

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Agendas of the Meetings

##### *Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC)*

The tentative agenda includes the following:

- (1) Opening remarks by the Committee Sponsor (RADM Castro) (or the Committee Sponsor's representative), Executive Director (CAPT Gusman) and Chairman (Tim Leitzell).
- (2) Approval of the January 25, 2001 minutes.
- (3) Old Business
  - (a) Dredging projects.
  - (b) Electronic navigation.
  - (c) AtonN Knockdown Working Group.
  - (d) Facility Information Guide.
  - (e) Recreational boater education initiative.
  - (f) TNRCC Clean Air Rules and Plans for Houston/Galveston.
  - (g) FPSO update.
  - (h) Mooring subcommittee report.
  - (i) Frequency Congestion workgroup report.
- (4) New Business.
  - (a) Membership solicitation.

##### *Working Committee Meeting*

The tentative agenda for the working committee meeting includes the following:

- (1) Presentation by each work group of its accomplishments and plans for the future.
- (2) Review and discuss the work completed by each work group. Work groups have been formed to examine the following issues: dredging and related issues, electronic navigation systems, AtonN knockdowns, VTS radio frequency congestion, impact of passing vessels on moored ships, recreational boater education issues. All work groups may not necessarily report out at this session. Further, work group reports may not necessarily include discussions on all issues within the particular work group's area of responsibility. All meetings are open to the public. Please note that the meetings may adjourn early if all business is finished. Members of the public may make presentations, oral or written, at either meeting.

#### Information on Service for the Handicapped

For information on facilities or services for the handicapped or to request special assistance at the meetings, contact the Executive Director or Executive Secretary.

Dated: April 26, 2001.

**Paul J. Pluta,**

*Rear Admiral, U.S. Coast Guard, Commander, Eight Coast Guard District.*

[FR Doc. 01-11492 Filed 5-7-01; 8:45 am]

**BILLING CODE 4910-15-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on 2/15/01, pages 10558-10559.

**DATES:** Comments must be submitted on or before June 7, 2001. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

##### Federal Aviation Administration (FAA)

*Title:* Certificate: Mechanics, Repairmen, Parachute Riggers, and Inspection Authorizations—FAR Part 65.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0022.

*Form(s):* FAA Forms 8610-1 and 8610-2.

*Affected Public:* An estimated 34,970 applicants.

*Abstract:* 14 CFR part 65 prescribes rules governing the issuance of certificates and associated rating for mechanics, repairmen, parachute riggers, and the issuance of inspection authorizations.

*Estimated Annual Burden Hours:* 34,432 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW, Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collections of information are necessary for the proper

performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collections; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on May 1, 2001.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

[FR Doc. 01-11469 Filed 5-7-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Air Carrier Operations

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss air carrier operations issues.

**DATES:** The meeting will be held on May 22, 2001, at 10 a.m.

**ADDRESSES:** The meeting will be held in Conference Room 827, Federal office Building 10A (the "FAA Building"), 800 Independence Ave., SW., Washington, DC, 20591.

**FOR FURTHER INFORMATION CONTACT:** Linda Williams, Office of Rulemaking, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9658.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App II) notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee on Air Carrier Operations to be held on May 22, 2001.

The agenda will include:

- Airplane Performance Working Group final report.
- Extended Range Operations with Two-Engine Aircraft (ETOPS) Working (ETOPS) Working Group status report.

• All Weather Operations Harmonization Working Group status report.

Attendance is open to the interested public but may be limited by the space available. Members of the public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

If you are in need of assistance or require a reasonable accommodation for this event, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on May 2, 2001.

**Gregory L. Michael,**

*Assistant Executive Director for Air Carrier Operations, Aviation Rulemaking Advisory Committee.*

[FR Doc. 01-11718 Filed 5-7-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Intelligent Transportation Society of America; Public Meeting

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Board of Directors on Thursday, June 7, 2001. The meeting begins at 1:00 p.m. The letter designations that follow each item mean the following: (I) is an information item; (A) is an action item; (D) is a discussion item. The General Session includes the following items: (1) Welcome & ITS America Antitrust Policy and Conflict of Interest Statements (I); (2) Review & Acceptance of Election Results: Installation of New Board Members (A); (3) Presentation of Nominees for Officers of the Board (I); (4) Acceptance of Other Nominations for Officers and Directors of the 2000-2001 Board of Directors (A); \* \* \* Transfer of Gavel from outgoing chairman to new chairman \* \* \* (5) Introductions & Recognition of Outgoing Board Members & Officers (I); (6) Review & Approval of Previous Board Meeting Unconfirmed Minutes (A); (7) New Appointments (I/A); (8) Federal ITS Initiatives Report (I/

D; (9) Coordinating Council Report (I); (10) State Chapters Council Report (I/A); (11) International Affairs Council Report (I); (12) Business Group Report (I/D); (13) President's Report (I); (14) Report of the Audit Committee (I); (15) Board & Executive Committee Meeting Schedules; (16) Other business; (17) Adjournment.

ITS AMERICA provides a forum for national discussion and recommendations on ITS activities including programs, research needs, strategic planning, standards, international liaison, and priorities.

The charter for the utilization of ITS AMERICA establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA) 5 USC app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991).

**DATES:** The Board of Directors of ITS AMERICA will meet on Thursday, June 7, 2001 from 1 p.m.-5 p.m. Room TBA.

**ADDRESSES:** The Fountainebleau Hilton Resort, 4441 Collins Ave., Miami Beach, Florida, 33140. Phone: (305) 538-2000; Fax (305) 673-5351.

#### **FOR FURTHER INFORMATION CONTACT:**

Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue SW, Suite 800, Washington, D.C. 20024.

Persons needing further information or who request to speak at this meeting should contact Debbie M. Busch at ITS AMERICA by telephone at (202) 484-2904 or by FAX at (202) 484-3483. The DOT contact is Kristy Frizzell, FHWA, HOIT, Washington, D.C. 20590, (202) 366-9536. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except for legal holidays. (23 U.S.C. 315; 49 CFR 1.48)

Issued on: May 3, 2001.

**Jeffrey Paniati,**

*Program Manager, ITS Joint Program Office.*

[FR Doc. 01-11571 Filed 5-7-01; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number MARAD-2001-9612]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ANNIE-B.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before June 7, 2001.

**ADDRESSES:** Comments should refer to docket number MARAD-2001-9612. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

#### **FOR FURTHER INFORMATION CONTACT:**

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to

## AVIATION RULEMAKING ADVISORY COMMITTEE

### FOR AIR CARRIER OPERATIONS

#### Meeting Minutes

**DATE:** May 22, 2001

**TIME:** 10:00 a.m.

**PLACE:** Federal Office Building 10A, Conference Room 827, 800 Independence Ave., SW, Washington, DC.

The meeting of the Aviation Rulemaking Advisory Committee on Air Carrier Operations was announced in the *Federal Register* on May 8, 2001 (66 FR 23313) and held on May 22, 2001. A list of attendees is [attachment 1](#). The Assistant Chair, Mr. Bill Edmunds of the Air Line Pilots Association, opened the meeting and introduced the agenda. The Agenda is [attachment 2](#). Ms. Ida Klepper, Office of Rulemaking, read the required statement which briefly explained the rules governing the conduct of the meeting. Those in attendance introduced themselves.

#### **WORKING GROUP REPORTS:**

##### *Extended Range Operations with Two-Engine Aircraft (ETOPS) Working Group*

Mr. Tim Gallagher, United Airlines and working group Chair, reported that the working group has been making good progress as outlined in its approved work plan on three basic tasks: codifying extended operations up to 180 minutes, exploring extensions beyond 180 minutes, and harmonizing requirements. Mr. Gallagher noted that the last meeting was held at Bombardier facilities May 15-17, followed by an ICAO session on May 18 for harmonization purposes.

Mr. David Lotterer, RAA, asked about the applicability of the new regulations to Part 135 operations. Mr. Gallagher confirmed that operations with alternate airports within 60 minutes would not be affected by the rule.

Mr. Gallagher asked the issues group for an additional 3 months for the working group to complete its task. He noted that a meeting would be held each month - in Washington

12-14 June, in San Francisco in July, with a final meeting in August. Its new completion date would be 15 September. He noted that the working group had received good support from the FAA, from the offices of rulemaking, policy and legal counsel.

Mr. Ron Priddy, NACA, made a motion that the issues group accept the new timetable for the completion of the task. All members expressed agreement.

##### *All Weather Operations Working Group*

Mr. Bill Edmunds reported that Mr. John Ackland, chair of the working group has resigned and that Mr. Jim McKie, Air Transport Association, would be reporting for the working group.

Mr. McKie, presented a written statement from the working group FAA representative, Mr. Lyle Wink, ([attachment 3](#)) and stated that the working group met several times on an ad hoc basis over the past several months. He noted that progress has been made on resolving some of the

differences between the working group's draft and the FAA's draft. Resolution of other issues will continue. However, the working group is now prepared to close out this task and relinquish the disposition of the AC to the FAA.

Mr. Edmunds questioned the disposition of the draft AC: would the working group continue to work on the document, or would it be published for comment. Mr. Howard Swancy, Flight Standards Service, responded that the FAA will identify issues for future work, but will also publish the document as an interim AC. He also indicated that the FAA will work with industry where recommended practices in the AC seem contrary to current practice. Mr. Bob Wright, Flight Standards Service, noted a number of other collateral documents will also be published for comment.

Several members had questions as to the draft document that would be published. Was it the FAA's draft or a subsequent version of that document? On the recommendation of Mr. Ron Priddy, it was agreed that the draft document, to be published in the next 90 days as an interim AC, will be posted on the ARAC bulletin board within the next 30 days as the final product of the working group.<sup>1</sup>

Mr. McKie requested that the issues group accept this action as fulfilling the commitment of the working group in completing the task. The issues group members affirmed this decision and consider that the task of this working group is closed. Any further work that is to be done under ARAC will be submitted as a new task for approval. Mr. Priddy suggested that in the interest of timely disposition, new tasks, or old related tasks, not be conducted through ARAC but rather through publication and comment procedures.

#### *Airplane Performance Harmonization Working Group*

Mr. Ken Hurley presented a comprehensive briefing of the working group ([attachment 4](#)), including revisions to reports 4 and 5. He noted that the working group has continued to work on AC 120-xxx and recommends that the obstacle clearance criteria contained in AC 120-29A be removed and placed in this AC since it is not a low visibility issue. A discussion ensued on this issue. The members concluded that a subgroup of the Airplane Performance Harmonization Working Group would meet with those still working on draft AC 120-29A to resolve differences in advisory material. The issues group envisions that ultimately guidance on obstacle clearance will be contained in AC 120-xxx. However, in the meantime, AC 120-29A will contain either a reference to AC 120-xxx or interim guidance on obstacle clearance.

Mr. Hurley commented that tasks 1-4 are now complete, with the exception of report 18, which is to be posted for comment. He recommended that the FAA accept the recommendations of the working group and schedule meetings between the sponsors of AC 120-29A and AC 120-xxx to resolve any differences. Mr. Kennedy questioned the minority opinion filed when the initial reports of the working group were sent out for comment in December 2000. Mr. Edmunds noted that they have been filed and distributed (?).

Mr. Hurley asked about task 5, an issue raised at the December 2000 Air Carrier Operations meeting. It was noted that, if needed, further work on a potential task would need to be done, and application to ARAC made for acceptance of a new task.

In conclusion of this working group status, report 18 will be sent out to members for comment; the tasks of the working group will be closed out at a later date.

I certify that the above minutes are accurate.

/s/ William W. Edmunds, Jr.

William W. Edmunds, Jr.

Chair

# **ARAC Air Carrier Operations Issues Group**

Report of the

## **Airplane Performance Harmonization Working Group**

May 22, 2001

# Non-Consensus

At the December Issues Group meeting, we reported that the HWG was not able to reach consensus on two items

- Engine-failure accountability on contaminated runways
- Go-around obstacle clearance

# Contaminated Runways

The HWG revised Report 4 to include a delayed compliance date of January 1, 2010 and recommend that FAA task ARAC with exploring the feasibility of developing more stringent standards for runway clearing and condition reporting

The HWG revised Report 5 to include the same recommendation as Report 4



# Contaminated Runways

The result was that TWA, Boeing and Airbus became signatories to Report 4

Air Canada, ATA Canada and Dassault remain as signatories to Report 5

# Go-Around

The HWG continued work on AC 120-XXX

The HWG strongly recommends that the obstacle clearance criteria contained in AC 120-29A be removed and placed in the obstacle clearance AC 120-XXX.

# Terms of Reference

4. Within one year of publication of this revised ARAC task in the Federal Register, recommend:

a) whether the standards adopted by the FAA on February 18, 1997, in the final rule “Improved Standards for Determining rejected Takeoff and Landing Performance,” should be applied retroactively to airplanes currently in use or airplanes of existing approved designs that will be manufactured in the future;

and b) whether to adopt a requirement for operators to take into account any distance needed to align the airplane on the runway in the direction of takeoff.

# Terms of Reference

The standards referenced in (a) revise the method for taking into account the time needed for the pilot to accomplish the procedures for a rejected takeoff; require that takeoff performance be determined for wet runways; and require that rejected takeoff and landing stopping distances be based on worn brakes, but apply only to airplanes whose type certification basis includes Amendment 25-92 (effective March 20, 1998) or equivalent.

JAR-OPS 1 requires operators of Performance Class A airplanes to take wet runways and runway alignment distance into account regardless of the type certification basis of the airplane.

# Task 4

- A revision to the method of accounting for the time needed by the pilot to accomplish the actions needed to reject a takeoff
- A requirement to account for wet runway takeoff performance
- A requirement to account for worn brakes
- A requirement to account for alignment distance

# Time Delays

- Pre-Amendment 25-42: one second added between each pilot after V1 - two second total
- Amendment 25-42: two second time delay added after V1 but before first pilot action - airplane continues to accelerate
- Amendment 25-92: distance increment added corresponding to two seconds at constant speed of V1

# Time Delays

Deceleration during two second time delay:

- 707, 727, 737-100/200, 747-100/200/300/SP, A300-600, A310
- Up to 400 feet would need to be added to required stopping distances, depending on airplane type

# Time Delays

Constant speed during two second time delay:

- 757-200\*/300, 767-200\*/300\*/400, 747-400\*, 737-400\*/500\*/600\*, DC-8, DC-9, DC-10, MD-80, MD-90, MD-11, 717-200, A319, A321, A330, A340

\*two seconds at the speed at which the full braking configuration is first achieved

- Most airplanes are compliant with new standards
- Between 60 and 100 feet would need to be added to required stopping distances for those airplanes using full braking configuration speed



# Time Delays

Continued acceleration during two second time delay:

- *777-200/300, A320*
- Adds approximately 150 feet additional stopping distance

# Recommendation

The HWG recommends that no further action be taken on the time delay issue.

- Manufacturers would have to update stopping distance information in AFMS
- Most affected airplanes are nearing end of service life
- Costs appear to substantially outweigh potential safety benefits

# Wet Runway

Retroactive application of wet runway requirements has been recommended for adoption in WG Report 2 under Tasks 1 thru 3 assigned to the HWG

# Worn Brakes

On May 21, 1988, a DC-10 overran runway 35L at DFW during a rejected takeoff. Eight of the ten wheel brakes failed during the RTO.

The NTSB determined that the probable cause was the failure of the FAA to require, and the manufacturer to set, appropriate brake wear limits that would permit the airplane to stop from a maximum energy RTO.

# Worn Brakes

Analysis of the accident showed two aspects to the worn brake issue

- Reduction of brake energy absorption capability
- Reduction in brake force (torque) capability

# Worn Brakes

FAA issued Ads requiring worn brakes to be capable of absorbing the energy from a maximum brake energy RTO

- Reverse thrust credit allowed
- Applied to all in-service part 25 airplanes with maximum gross weight over 75,000lb
- Assured brake integrity by matching wear pin limits to AFM brake energy levels

# Worn Brakes

Brake torque not addressed by Ads

- Airplanes with carbon brakes not affected
- Additional stopping distance required for airplanes with steel brakes is generally less than 100 feet
- Operational use of reverse thrust would offset additional distance requirements

# Recommendation

The HWG recommends that no further action be taken on the worn brake issue.

- Major safety issue was addressed by Ads
- Manufacturers would have to update stopping distance information in AFMs
- Most affected airplanes are nearing end of service life
- Costs appear to substantially outweigh potential safety benefits



# Alignment Distance

Application of runway alignment distance accountability has been recommended for adoption in WG Report 3 under Tasks 1 thru 3 assigned to the HWG

Mr. Bill Edmunds

Chairman of the Air Carrier Operations Issues Group

ARAC

Dear Mr. Edmunds:

An Ad Hoc group of the All Weather Operations Harmonization Working Group (AWOHWG), comprised of FAA, JAA, Air Carriers and Manufacturers, met in response to the ARAC Air Carrier Operations Issues Group request, as published in the Federal Register, December 28, 2000.

The result of those meetings has been of benefit. Some specific concerns of the FAA and industry representatives were addressed and resolved. Resolution of the issues and concerns is scheduled to continue.

It is requested that the Air Carrier Operations Issues Group accept this activity as fulfilling the action requested. The action was to review and comment on the proposed draft of AC 120-29a. The results of this review are being coordinated by the FAA for final processing.

Sincerely,

Lyle G. Wink, Special Assistant, FAA AFS-400

Jim McKie, Director Operations, ATA

## AGENDA

ARAC RIG Meeting

Anaheim Marriott

Salons A & B

Anaheim, California

February 14, 2001, 8:30 am PST

Call to Order Mr. John Swihart

Self Introduction All Present

Administrative Guidance Mr. Mark Schilling

Remarks by the ARAC Chair Mr. John Swihart

Performance and Handling Qualities Mr. Tom Sandberg

Requirements for Rotorcraft Package

Status

Damage Tolerance and Fatigue Dr. Horst Bansemir/and or

Evaluation of Composite Rotorcraft Mr. D.J. Reddy

Structure WG Status and Presentation of

Concept Paper

Damage Tolerance and Fatigue Mr. Doug Tritsch

Evaluation of Metallic Rotorcraft

Structure WG Status and Presentation of

Concept Paper

Briefing -- Economic Analysis Mr. Arnold Hoffman

Other Business Mr. John Swihart

Future Meetings Mr. John Swihart

Adjourn Mr. John Swihart

AVIATION RULEMAKING ADVISORY COMMITTEE

*ROTORCRAFT ISSUE*

*SIGN-IN SHEET*

**February 14, 2001**

**MEMBERS**

Organization/Affiliation	Name	Telephone Number	Fax Number	Signature
FAA	Mark Schilling	817-222-5110		Present
HAI	John Swihart	817-281-4169		Present
AECMA	Jean Luc Despuis	(33) 442856164	(33) 442858674	Present
AIA	Tom Sandberg	203-386-4471	203-386-4703	Present
HAI	Joe Corrao	703-683-4646	703-683-4745	Present
ENAC- JAA/Hasg	Bruno Moitre	06-441-85390	06-44185421	Present
AHS International	Dr. John W Leverton	703-425-4236	703-425-4236	Present

Non-Members

Organization/Affiliation	Name	Telephone Number	Fax Number	Signature
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Sikorsy	Doug Tritsch	203-386-7711	203-386-5925	Present
Bell Helicopter Textron	D.J. Reddy	817-280-5915	817-280-8772	Present
FAA	Richard Monschke	817-222-5116	817-222-5961	Present
FAA	Sharon Miles	817-222-5122	817-222-5951	Present
UK-CAA	David Haddon	44-1293-573077	44-1293-573838	Present
FAA	Eric Bries	817-222-5101	817-222-595	Present
FAA	Larry Kelly	817-222-5111	817-272-5959	Present
JAA HASG	Paul Sparkes	44-1293-573316	11-1293-573976	Present
JAA HASG	André Revaolt	(33) 1580-94093	(33) 1580-94346	Present
JAA HASG	Franz-Günther Schönenniann	01-4953-23553		Present
Eurocopter/AECMA	Ulrich Hagniann	+49-89-60008789	+49-89-6000-3309	Present
FAA	Arnold Hoffman	202-267-3311	202-267-3324	Present
FAA	Angela Anderson	202-267-9681	202-267-5075	present