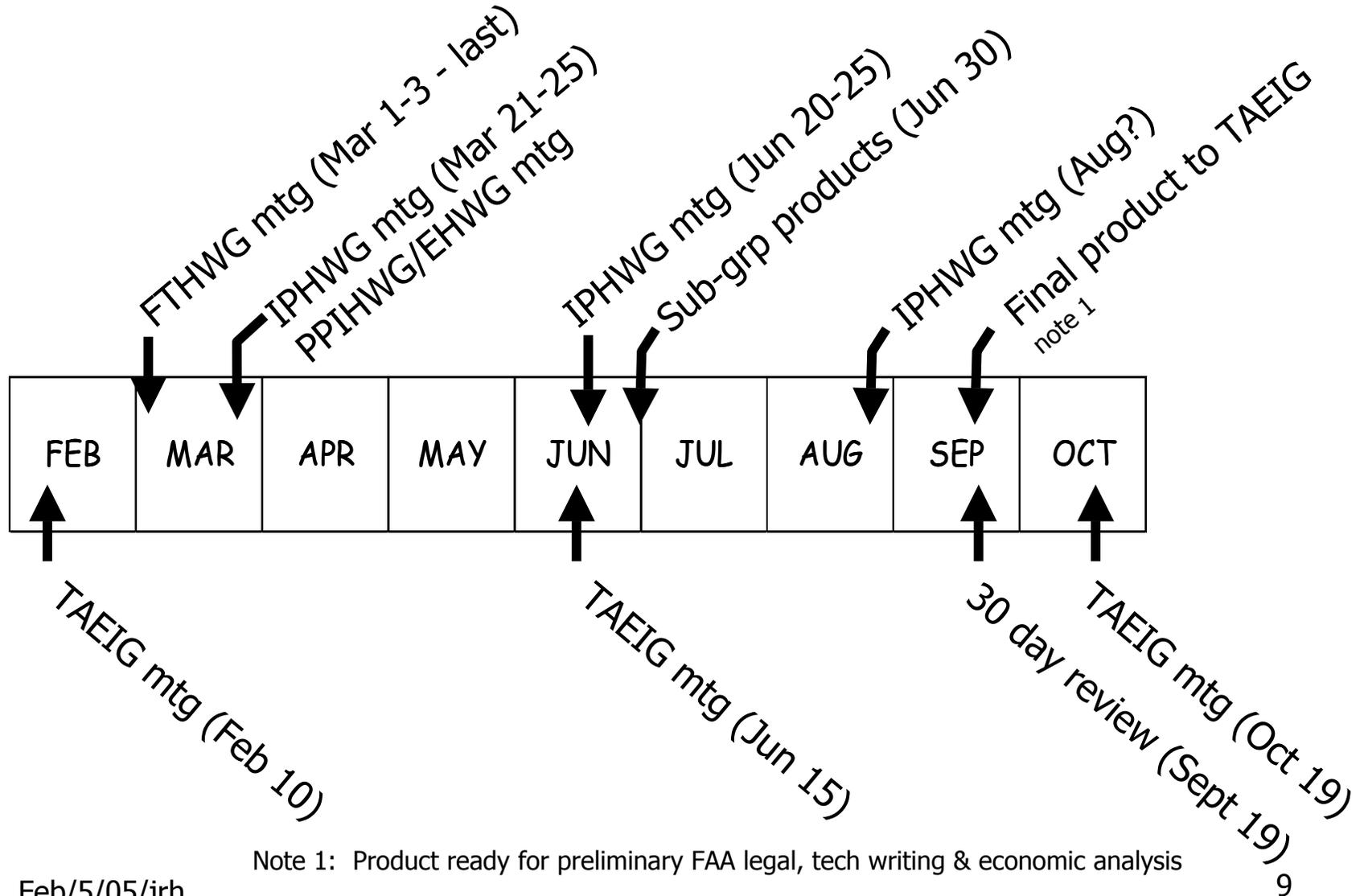
When other working group products are received, a review & coordination period to consolidate the IPHWG/other sub-group products will likely be required

- ⇒ Telecons and/or meeting(s) as required
- ⇒ Other sub-group products are incorporated in IPHWG report as separate sections or appendices

Consolidated package submitted to TAEIG for approval and FAA economic and legal review

# Task 2 - 2005 Timeline

# IPHWG

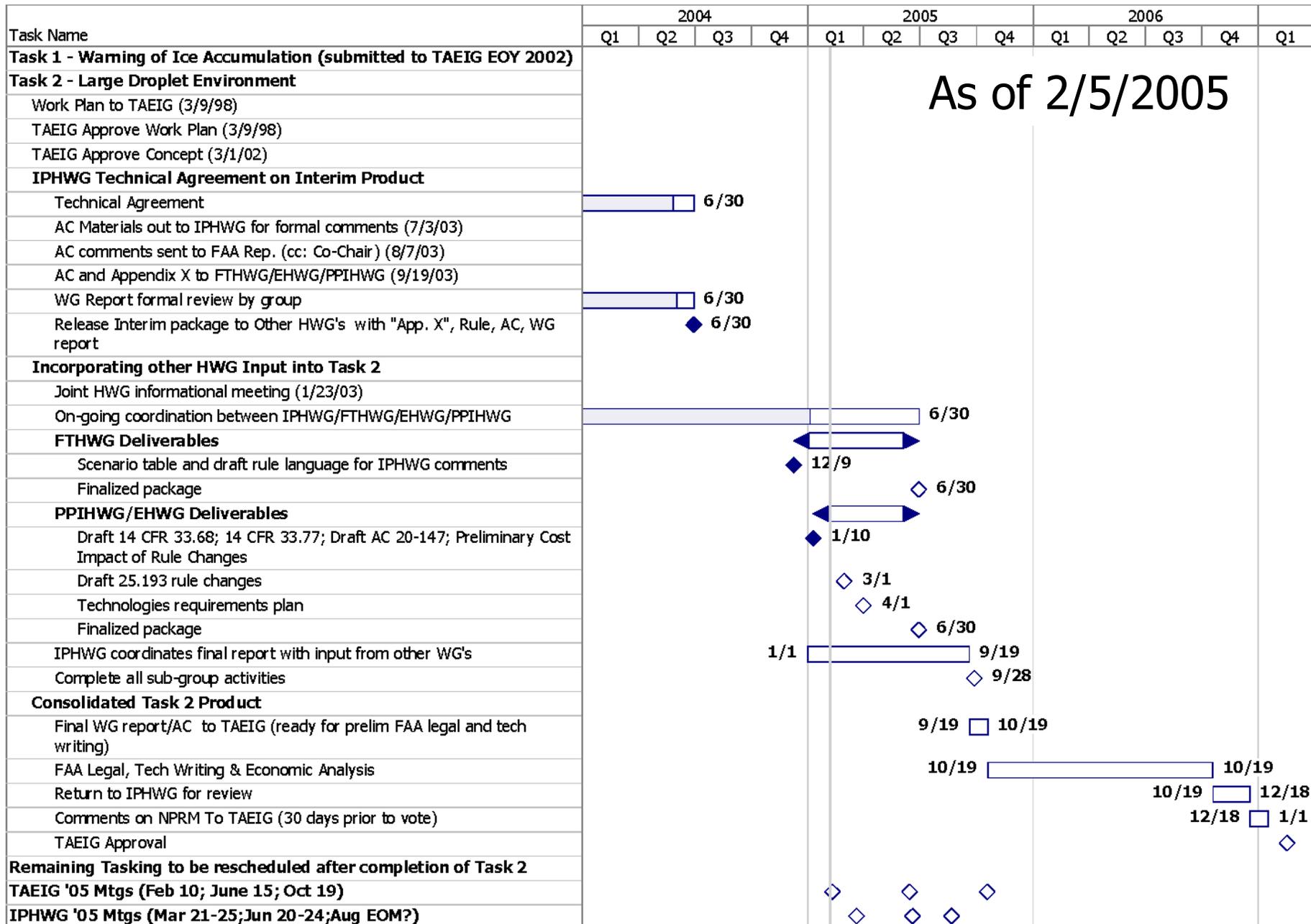


**Task 2 Major Issues**

- Firm up positions for a "means to discriminate between conditions within and outside the certification envelope"
- Finalize positions relative to flight testing in SLD
- Finalizing Appendix "X" definitions
  - ⇒ Alternate proposal for characterizing SLD resurfaced
- New issue relative to certifying to a portion of Appendix X
  - ⇒ Need to either resolve or generate position statements
- Integrate FTHWG/PPIHWG/EHWG recommendations into final report

**Task 2 Challenges**

- Scope creep
- As we near the end, more "alternate position" statements
- Schedule & resources



Priorities

- Task 2 - Resolve meteorological issues; document remaining positions
- Task 2 - Incorporate sub-group inputs
- Task 4 to be considered complete
  - ⇒ WG action to draft closure letter with submittal of Task 2
- Task 1 - TSO and Tasks 5-7 to be rescheduled after Task 2

Schedule

- Mtg 30 - Mar. 21-25, '05 Prestwick, Scotland (BAE Systems)
- Mtg 31 - Jun. 13-17, '05 US (~NASA Ames)
- Mtg 32 - Oct. 24-28, '05 Europe (trying to reschedule EOM Aug)

## **Reference Information**

"As a short-term project, consider the need for a regulation that requires installation of ice detectors, aerodynamic performance monitors, or another acceptable means to warn flight crews of ice accumulation on critical surfaces requiring crew action (regardless of whether the icing conditions are inside or outside of Appendix C of 14 CFR Part 25). Also consider the need for a Technical Standard Order for design and/or minimum performance specifications for an ice detector and aerodynamic performance monitors. Develop the appropriate regulation and applicable standards and advisory material if a consensus on the need for such devices is reached."

- ⇒ Proposed Part 121 rule submitted to TAEIG with FAA legal and economic analysis, September 2002
- ⇒ Proposed Part 25 certification rule "fast tracked" in Dec 2000, no further WG actions

DRAFT

# Task 1 Complete Except for Ice Detector TSO

*Unchanged* IPHWG

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Proposed Operational and Certification rules address Task 1, except for TSO aspect

- ⇒ "Also consider the need for a Technical Standard Order for design and/or minimum performance specifications for an ice detector and aerodynamic performance monitors. Develop the appropriate regulation and applicable standards and advisory material if a consensus on the need for such devices is reached."

Per Oct 2003 TAEIG discussion:

- ⇒ IPHWG initiating reviewing of SAE/EUROCAE Standards
  - In-flight ice detector only, component level TSO
  - Identify any additional qualification requirements
  - Identify anything not appropriate for a TSO
- ⇒ IPHWG comments to be sent to TAEIG for forwarding to AIR-120 for consideration in drafting a TSO.
- ⇒ Priority after Task 2, some comments received

## Task 2

"Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed phase conditions if such conditions are determined to be more hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR part 25 and part 33 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope."

⇒ Removed reference to Part 23 per FAA letter 2/12/02

⇒ Revised to add Part 33 requirements per FAA letter 1/13/05

## Remaining Tasking (reference)

Task 3 - "Propose changes to make FAR 23.1419 and 25.1419 the same"

⇒ Returned to FAA for further action (ref. FAA letter Sept 13, 1999)

⇒ No further IPHWG actions

Task 4 - "Harmonize 14 CFR 25.1419 and JAR 25.1419"

⇒ Revised per FAA letter of Nov. 10, 1999

⇒ Rule language harmonized, but advisory materials are not

⇒ AC materials for 25.1420 incorporated AC 25.1419 (harmonized)

⇒ Task 4 essentially complete, WG to draft proposed closure letter

Task 5 - "Consider the effects icing requirement changes may have on 14 CFR 25.773(b)(1)(ii), 25.1323(e), 25.1325(b) and JAR 25.773(b)(1)(ii), 25.1323(e), 25.1325(b). Revise and harmonize the regulations if necessary."

⇒ Revised per FAA letter of Nov. 10, 1999

Task 6 - "Consider the need for a regulation on ice protection of angle of attack probes"

Task 7 - "Develop or update advisory material pertinent to items 2 through 6 above."

# FLIGHT TEST HWG STATUS

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PRESENTATION TO ARAC TAEIG

February 10, 2005

# Topics

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- TAEIG Request of FTHWG
- FTHWG Meetings
- FTHWG-27 Summary
- FTHWG-IPHWG Joint Session
- Concerns and Issues
- Meeting Schedule

# TAEIG Request of FTHWG

- The IPHWG through the TAEIG has requested coordination on this tasking relative to the flight test aspects of the proposed rulemaking. The specific aspects requiring coordination are the use of the proposed rules for § 25.21(g) relative to the unrestricted flight in SLD conditions. The present concept for unrestricted flight does not require identification or differentiation of the SLD environment from the current Appendix C icing environment. As such, it would appear appropriate to use the same set of airplane performance and handling characteristic standards as proposed under § 25.21(g) relative to Appendix C.
- The second part of the proposed IPHWG rulemaking would allow the optional certification in SLD conditions to be limited to the period required to identify and exit the conditions. The proposed performance and handling characteristic standard for this exit is the “safe return and landing” criterion commonly used in association with system failure conditions. This reduced handling criterion provides a standardized, widely accepted level of safety, yet provides greater certification flexibility for small-scale 14 CFR 25 aircraft.
- The specific action requested of the FTHWG is the consideration of the above-proposed performance and handling standards and to provide concurrence and/or comments.

# FTHWG Meetings

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- FTHWG-27 was held November 30-December 3 at the Embraer facilities in Ft. Lauderdale. This meeting provided the opportunity to hold a joint session with the IPHWG on our progress and issues.
- An additional meeting has been scheduled in 2005 due to not being able to close loop on key aspects of the updated rule and advisory material at FTHWG-27.

# FTHWG-27 Summary

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- Considerable progress towards the final rule text.
- Considerable progress towards the final advisory material text.
- Held a detailed working session to modify the IPHWG ice shape scenarios to better fit with the Subpart B flight phase definitions.
- Determined that an additional meeting will be necessary.
- Developed a number of action items intended to facilitate completing the assigned task at FTHWG-28.
- Held a joint session with the IPHWG as discussed on the next slide.

# FTWHG-IPHWG Joint Session

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- Presented the FTHWG rule and AC material to the IPHWG.
- Presented the proposed Appendix X modifications (ice shape definitions by flight phase).
- Presented the FTHWG position that Appendix X “Detect & Exit” certification should be basic rather than an add-on.
- Presented proposed mods to the IPHWG rule for above.
- Presented updated scenarios for developing ice shapes as a function of flight phase.
- Presented industry practice and recommendations regarding developing ice shapes (3 inch cutoff issue).
- Discussed a number of miscellaneous issues
- Identified action items
- Reviewed schedule – determined that one additional FTHWG meeting would not adversely affect the IPHWG schedule.

# Concerns and Issues

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- Continued near-term support from the UKCAA representative (the primary editor of the rule text) is questionable.
- As in some other HWGs there is no EASA representative.
- Some elements of the FAA/NASA “SLD Technology Roadmap” that could still impact the FTHWG rule and advisory material will not be completed for at least another year.
- The FTHWG should continue to be available for coordination and review activities associated with SLD icing through at least 2006.
- This IPHWG-support activity, while sanctioned by TAEIG, does not involve a formal tasking of the FTHWG.
- Although numerous future tasks have been previously identified for the FTHWG none are expected to be tasked in the near term.
- TAEIG is discussing abolishing ARAC working groups that have no current tasks.
- It is suggested that the FTHWG not be “abolished” until it is clear there is no further need for group coordination on the SLD issue.

# FTHWVG Meeting Schedule

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- FTHWVG-28: March 1-3, 2005 at Airbus in Toulouse.
- No additional meetings are currently scheduled for 2005 or beyond.
- Necessary coordination after FTHWVG-28 will be conducted by electronic means.

# AAWG Report to TAEIG

February 10, 2005

Airworthiness Assurance Working Group

# Airworthiness Assurance Working Group

- Membership
- Meetings
- Current Task
- Task Work Plan
- Status

# AAWG Membership

Last Name	First Name	Representing	Voting	E-mail Address
Arabi	Mary	Airborne Express	Yes	mary.arabi@airborne.com
<a href="#">Minter</a>	<a href="#">Richard</a>	<a href="#">EASA (CAA-UK)</a>	<a href="#">Yes</a>	<a href="#">Richard.minter@srg.caa.co.uk</a>
Burd	James	Lockheed Martin	Yes	james.s.burd@lmco.com
<a href="#">Carter</a>	<a href="#">Aubrey(Co-Chair)</a>	<a href="#">Delta Air Lines</a>	<a href="#">Yes</a>	<a href="#">aubrey.carter@delta-air.com</a>
Coile	Mark	UPS	Yes	amx1mac@ups.com
<a href="#">Collier</a>	<a href="#">Don</a>	<a href="#">ATA</a>	<a href="#">Yes</a>	<a href="#">dcollier@air-transport.org</a>
Demarest,	Harry	American Airlines	Yes	harry.demarest@aa.com
Fenwick	Linsay	ALPA	Yes	fenwickl@alpa.org
Gaillardon	Jean-Michel	Airbus	Yes	jean_michel.gaillardon@airbus.fr
Heath	David	Evergreen	Yes	david.heath@evergreenaviation.com
Knegt	Martin	Fokker Services	Yes	martin.knegt@fokkerservices.storkgroup.com
Lewis	Austin	Airbus (BAe)	Yes	austin.lewis@bae.co.uk
Lotterer	Dave	RAA	Yes	david.lotterer@dc.sba.com
Martin	Gary	America West	Yes	gary.martin@americawest.com
Moses	Joseph	Continental Airlines	Yes	jmoses@coair.com
Oberdick	Jon	USAirways	Yes	jober@usairways.com
Pattison	Gregg	Northwest Airlines	Yes	gregg.pattison@nwa.com
Petrakis	John	FAA	No	john.petrakis@faa.gov
Schneider	Greg	FAA	Yes	greg.schneider@faa.gov
Sesny	Paul	United Airlines	Yes	paul.sesny@ual.com
Sobeck	Fred	FAA	No	frederick.sobeck@faa.gov
<a href="#">Ashwell</a>	<a href="#">Phil</a>	<a href="#">British Airways</a>	<a href="#">Yes</a>	<a href="#">Phil.b.ashwell@britiah-airways.com</a>
Varanasi	Rao (Co-Chair)	Boeing	Yes	rao.varanasi@boeing.com
Walder	Ray	IATA	Yes	walderr@iata.org
Yerger	Mark	FedEx	Yes	mdyerger@fedex.com

Red - Retired Gray - Dropped Blue - New

# Meetings

- The most recent meeting of the AAWG was June 30, 2004
- Member Representatives from the following organizations were in attendance.

Airborne Express

Airbus

American

Boeing

British Airways

Continental

Delta

FAA

FedEx

Northwest

United

US Airways

UPS

# Meetings Con't

- In addition, The following Attended as Invited Guests
  - Japan Air Lines
  - Skywest Airlines
  - TIMCO
  - SIE
  - ATA Airlines
- Next Meeting is planned for March 1, 2005, hosted by Airbus in Miami FL.

# Current Tasks

- AASIFR Task
  - Tasked - May 13, 2004
  - Status - In work and on schedule
  - Two Phases
    - Scheduled Completion For Phase 1 is December 2005
    - Scheduled Completion for Phase 2 is December 2008

# AASIFR

## ARAC Tasking

- On May 13, 2004, the FAA officially notified ARAC that it had tasked the AAWG to provide both Advisory Material and Model Specific Information
- Task was similar to the one suggested by the AAWG Ad-hoc Task Group.
  - Two Phases
    - Phase 1 - Develops an Advisory Circular for compliance to §121.370a/129.16 - due December 2005.
    - Phase 2 - Develops any necessary Model Specific information needed for §121.370a/129.16 Compliance.
  - Phase 2 Tasking must be complete by Dec 2009.

# AASIFR

## AAWG Action

- During the AAWG Meeting on June 30th, 2004, The AAWG:
  - Accepted the Ad-hoc group recommendations
  - Disbanded the Ad-hoc Group
  - Chartered the official task activity
    - Phase I, Tasks 1 through 3
    - Phase II, Task 4
      - Establish existence of Model Specific STG activities
      - Determine the need for those model where STGs do not exist
  - Formed a non-advocate group to execute the tasking.

# AASIFR

## Task Group Make-up

Representative	Organization	Representative	Organization
Mary Arabi*	<b>ABx</b>	Gregg Schneider	<b>FAA</b>
Alain Santegema	<b>Airbus</b>	Bob Eastin	<b>FAA NRS</b>
Andreas Behrmann	<b>Airbus</b>	Wayne Richmond	<b>FedEx</b>
Anthony Timko	<b>American Airlines</b>	Richard Minter	<b>JAA (EASA)</b>
James Burd*	<b>LMCO</b>	Hisashi Fukuda	<b>JAL</b>
Amos Hoggard	<b>BCA</b>	Gregg Pattison	<b>NWA</b>
Doug Marsh	<b>BCA</b>	Paul Sesny*	<b>United</b>
Phil Ashwell	<b>British Airways</b>	Mark Coile	<b>UPS</b>
Jack Abi-Habib*	<b>Continental</b>	Gregg Delker*	<b>US Airways</b>
Aubrey Carter	<b>Delta Air Lines</b>	Matt Creager*	<b>SIE</b>
Mark Peterman*	<b>TIMCO</b>	Gary Goodman*	<b>Skywest</b>

\* Corresponding Member

# Task Group Membership

## EASA

- FAA has been official notified that Laurent Pinsard will be the EASA Aging Airplane focal.
- Richard Minter has accepted another position within EASA.
- It is expected that Laurent will join the AAWG activity at the next Meeting.

# Task Group Membership

## Selected STC Holders

- The selected STC Holders that originally agreed to participate have all opted out of attending the meetings.
- They are all now corresponding members of the activity.

# ARAC Tasking

## Task 1 - Phase 1

- *Task 1.—Repairs to Baseline Primary Structure and Repairs to Alterations and Modifications*
  - Draft an Advisory Circular (AC) that contains guidance to support two different paths of compliance with §§ 121.370a and 129.16 of the Aging Airplane Safety Interim Final Rule

# ARAC Tasking

## Task 2 - Phase 1

- *Task 2.—Alterations and Modifications to Baseline Primary Structure, Including STCs and Amended Type Certificates (ATCs)*
  - Prepare a written report assessing how an operator would include damage-tolerance-based inspections and procedures for alterations and modifications made to aircraft structure that is susceptible to fatigue cracking that could contribute to a catastrophic failure.

# ARAC Tasking

## Task 3 - Phase 1

- *Task 3.—Widespread Fatigue Damage (WFD) of Repairs, Alterations, and Modifications*
  - Provide a written report providing recommendations on how best to enable part 121 and 129 certificate holders of airplanes with a maximum gross take-off weight of greater than 75,000 pounds to assess the WFD characteristics of structural repairs, alterations, and modifications as recommended in a previous ARAC tasking. (Note: effectivity different than 121.370a)

# ARAC Tasking

## Task 4 - Phase 2

- *Task 4.—Model Specific Programs*
  - Oversee the Structural Task Group (STG) activities that will be coordinated for each applicable airplane model by the respective type certificate holders' and part 121 and 129 certificate holders.

# ARAC Tasking

## Some Finer Points

- What the tasking does not do:
  - The tasking does not extend the compliance date by three years.
  - Does not affect any activities mandated under §121.368
- Three year extension of compliance date was given when the final rule was published on February 2, 2005.

# Work Plan and Schedule

## Phase 1

- Phase 1 of the tasking, for Tasks 1 through 3 due 16 Dec 2005
  - ⇒ TPG-1 (ad-hoc) Began to prepare a tasking statement - Sept 2003
  - ⇒ TPG-2 (ad-hoc) – Nov 2003
  - ⇒ TPG-3 (ad-hoc) Completed work on tasking statement - March 2004
  - ⇒ TPG-3 (ad-hoc) TPG: Began Task 1 in March 2004
  - ⇒ Official tasking published on the FR Doc. 04-10816. 13<sup>th</sup> May 04
  - ⇒ TPG-4 (ad-hoc) Reviewed the published tasking and Task 1 action from TPG-3
  - ⇒ AAWG meeting to formally accept the tasking, constitute the task team and commit schedule - 30 June 2004

# Work Plan and Schedule

## Phase 1

- ⇒ AAWG: Work plan and schedule to TAEIG at next meeting – Oct 2004 and TAEIG updates (Feb, Jun, Oct-05)
- ⇒ AAWG-AA-TG: Begin Tasks 2 & 3 – November 2004
- ⇒ Note: AASR Final rule publication - February 2, 2005
- ⇒ TG: Complete work on the AC (Task 1) - Jan 2005
- ⇒ TG: Completion of Phase 1 activities (Tasks 2 & 3) – June 2005
- ⇒ TG: Submittal of results (Report & AC) to AAWG for their review – July 2005
- ⇒ AAWG: Presentation by TG and approval of results - Aug 2005
- ⇒ AAWG: Submittal of results to TAEIG for their review - Sept 2005
- ⇒ TAEIG presentation by AAWG and approval of results – Oct 2005
- ⇒ TAEIG: Submit approved results to FAA – Dec 2005

# Proposed Work Plan and Schedule

## Phase 2

- Phase 2 will develop and implement FAA approved changes to individual Airline Maintenance Plans
  - ⇒ No formal reports required – just AAWG oversight of the STG process and report back obligations to the TAEIG
  - ⇒ Three Steps;
    - The provision of an FAA Approved Model Specific Compliance Document by Dec 2008. Currently will only address repairs to affected structure and repairs to alterations and modifications
    - The adoption of that Document into airline maintenance programs by Dec 2009 with PMI approval.
    - Full implementation by Dec 2010
- AAWG Work on this Phase will begin March 2005

# AAWG Status

- Task 1
  - AAWG-AA-TG reached technical consensus on the AC last week in Miami
  - The AC will be presented to the AAWG for approval March 1, 2005.
  - FAA technical writers will be formatting the AC and reviewing for plain language. AAWG will do a second review of the AC to ensure technical integrity of the product.

# AAWG Status - Continued

- Task 2 and 3 - Was begun in November.
  - AAWG Believes at this point that there will be a recommendation to Task AAWG to amend the AC submitted for Task 1 for inclusion of additional work steps for Task 2 and 3.
  - Provided for under the current Tasking
- Final Report that provides justification of Task 1 positions and documents that Task 2 and 3 results is in process.
- ***The AAWG Expects That Phase 1 of the Tasking Will Be Completed On-schedule.***

# AASIFR

## Task Group Meeting Schedule

September 15-17, 2003	Ğ	Seattle Washington (Boeing)
November 11-14, 2003	Ğ	London England (British Airways)
March 29-April 2, 2004	Ğ	Toulouse France (Airbus)
May 17-21, 2004	Ğ	Memphis Tennessee (FedEx)
July 12-16, 2004	Ğ	Gatwick England (CAAUK)
September 20-21, 2004	Ğ	Long Beach (Boeing)
November 15-19, 2004	Ğ	Brussels Belgium (FAA)
January 31- Feb 4, 2005	Ğ	Miami FL (Airbus)
March 1, 2005	--	AAWG Meeting Ğ Miami FL (Airbus)
March 14-18, 2005	Ğ	Hamburg GE (Airbus)
May 2-6, 2005	Ğ	Long Beach CA (FAA/Boeing)
June 13-19, 2005	Ğ	Collioure FR (Alain Öhlomtown)
September 26-30, 2005	Ğ	Seattle WA (Boeing)
November 7-11, 2005	--	Bristol UK (Airbus)

Questions?

presented in a separate volume, entitled Volume A, and related appendices (Appendices A-1, A-2a, A-2b, A-3a, A-3b, A-3c, A-3d, and A-4), of the Final EIS. FAA will accept comments on the information disclosed in Volume A and its associated appendices until 5 p.m. Pacific Standard Time, Tuesday, February 22, 2005.

FAA will not make a decision on the Proposed Action for a minimum of 30-days following publishing the Notice of Availability of the Final EIS (40 CFR 1506.10) in the **Federal Register**. FAA will record the appropriate decision or decisions in a Record of Decision.

The FAA is also announcing the availability of its Final General Conformity Determination for Alternative D of the LAX Master Plan.

Copies of the Final EIS and the Final General Conformity Determination are available for public review at the following locations during normal business hours:

U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, California 90261;

U.S. Department of Transportation, Federal Aviation Administration, National Headquarters, Community and Environmental Needs Division, 800 Independence Avenue, SW., Washington, DC 20591; and

Administrative Offices of Los Angeles World Airports, One World Day, Los Angeles, California.

The documents are also available at the following libraries:

County of Orange Public Library Admin. Headquarters 1501 E. Saint Andrew Place, Santa Ana, CA 92701;

County of Riverside Public Library, 3581 Mission Inn Avenue, Riverside, CA 92501;

County of San Bernardino, 104 W. Fourth Street, San Bernardino, CA 92415;

County of Ventura Public Library, 651 East Main Street, Ventura, CA 93001;

City of Los Angeles Central Library, 630 W. Fifth Street, Los Angeles, CA 90071;

Arroyo Seco Regional Branch Library 6145 N. Figueroa Street, Los Angeles, CA 90042;

Eagle Rock Library 5027 Caspar Avenue, Los Angeles, CA 90041;

Exposition Park Library, 3665 S. Vermont Avenue Los Angeles, CA 90007;

Frances Howard Goldwyn Library, 1623 N. Ivar Avenue, Hollywood, CA 90028;

San Pedro Regional Branch Library, 931 S. Gaffey Street, San Pedro, CA 90731;

Mar Vista Branch Library, 12006 Venice Blvd., Los Angeles, CA 90066; Mid-Valley Regional Branch Library, 16244 Nordhoff Street, North Hills, CA 91343;

North Hollywood Regional Library, 5211 Tujunga Avenue, North Hollywood, CA 91601;

Venice Abbott Kinney Library, 501 South Venice Blvd., Venice, CA 90291; Westchester Branch Library, 7114 W. Manchester Avenue, Los Angeles, CA 90045;

West L.A. Regional Branch Library, 11360 Santa Monica Blvd. Los Angeles, CA 90025;

West Valley Regional Branch Library, 19036 Vanowen Street, Reseda, CA 91335;

Compton Library, 240 W. Compton Blvd. Compton, CA 90220;

Carson Regional Library, 151 E. Carson Street, Carson, CA 90745;

Claremont Library, 208 N. Harvard Avenue, Claremont, CA 91711;

Culver City Library, 4975 Overland Avenue, Culver City, CA 90230;

El Monte Library, 3224 Tyler Avenue, El Monte, CA 91731;

El Segundo Public Library, 111 W. Mariposa Avenue, El Segundo, CA 90245;

Hacienda Heights Library, 16010 La Monde Street, Hacienda Heights, CA 91745;

Hawthorne Library, 12700 Grevillea Avenue, Hawthorne, CA, 90250;

Hermosa Beach Library, 550 Pier Avenue, Hermosa Beach, 90254;

Inglewood Library, 101 W.

Manchester Blvd., Inglewood, CA 90301;

Lancaster Library, 601 West Lancaster Blvd., Lancaster, CA 93534;

Lennox Library, 4359 Lennox Blvd., Lennox, CA 90304;

Lomita Library, 24200 Narbonne Avenue, Lomita, CA 90717;

Beverly Hills Library, Reference Desk, 444 N. Rexford Drive Beverly Hills, CA 90210;

Helen Miller Bailey Library, 1301 Avenida Cesar Chavez, Monterey Park, CA 91754;

Gardena Main Library, 1731 W. Gardena Blvd. Gardena, CA 90247;

Huntington Park Library, 6518 Miles Avenue, Huntington Park, CA 90255;

Lawndale Library, 14615 Burin Avenue Lawndale, CA 90260;

Malibu Library, 23519 West Civic Center Way, Malibu, CA 90265;

Manhattan Beach Library, 1320 Highland Avenue, Manhattan Beach, CA 90266;

Lloyd Taber Marina Del Rey Library, 4533 Admiralty Way, Marina Del Rey, CA 90292;

Montebello Library, 1550 West Beverly Blvd., Montebello, CA 90640;

Mt. San Antonio College Library, 1100 N. Grand Avenue, Walnut, CA 91789; Palmdale Library, 700 E. Palmdale Blvd. Palmdale, CA 93550;

Redondo Beach Library, 303 N. Pacific Coast Highway, Redondo Beach, CA, 90277;

San Dimas Library, 145 North Walnut Avenue, San Dimas, CA 91773;

Santa Monica Library, 1324 Fifth Street, Santa Monica, CA 90401;

Torrance Civic Center Library, 3301 Torrance Blvd. Torrance, CA 90503;

View Park Library, 3854 West 54th Street, Los Angeles, CA 90043;

West Hollywood Library, 715 N. San Vicente Blvd., West Hollywood, CA 90069;

Willowbrook Library, 11838 Wilmington Avenue, Los Angeles, CA 90059;

Wisburn Library, 5335 West 135th Street, Hawthorne, CA 90250;

Woodcrest Library, 1340 West 106th Street, Los Angeles, CA 90044; and

UCLA Young Research Library, 280 E. Charles Young Drive, Los Angeles, CA 90095.

The Final EIS will be available for public review for 30-days. Written comments on Volume A of the Final EIS should be submitted to the address above under the heading **FOR FURTHER INFORMATION CONTACT** and must be received no later than 5 p.m. Pacific standard time, Tuesday, February 22, 2005.

Issued in Hawthorne, California on January 13, 2005.

**Mark A. McClardy,**

*Manager, Airports Division, Western—Pacific Region, AWP-600.*

[FR Doc. 05-1159 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for Thursday, February 10, 2005, starting at 8:30 a.m. Arrange for oral presentations by February 8, 2005.

**ADDRESSES:** The Boeing Company, 1200 Wilson Boulevard, Room 234, Arlington, VA.

**FOR FURTHER INFORMATION CONTACT:** John Linsenmeyer, Office of Rulemaking, ARM-207, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-5174, FAX (202) 267-5075, or e-mail at [john.linsenmeyer@faa.gov](mailto:john.linsenmeyer@faa.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held February 10, 2005 at The Boeing Company in Arlington, Virginia.

The agenda will include:

- Opening Remarks.
- FAA Report.
- European Aviation Safety Agency Report.
- Transport Canada Report.
- Executive Committee Report.
- Ice Protection Harmonization Working Group (HWG) Report.
- Airworthiness Assurance HWG Report.
- Avionics Systems HWG Report.
- § 25.1309 Summary of Recent Activity on Specific Risk.
- Written or verbal reports, as required, from the following HWGs: General Structures, Engine, Electromagnetic Effects, Flight Test, Seat Test, Flight Control, Flight Guidance, System Design and Analysis, Electrical Systems, Design for Security, Powerplant Installation, Mechanical Systems, and Human Factors.
- Review of Action Items and 2005 Meeting Schedule.

Attendance is open to the public, but will be limited to the availability of meeting room space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than February 8, 2005. 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 domestically by telephone, the call-in number is (425) 717-7000; the Passcode is "36952#." Details are also available on the ARAC calendar at <http://www.faa.gov/avr/arm/arac/calendarxml.cfm>. To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent by February 8. Anyone participating by telephone will be responsible for paying long-distance charges.

The public must make arrangements by February 8 to present oral statements at the meeting. Written statements may

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you are in need of assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. 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 January 11, 2005.

**Tony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 05-1058 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 05-08-C-00-DFW To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Dallas/Fort Worth International Airport, DFW Airport, TX

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

**ACTION:** Notice of intent to rule on application

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Dallas/Fort Worth International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). **DATES:** Comments must be received on or before February 22, 2005.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jeffery P. Fegan, Manager, Dallas/Fort Worth International Airport at the following

address: 3200 E. Airfield Drive, DFW Airport, Texas 75261.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Dallas/Fort Worth International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 12, 2005, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 28, 2005.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* May 1, 2016.

*Proposed charge expiration date:* December 1, 2032.

*Total estimated PFC revenue:*

\$2,892,040,000.

*PFC application number:* 05-08-C-00-DFW.

Brief description of proposed project(s):

Projects To Impose and Use PFC'S: Terminal D Apron and Associated Development, Wetlands Mitigation, Terminal D Major Storm Drain, Surface Movement Guidance and Control System, Terminal D Building, Terminal D Skybridge and Pedestrian Bridges, Terminal D Interior Signage, Central Utility Plan Modifications, Terminal D Roadway Development, Hotel Condemnation and Demolition, SkyLink Flight Information Display System, and Taxiway K Rehabilitation.

Proposed class or classes of air carriers to be exempted from collecting PFC's: Air Taxi/Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office

- Airworthiness Assurance HWG Report
- Avionics Systems HWG Report
- § 25.1309 Summary of Recent Activity on Specific Risk
- Written or verbal reports, as required, from the following HWGs: General Structures, Engine, Electromagnetic Effects, Flight Test, Seat Test, Flight Control, Flight Guidance, System Design and Analysis, Electrical Systems, Design for Security, Powerplant Installation, Mechanical Systems, and Human Factors.
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For persons participating domestically by telephone, the call-in number is (425) 717-7000; the Passcode is "36952#." Details are also available on the ARAC calendar at <http://www.faa.gov/avr/arm/arak/calendarxml.cfm>. To insure that sufficient telephone lines are available, please notify the person listed in the FOR FURTHER INFORMATION CONTACT section of your intent by February 8. Anyone participating by telephone will be responsible for paying long-distance charges.

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presented to ARAC for decision by the FAA may be made available by contacting the person listed in the FOR FURTHER INFORMATION CONTACT section.

If you are in need of assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the FOR FURTHER INFORMATION CONTACT section. 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 **JAN 11 2005**



Tony F. Fazio  
Director, Office of Rulemaking