

Plainfield Public Library, 1120 Stafford Road, Plainfield, IN 46168, 317-839-6602.

Federal Aviation Administration, Chicago Airports District Office, 2300 E. Devon, Suite 320, Des Plaines, IL 60018.

Indianapolis Airport Authority, Indianapolis International Airport, 2500 South High School Road, Indianapolis, IN 46241.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Des Plaines, Illinois, October 7, 2003.

**Thomas E. Salaman,**

*Acting Manager, Chicago Airports District Office, FAA Great Lakes Region.*

[FR Doc. 03-27275 Filed 10-28-03; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2003-62]

#### Petition for Authorization To Exceed Mach 1; Summary of Petition Received

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

**ACTION:** Notice of request for an authorization to exceed Mach 1.

**SUMMARY:** This notice summarizes a petition requesting use of a special flight authorization procedure in FAA regulations. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petition received must identify the petition docket number involved and must be received on or before November 7, 2003.

**ADDRESSES:** Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2003-16264 at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any

comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Caren Centorelli, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-8029.

#### Petition for Authorization To Exceed Mach 1

*Docket No.:* FAA-2003-16264.

*Petitioner:* Scaled Composites.

*Section of 14 CFR Affected:* 14 CFR 91.817, Appendix B to Part 91.

**Description of Relief Sought:** To allow petitioner limited and conditional flight operations that exceed Mach 1. Title 14 Code of Federal Regulations (14 CFR) part 91, subpart I-Operating Noise Limits, addresses civil aircraft sonic boom under § 91.817. An operator must comply with the flight conditions and limitations designated by the FAA in any authorization to exceed Mach 1 prescribed under appendix B of this part. The petitioner is requesting that it be allowed to conduct developmental flight operations of the supersonic SpaceShipOne aircraft over Edwards Air Force Base, known as the "R-2508 Complex," located in Los Angeles and Kern counties in California.

Issued in Washington, DC, on October 23, 2003.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

[FR Doc. 03-27274 Filed 10-28-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

**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 Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

**DATES:** The meeting is scheduled for November 13, 2003, at 10 a.m.

**ADDRESS:** The meeting will be held at Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, 10th floor, McCracken Room.

#### FOR FURTHER INFORMATION CONTACT:

Gerri Robinson, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-9678; fax (202) 267-5075; e-mail

[Gerri.Robinson@faa.gov](mailto:Gerri.Robinson@faa.gov).

**SUPPLEMENTARY INFORMATION:** Under section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is therefore given of a meeting of the Executive Committee to be held on November 13, 2003, at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. The agenda will include:

- New Executive Committee Leadership
- Air Traffic Issue Area
- Committee Schedule for 2004
- Future of ARAC

Aviation Rulemaking Advisory Committee vs. Aviation Rulemaking Committees (ARCs)

FY 04 Full ARAC membership meeting

- Submission of electronic and paper recommendations to Federal Aviation Administration
- Submission of working group meeting dates for ARAC calendar
- Issue Area Status Reports from Assistant Chairs
- Remarks from other Executive Committee members

Attendance is open to the interested public but is limited to the space available. The FAA will arrange teleconference ability for individuals wishing to join in by teleconference if we receive that notice by November 7, 2003. Arrangements to join in by teleconference can be made by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Callers outside the Washington metropolitan area will be responsible for paying long-distance charges.

The public must arrange by November 7 to present verbal statements at the meeting. The public may present written statements to the executive committee by providing 25 copies to the Executive Director, or by bringing the copies to the meeting.

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

**AVIATION RULEMAKING ADVISORY COMMITTEE**

**EXECUTIVE COMMITTEE**

**RECORD OF MEETING**

**MEETING DATE:** November 13, 2003

**MEETING TIME:** 10:00 a.m. – 12:00 p.m.

**LOCATION:** Federal Aviation Administration  
800 Independence Ave., SW  
McCracken Room  
Washington, DC 20591

**PUBLIC**

**ANNOUNCEMENT:** The Federal Aviation Administration (FAA) announced the Aviation Rulemaking Advisory Committee (ARAC) meeting in a Federal Register notice published October 29, 2003 (68 FR 61714). [HTML](#)

**ATTENDEES: Executive Committee Members**

John Swihart                      Helicopter Association International  
*Rotorcraft Issues, Assistant Chair*

James Hurd                      National Air Disaster Alliance/Foundation

*Public Interest Representative*

Tony Fazio                      Federal Aviation Administration  
*ARAC, Executive Director*

Ron Priddy                      National Air Carrier Association  
*Chair*

Ian Redhead                      Airports Council International, NA  
*Airport Certification Issues, Assistant Chair*

Bill Edmunds                      Air Line Pilots Association  
*Air Carrier Operations Issues, Assistant  
Chair*

Craig Bolt                      Pratt & Whitney  
*ARAC, Vice Chair*

Edmond Boullay                      Joint Aviation Authority

David A. Hilton                      Gulfstream  
*Noise Certification Issues, Assistant Chair*

W. C. Heath                      Boeing

Alternate for Bill Schultz

## **Aircraft Certification Procedures Issues**

### **Attendees**

Carolina Forrester      Federal Aviation Administration, Office of  
Rulemaking

Brenda Courtney      Federal Aviation Administration, Office of  
Rulemaking

Gerri Robinson      Federal Aviation Administration, Office of  
Rulemaking

Caren Centorelli      Federal Aviation Administration, Office of  
Rulemaking

Joe Singleton      Inside FAA

Dean A. Gissendanner      GE Aircraft Engines

Ida Klepper      Federal Aviation Administration, Office of  
Rulemaking

Gary Christensen      Airline Dispatchers Federation

Norm Joseph            Airline Dispatchers Federation

Dave Cann                Federal Aviation Administration  
  
Flight Standards Service, Aircraft  
Maintenance Division

**Speaker**

Nicholas Sabatini              Federal Aviation Administration  
  
Associate Administrator for  
  
Regulation and Certification

**COMMITTEE ADMINISTRATION ([WORD](#))**

The Executive Director, Tony Fazio, called the meeting to order at 10:10 AM. He read the required Federal Advisory Committee Act (FACA) statement, explained that Glenn Rizner had stepped down as the Executive Committee Chair, and welcomed Mr. Ron Priddy (former Vice Chair) as the new Chair of the Executive Committee. ([WORD](#)) Mr. Priddy welcomed everyone to the meeting and introduced Craig Bolt as the new Vice Chair of ARAC's Executive Committee. Mr. Priddy then introduced Associate Administrator for Regulation and Certification, Mr. Nicholas Sabatini. The Executive Committee members and those attending the meeting introduced themselves, and Mr. Sabatini shared his thoughts about the Aviation Rulemaking Advisory Committee (ARAC) and Aviation Rulemaking Committees (ARC's).

### **Associate Administrator's remarks:**

Mr. Sabatini thanked everyone and remarked that ARAC supports the work of the FAA. ARAC enables the agency to surround itself with the leaders and team members who have the talent to help the FAA move forward in the regulatory arena. He referred to ARAC as an innovative approach to leadership and complimented ARAC on the recently published ETOPS rule, calling it a challenging effort and major rule that was shared by the FAA and ARAC. Mr. Sabatini addressed the use of ARC's by the agency. He explained the agency plans to use ARC's to focus on specific issues of the moment, i.e., Terminal Area Operations Aviation Rulemaking Committee (TOARC), which is focusing on AC120.29A. He also explained that ARAC is the body that can be called on when a harmonization product is required.

Mr. Sabatini also spoke about the FAA Strategic Plan and the 4 elements of the plan: Increased Safety, Greater Capacity, International Leadership, and Organizational Excellence. He shared his thoughts about these elements, and explained to the group that he can't carry out the goals of the Plan by himself—this is where he will call on ARAC for its expertise. He also stressed that the increased safety goal includes a commitment to reduce all aviation accidents by 2008. The expansion of the Alaskan "Capstone" initiative will play a significant role. Mr. Sabatini closed his remarks stating the Administrator expects the plan to be fully funded and that all Associate Administrators will be held fully accountable for each element in the Plan.

After a brief introduction of those people sitting along the perimeter of the room, Mr. Sabatini thanked the people in ARM that make ARAC successful. Mr. Priddy thanked Mr. Sabatini for his insight and opened the discussion for any thoughts, concerns, or questions from the Executive Committee.

As there were no direct questions, Mr. Priddy agreed with Mr. Sabatini about the continued use of ARAC--coordinating with industry, the ARAC workload, and using the talents of ARAC on a continuing basis. In response to this, Mr. Sabatini again stressed the ARC's focus will be narrow and limited. He sees ARAC being tasked with more global actions and harmonization projects. Mr. Priddy then thanked Mr. Sabatini for taking the time to address the committee.

### **REVIEW OF MINUTES**

Mr. Priddy entertained a motion to ratify the minutes of the March 6, 2003 meeting. There was a motion and a second. The committee ratified the minutes of the March meeting as written.

#### **AIR TRAFFIC ISSUE AREA**

Tony Fazio then addressed the decision to dissolve the Air Traffic Issue Area. He explained the decision was based on a lack of air traffic issues and work assignments. Mr. Fazio explained that if an air traffic issue should need to be addressed, there would still be a means for ARAC to handle the assignment. Mr. Fazio announced that Mr. Jim Crook, former Assistant Chair for Air Traffic Issues, has since retired from the Air Traffic Control Association. ([PDF](#))

#### **COMMITTEE DISCUSSION ([PDF](#))**

There was a short impromptu discussion about a letter addressed to Mr. Priddy and sent to all the Assistant Chairs dealing with selected projects that would be considered for alternative means of rulemaking. Since this was not an agenda item, and not all the EXCOM members had a copy of the letter, Mr. Fazio gave a brief description of the letter, and a history for the drafting of the letter. There was a short discussion surrounding the projects targeted for alternative rulemaking. It was suggested there should be further discussion on this at a later time. Gerri Robinson took the IOU to send out electronic copies of this letter to all the Assistant Chairs.

Mr. Edmunds, Air Carrier Issues, asked Mr. Edmond Boullay, Joint Aviation Authority Representative, for his thoughts on the new European organization and if the organization will continue to participate in the ARAC harmonization process. Mr. Boullay felt there would be no reason why they wouldn't, but hasn't heard officially. A short discussion followed about the FAA, JAA, and the new European Aviation Safety Agency (EASA) organization.

#### **TENTATIVE 2004 EXCOM MEETING DATES**

Mr. Priddy presented the proposed 2004 EXCOM meeting dates. He asked for any preliminary comments, and recommended the dates be accepted. There were no "Strong Negatives" so the dates were accepted. Mr. Priddy stated that there would always be the choice of canceling an EXCOM meeting if there were no strong agenda items. ([WORD](#))

## **ELECTRONIC & PAPER RECOMMENDATIONS**

Mr. Fazio asked the Assistant Chairs that when the official hard copy of an ARAC recommendation is sent to the FAA from an issues area, an electronic copy should also be sent. Hard copies with original signatures are still to be submitted through Mr. Sabatini's office, but the electronic copies can be sent to the ARM representative to the issue area, or Gerri Robinson. This will ensure a quick posting of the recommendation to the web site. Mr. Fazio explained the web site is now the archives of ARAC and hopes to someday do away with the hard copy files.

## **ISSUE AREA STATUS REPORTS FROM ASSISTANT CHAIRS**

- **Craig Bolt, Transport Airplane and Engine Issues:** Mr. Bolt stated the issue area met on October 15 and 16, 2003. Five recommendations were approved. There are now 5 working groups that have active tasks. (22 originally).
- **Bill Edmunds, Air Carrier Operations Issues:** The Issue area has a new task-- All Weather Operations. This will be a harmonized task. Mr. Edmunds expects that this issue area will work with and coordinate this task with the Transport Airplane and Engine Issues Area.
- **Ian Redhead, Airport Certification Issues:** Mr. Redhead reported his issues area has one active task--Rescue and Firefighting Requirements. The working group's recommendation will soon be presented to the Issues Area, and a recommendation should be forthcoming to the FAA in early 2004.
- **Dave Hilton, Noise Certification Issues:** Mr. Hilton had nothing to report.
- **Edmond Boullay, Joint Aviation Authority:** Mr. Boullay reported the new European organization is in the process of selecting its directors. They should be



in place by January 1, 2004. You can reach the web site at [www.easa.eu.int](http://www.easa.eu.int). Mr. Priddy thought it would be nice to have a more formal presentation on the new European group sometime next year.

- **Jim Hurd, National Air Disaster Alliance/Foundation:** Mr. Hurd made a comment on fuel tank inerting and the progress Boeing is making on this project.
- **John Swihart, Rotorcraft Issues:** Mr. Swihart reported there are two packages in the FAA awaiting preliminary economic and legal review, and one package has been submitted for rulemaking. The next meeting of the issues area will be March 16, 2004, in Las Vegas--in conjunction with the EXPO being held at that location.

As the new Chair and to enable the EXCOM members to work closely together, Mr. Priddy encouraged the EXCOM members to call him at 703-385-8061, or e-mail him at [rpriddy@naca.cc](mailto:rpriddy@naca.cc) if they have any problems, concerns, or suggestions. He reminded everyone NACA is now located at 1000 Wilson Blvd., Arlington (Rosslyn).

There were no further comments. Mr. Priddy adjourned the meeting at 11:20 am.

Approved by:   /S/  \_\_\_\_\_

Ronald N. Priddy, Chair

Date:   January 8, 2004  \_\_\_\_\_

Ratified on: \_\_\_\_\_

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**EXECUTIVE COMMITTEE**

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Norm Joseph            Airline Dispatchers Federation

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There were no further comments. Mr. Priddy adjourned the meeting at 11:20 am.

Approved by:  /S/ \_\_\_\_\_

Ronald N. Priddy, Chair

Date:  January 8, 2004 \_\_\_\_\_

Ratified on: \_\_\_\_\_



# AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

FEDERAL AVIATION ADMINISTRATION

MCCRACKEN ROOM

*NOVEMBER 13, 2003*

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## **EXECUTIVE COMMITTEE MEETING, 10:00 a.m.**

- Welcome and Introductions  
Ratification of March 2003 meeting minutes
- New Executive Committee Leadership
- Air Traffic Issue Area
- Future of ARAC  
Aviation Rulemaking Advisory Committee (ARAC) vs.  
Aviation Rulemaking Committees (ARCs)
- FY 04 ARAC Calendar
- Submission of electronic and paper recommendations to  
the FAA
- Issue Area Status Reports from Assistant Chairs
- Remarks from other EXCOM members

## **BRIEFING ON FEDERAL ADVISORY COMMITTEE ACT PROCEDURES**

This meeting is being held pursuant to a notice published in the Federal Register on October 29, 2003. The agenda for the meeting was announced in that notice, with details as set out in the agenda handed out today. I am the designated FAA official responsible for compliance with the Federal Advisory Committee Act, under which the meeting is conducted. It is my responsibility to see to it that the agenda is adhered to and that accurate minutes are kept. I also have the responsibility to adjourn the meeting should I find it necessary to do so in the public interest.

Placards for the Executive Committee members are set out on the conference table. Only those members may participate in any discussions and vote on matters put to a vote by the chair.

The meeting is open to the public, but members of the public may address the Executive Committee only with the permission of the chair, which should be arranged by giving advance notice concerning the scope and duration of the intended presentation. The chair may entertain public comment if, in his judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

800 Independence Ave. S.W.  
Washington, D.C. 20591

APR -7 2003

Mr. Glen Rizner  
Vice President, Operations  
Helicopter Association International  
1635 Prince St.  
Alexandria, VA 22314

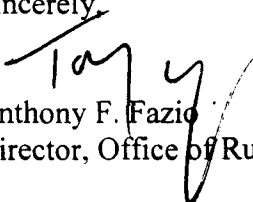
Dear Mr. Rizner:

On January 14, 1991, the Federal Aviation Administration (FAA) set up the Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991) to provide advice and recommendations to the FAA on a full range of the rulemaking activities on safety-related issues. The committee charter became effective on February 5, 1991, when notices of establishment were sent to the proper congressional committees. The Air Traffic Operations Subcommittee, now known as the Air Traffic Operations Issue Area, was established on August 13, 1991. This issue area has provided advice and recommendations on several air traffic operations actions.

The last meeting of the Air Traffic Issue Area was held on October 13, 1999. The last open task for the issue area was closed when the FAA received the last recommendation from the Special Visual Flight Rules Working Group on October 15, 1999. Since then, there have been no active working groups or tasks assigned to this issue area. Because of this lack of activity, and the FAA not foreseeing any activity in the near future, the agency would like to officially dissolve the Air Traffic Issue area of ARAC.

If a need to address an air traffic issue arises, the agency would task ARAC. Please contact me if you have any questions or concerns about this decision.

Sincerely,

  
Anthony F. Fazio  
Director, Office of Rulemaking

October 28, 2003

Mr. Ron Priddy  
President, Operations  
National Air Carrier Association  
1100 Wilson Blvd., Suite 1700  
Arlington, VA 22209

Dear Mr. Priddy:

The Federal Aviation Administration (FAA) recently completed a regulatory program review. That review focused on prioritizing rulemaking initiatives to more efficiently and effectively use limited industry and regulatory rulemaking resources. The review resulted in an internal Regulation and Certification Rulemaking Priority List that will guide our rulemaking activities, including the tasking of initiatives to the Aviation Rulemaking Advisory Committee (ARAC). Part of the review determined if some rulemaking initiatives could be addressed by other than regulatory means, and considered products of ARAC that have been or are about to be forwarded to us as recommendations.

The Regulatory Agenda will continue to be the vehicle the FAA uses to communicate its rulemaking program to the public and the U.S. government. However, the FAA also wanted to identify for ARAC those ARAC rulemaking initiatives it is considering to handle by alternative actions (see the attached list). At this time, we have not yet determined what those alternative actions may be. We also have not eliminated the possibility that some of these actions in the future could be addressed through rulemaking when resources are available.

If you have any questions, please feel free to contact Gerri Robinson at (202) 267-9678 or [gerri.robinson@faa.gov](mailto:gerri.robinson@faa.gov).

Sincerely,

/S/

Anthony F. Fazio  
Executive Director, Aviation Rulemaking Advisory Committee

Enclosure

cc:

- / William W. Edmunds, Air Carrier Operation Issues
- / Sarah MacLeod, Air Carrier/General Aviation Maintenance Issues
- James L. Crook, Air Traffic Issues
- / William H. Schultz, Aircraft Certification Procedures Issues
- / Ian Redhead, Airport Certification Issues
- / Billy Glover, Occupant Safety Issues
- / John Tighe, General Aviation Certification and Operations Issues
- David Hilton, Noise Certification Issues
- John Swihart, Rotorcraft Issues
- Roland B. Liddell, Training and Qualification Issues
- ↓ Craig Bolt, Transport Airplane and Engine Issues

ARAC Projects that will be handled by Alternative Actions rather than Rulemaking

(Beta) Reverse Thrust and propeller Pitch Setting below the Flight Regime (25.1155)
Fire Protection (33.17)
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Bird Strike (25.775, 25.571, 25.631)
Casting Factors (25.621)
Certification of New Propulsion Technologies on Part 23 Airplanes
Electrical and Electronic Engine Control Systems (33.28)
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Fire Protection of Engine Cowling (25.1193(e)(3))
Flight Loads Validation (25.301)
Fuel Vent System Fire Protection (Part 25 and Retrofit Rule for Part 121, 125, and 135)
Ground Gust Conditions (25.415)
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Jet and High Performance, Part 23 Airplanes
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ATTC (25.904/App I)
Cargo Compartment Fire Extinguishing or Suppression Systems (25.851(b), 25.855, 25.857)
Proof of Structure (25.307)
High Altitude Flight (25.365(d))
Fatigue and Damage Tolerance (25.571)
Material Properties (25.604)



# AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

FEDERAL AVIATION ADMINISTRATION

MACCRACKEN ROOM

*NOVEMBER 13, 2003*

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## **Tentative Schedule for Calendar Year 2004**

- Thursday, February 12, 2004
- Thursday, May 13, 2004
- Thursday, August 12, 2004
- Thursday, November 11, 2004



Unified Regulatory Agenda  
FAA Rulemakings

<b>Rule</b>	<b>Priority</b>	<b>RIN</b>	<b>Category</b>
Certification Procedures for Products and Parts (Section 610 Review)	Other Significant	2120-AG93	Pre-rule Stage

Unified Regulatory Agenda  
FAA Rulemakings

Rule	Priority	RIN	Category
Licensing and Safety Requirements for Launch	Other Significant	2120-AG37	Proposed Rule Stage
Safe, Efficient Use, and Preservation of the Navigable Airspace	Substantive, Nonsignificant	2120-AH31	Proposed Rule stage
Airworthiness Standards for Classes B and F Cargo Compartment for Transport Category Airplanes	Substantive, Nonsignificant	2120-AH47	Proposed Rule Stage
Establishment of Organization Designation Authorization (ODA) Procedures	Substantive, Nonsignificant	2120-AH79	Proposed Rule Stage
Airman and Medical Certification Disqualification Based on Alcohol Violations and Refusals to Submit to Drug or Alcohol Testing	Substantive, Nonsignificant	2120-AH82	Proposed Rule Stager
Performance and Handling Qualities Requirements for Rotorcraft	Substantive, Nonsignificant	2120-AH87	Proposed Rule stage
Revisions to Cockpit Voice Recorder and Digital Flight Data Recorder Regulations	Other Significant	2120.AH88	Proposed Rule Stage
Issuance of Standard Airworthiness Certificates for Aircraft Manufactured From Spare and Surplus Parts (Section 610 Review)	Substantive, Nonsignificant	2120-AH90	Proposed Rule Stage
High-Intensity Radiated Fields	Substantive, Nonsignificant	2120-AI06	Proposed Rule Stage
Aging Aircraft Program (Widespread Fatigue Damage)	Other Significant	2120-AI05	Proposed Rule Stage
Service Difficulty Reports	Substantive Nonsignificant	2120-AI08	Proposed Rule Stage
Airplane Performance and Handling Qualities in Icing Conditions	Substantive, Nonsignificant	2120-AI14	Proposed Rule Stage
Part 158 - Statutory and Administrative Changes (PFCS)	Substantive, Nonsignificant	2120-AI15	Proposed Rule Stage
Flight Deck Door Monitoring and Crew Discreet Alerting System	Other Significant	2120-AI16	Proposed Rule Stage
Washington, DC Metropolitan Area Special Flight Rules Area	Other Significant	2120-AI17	Proposed Rule Stage

Unified Regulatory Agenda  
FAA Rulemakings

Rule	Priority	RIN	Category
Enhanced Airworthiness Program for Airplane Systems (EAPAS) and SFAR 88	Other Significant	2120-AI31	Proposed Rule Stage
Aging Aircraft Safety-Development of TC and STC Holder Data	Economically Significant	2120-AI32	Proposed Rule Stage
Second-in-Command Type Rating	Substantive, Nonsignificant	2120-AI38	Proposed Rule Stage
Part 97 Incorporation Reference (IBR) Revision	Substantive, Nonsignificant	2120-AI39	Proposed Rule Stage
Drug Enforcement Assistance	Other Significant	2120-AI43	Proposed Rule Stage
Redesignation of Mountainous Areas in Alaska	Substantive, Nonsignificant	2120-AI44	Proposed Rule Stage
Miscellaneous Changes to Commercial Space Transportation Regulations	Substantive, Nonsignificant	2120-AI45	Proposed Rule Stage
Proposed Operating Limitations for Unscheduled Operations at Chicago's O'Hare International Airport	Substantive, Nonsignificant	2120-AI47	Proposed Rule Stage

Unified Regulatory Agenda  
FAA Rulemakings

<b>Rule</b>	<b>Priority</b>	<b>RIN</b>	<b>Category</b>
Retrofit of Improved Seats in Air Carrier Transport Category Airplanes	Other Significant	2120-AC84	Final Rule Stage
Drug Enforcement Assistance	Other Significant	2120-AD16	Final Rule Stage
Aging Aircraft Safety	Other Significant	2120-AE42	Final Rule Stage
Air Traffic Control Radar Beacon System and Mode S Transponder Requirements in The National Airspace System	Substantive, Nonsignificant	2120-AE81	Final Rule Stage
Civil Penalty Assessment Procedures	Substantive, Nonsignificant	2120-AE84	Final Rule Stage
National Air Tour Safety Standards	Other Significant	2120-AF07	Final Rule Stage
Revision of Emergency Evacuation Demonstration Procedures to Improve Participant Safety	Other significant	2120-AF21	Final Rule Stage
Miscellaneous Cabin Safety Changes	Substantive, Nonsignificant	2120-AF77	Final Rule Stage
False and Misleading Statements Regarding Aircraft Parts	Other Significant	2120-AG08	Final Rule Stage
Noise Limitations for Aircraft Operation in the Vicinity of Grand Canyon National Park	Other Significant	2120-AG34	Final Rule Stage
Training in the Recognition of Hazardous Material	Other Significant	2120-AG75	Final Rule Stage
Revision to Digital Flight Data Recorder Regulations for B-737 Airplanes and for Part 125 Operators	Other Significant	2120-AG87	Final Rule Stage
Flight Simulation Device Qualification (Section 610 Review)	Other Significant	2120-AH07	Final Rule Stage
Transponder Continuous Operation	Other Significant	2120-AH67	Final Rule Stage

Unified Regulatory Agenda  
FAA Rulemakings

Rule	Priority	RIN	Category
Security Considerations for the Flight Deck on Foreign Operated Transport Category Airplanes	Other Significant	2120-AH70	Final Rule Stage
Picture Identification Requirements	Other Significant	2120-AH76	Final Rule Stage
Area Navigation (RNAV) and Miscellaneous Amendments	Substantive, Nonsignificant	2120-AH77	Final Rule Stage
Flight Deck Security on Foreign-Operated Airplanes	Substantive, Nonsignificant	2120-AH86	Final Rule Stage
Stage 4 Aircraft Noise Standards	Other Significant	2120-AH99	Final Rule Stage
Extended Operations (ETOPS) of Multi-Engine Airplanes	Other Significant	2120-AI03	Final Rule Stage
Process for Requesting Waiver of Mandatory Separation Age for Certain Federal Aviation Administration (FAA) Air Traffic Controllers	Other significant	2120-AI18	Final Rule Stage
Implementing the Maintenance Provisions of Bilateral Agreements	Substantive, Nonsignificant	2120-AI19	Final Rule Stage
Transport Airplane Fuel Tank Flammability Reduction	Economically Significant	2120-AI23	Final Rule Stage
Harmonization of Noise Certification Standards for Propeller-Driven Small Airplanes	Substantive, Nonsignificant	2120-AI25	Final Rule Stage
Temporary Flight Restrictions in the Vicinity of Sporting Events (Sports NOTAM Rule)	Substantive, Nonsignificant	2120-AI33	Final Rule Stage
FAA-Approved Child Restraint Systems	Substantive, Nonsignificant	2120-AI36	Final Rule Stage
Airport Noise Compatibility Planning	Substantive, Nonsignificant	2120--AI37	Final Rule Stage
Pyrotechnic Signaling Services	Substantive, Nonsignificant	2120-AI42	Final Rule Stage

Unified Regulatory Agenda  
FAA Rulemakings

Rule	Priority	RIN	Category
Part 95 Instrument Flight Rules	Routine and Frequent	2120-AA63	Long-Term Actions
Airworthiness Directives	Routine and Frequent	2120-AA64	Long-Term Actions
Standard Instrument Approach Procedures	Routine and Frequent	2120-AA65	Long-Term Actions
Airspace Actions	Other Significant	2120-AA66	Long-Term Actions
Flight Crewmember Duty Limitations and Rest Requirements	Economically Significant	2120-AF63	Long-Term Actions
Child Restraint Systems	Other Significant	2120-AG43	Long-Term Actions
Revision to the Industry Drug and Alcohol Testing Regulations	Substantive, Nonsignificant	2120-AH14	Long-Term Actions
Noise Stringency Increase for Single-Engine Propeller-Driven Small Airplanes	Substantive, Nonsignificant	2120-AH44	Long-Term Actions
Ineligibility for an Airmen Certificate Based on Security Grounds (Section 610 Review)	Other Significant	2120-AH84	Long-Term Actions
Fuel Tank Safety Compliance Extension (Final Rule) and Aging Airplane Program Update (Notice)	Other Significant	2120-AI20	Long-Term Actions
Use of Certain Portable Oxygen Concentrator Devices Onboard Air Carrier Aircraft	Substantive, Nonsignificant	2120-AI30	Long-Term Actions
Safety Standards for Flight Guidance Systems	Substantive, Nonsignificant	2120-AI41	Long-Term Actions

Unified Regulatory Agenda  
FAA Rulemakings

Corrosion Prevention and Control Program	Other Significant	2120-AE92	Completed Actions
Noise Certification Regulation for Helicopters	Substantive, Nonsignificant	2120-AH10	Completed Actions
Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft	Other Significant	2120-AH19	Completed Actions
Public Address System	Substantive, Nonsignificant	2120-AH30	Completed Actions
Revision to Various Powerplant Installation Requirements for Transport Category Airplanes	Substantive, Nonsignificant	2120-AH37	Completed Actions
Miscellaneous Flight Requirements	Substantive, Nonsignificant	2120-AH39	Completed Actions
Trim Systems and Protective Breathing Equipment	Substantive, Nonsignificant	2120-AH40	Completed Actions
Powerplant Controls on Transport Category Airplanes , General	Substantive, Nonsignificant	2120-AH65	Completed Actions
Aircraft Assembly Placard Requirements	Substantive, Nonsignificant	2120-AI24	Completed Actions
Prohibition Against Certain Flights by Syrian Air Carriers to the United States	Other Significant	2120-AI34	Completed Actions
FAA/JAA Harmonization: Public Address System, Trim Systems and Protective Breathing Equipment, Miscellaneous Flight Requirements, Powerplant Controls, and Powerplant Installation Requirements	Substantive, Nonsignificant	2120-AI35	Completed Actions
Flight Limitations in the Proximity of Space Flight Operations	Substantive, Nonsignificant	2120-AI40	Completed Actions
Prohibition Against Certain Flights Between The United States and Libya	Other Significant	2120-AI46	Completed Actions

**ARAC Accomplishments**  
**FY 2000-2004**

<b>Final Rules</b>	<b>Issued</b>
<b>FY 00</b>	
Noise Certification Standards for Propeller-Driven Small Airplanes	10/7/99
Revision of Certification Requirements: Aircraft Dispatchers	12/2/99
Flight Plan Requirements for Helicopter Operations Under Instrument Flight Rules	01/21/00
Special Visual Flight Rules (Weather Minimums)	3/21/00
Repair Assessment for Pressurized Fuselages	4/27/00
Type Certification Procedures for Changed Products	6/6/00
Bird Ingestion	9/11/00
<b>FY 01</b>	
Fire Protection Requirements for Powerplant Installations on Transport Category Airplanes	12/13/00
Revised Landing Gear Shock Absorption Test Requirements	5/9/01
Revision of Hydraulic Systems Airworthiness Standards to Harmonize with European Airworthiness Standards for Transport Category Airplanes	5/9/01
Revision to Requirements concerning Airplane Operating Limitations & the Content of Airplane Flight Manuals for Transport Category Airplanes	6/15/01
Repair Stations, Part 145	7/30/01
<b>FY02</b>	
Harmonization of Braking Systems Airworthiness Standards for Transport Category Airplanes	4/10/02
Noise Certification for Subsonic Jet Airplanes & Subsonic Transport Category Large Airplanes	6/18/02
Revision of Braking Systems: Airworthiness Standards to Harmonize with European Airworthiness Standards for Transport Category Airplanes	4/10/02



<b>Final Rules - continued</b>	<b>Issued</b>
<b>FY03</b>	
Airspeed Indicating System Requirements for Transport Category Airplanes	12/03/02
Lower Deck Service Compartment on Transport Category Airplanes	6/6/03
Revised Requirements for Material Strength Properties and Design Values for Transport Category Airplanes	7/25/03
Part 145 Repair Station Supplemental Rule	3/14/03
<b>FY04</b>	
Electrical Equipment and Installation; Storage Battery Installation; Electronic Equipment; and Fire Protection of Electrical System Components on TCA's	3/9/04
Fuselage Doors	4/20/04
FAR/JAR Harmonization for Helicopters	5/24/04
Miscellaneous Flight Requirements; Powerplant Installation Requirements; Public Address System; Trim Systems; Protective Breathing Equipment; and Powerplant Controls	6/24/04
Certification of Pilot, Aircraft and Repairmen for the Operation of Light-Sport Aircraft	7/16/04

<b>FY 00</b>	
FTA-Battery Installation	5/17/00
Fire Protection Requirements for Powerplant Installations of Transport Category Airplanes	6/12/00
Noise Certification Standards for Subsonic Jets & Subsonic Transport Category Airplanes	6/29/00
Noise Certification Requirements for Helicopters	09/19/00
<b>FY 01</b>	
Revision of Braking Systems: Airworthiness Standards to Harmonize with European Airworthiness Standards for Transport Category Airplanes	12/04/00
Revision to Requirements concerning Airplane Operating Limitations & the Content of Airplane Flight Manuals for Transport Category Airplanes	12/05/00
Airspeed Indicated System Requirements for Transport Category Airplanes	05/02/01
Fire Protection of Electrical System Components on Transport Category Airplanes	05/03/01
Electrical Cables	05/03/01
Design and Installation of Electronic Equipment on Transport Category Airplanes	05/03/01
Electrical Installation, Nickel Cadmium Battery Installation, & Nickel Cadmium Battery Storage	05/03/01
<b>FY02</b>	
Miscellaneous Flight Requirements (Flight Test Package No.1)	12/18/01
Revision to Various Powerplant Installation Requirements (Propulsion Bundle 1)	12/18/01
Lower Deck Service Compartment on Transport Category Airplanes	01/08/02
Material Strength Properties and Design Values	01/08/02
Certification of Pilots, Aircraft, and Repairmen for the Operation of Light-Sport Aircraft	01/25/02
Powerplant Controls on Transport Category Airplanes General	04/26/02
Trim Systems and Protective Breathing Equipment	08/26/02
Corrosion Prevention and Control Program	9/26/02





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

800 Independence Ave. S.W.  
Washington, D.C. 20591

APR -7 2003

Mr. Glen Rizner  
Vice President, Operations  
Helicopter Association International  
1635 Prince St.  
Alexandria, VA 22314

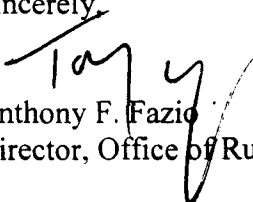
Dear Mr. Rizner:

On January 14, 1991, the Federal Aviation Administration (FAA) set up the Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991) to provide advice and recommendations to the FAA on a full range of the rulemaking activities on safety-related issues. The committee charter became effective on February 5, 1991, when notices of establishment were sent to the proper congressional committees. The Air Traffic Operations Subcommittee, now known as the Air Traffic Operations Issue Area, was established on August 13, 1991. This issue area has provided advice and recommendations on several air traffic operations actions.

The last meeting of the Air Traffic Issue Area was held on October 13, 1999. The last open task for the issue area was closed when the FAA received the last recommendation from the Special Visual Flight Rules Working Group on October 15, 1999. Since then, there have been no active working groups or tasks assigned to this issue area. Because of this lack of activity, and the FAA not foreseeing any activity in the near future, the agency would like to officially dissolve the Air Traffic Issue area of ARAC.

If a need to address an air traffic issue arises, the agency would task ARAC. Please contact me if you have any questions or concerns about this decision.

Sincerely,

  
Anthony F. Fazio  
Director, Office of Rulemaking

October 28, 2003

Mr. Ron Priddy  
President, Operations  
National Air Carrier Association  
1100 Wilson Blvd., Suite 1700  
Arlington, VA 22209

Dear Mr. Priddy:

The Federal Aviation Administration (FAA) recently completed a regulatory program review. That review focused on prioritizing rulemaking initiatives to more efficiently and effectively use limited industry and regulatory rulemaking resources. The review resulted in an internal Regulation and Certification Rulemaking Priority List that will guide our rulemaking activities, including the tasking of initiatives to the Aviation Rulemaking Advisory Committee (ARAC). Part of the review determined if some rulemaking initiatives could be addressed by other than regulatory means, and considered products of ARAC that have been or are about to be forwarded to us as recommendations.

The Regulatory Agenda will continue to be the vehicle the FAA uses to communicate its rulemaking program to the public and the U.S. government. However, the FAA also wanted to identify for ARAC those ARAC rulemaking initiatives it is considering to handle by alternative actions (see the attached list). At this time, we have not yet determined what those alternative actions may be. We also have not eliminated the possibility that some of these actions in the future could be addressed through rulemaking when resources are available.

If you have any questions, please feel free to contact Gerri Robinson at (202) 267-9678 or [gerri.robinson@faa.gov](mailto:gerri.robinson@faa.gov).

Sincerely,

/S/

Anthony F. Fazio  
Executive Director, Aviation Rulemaking Advisory Committee

Enclosure

cc:

- / William W. Edmunds, Air Carrier Operation Issues
- / Sarah MacLeod, Air Carrier/General Aviation Maintenance Issues
- James L. Crook, Air Traffic Issues
- / William H. Schultz, Aircraft Certification Procedures Issues
- / Ian Redhead, Airport Certification Issues
- / Billy Glover, Occupant Safety Issues
- / John Tighe, General Aviation Certification and Operations Issues
- David Hilton, Noise Certification Issues
- John Swihart, Rotorcraft Issues
- Roland B. Liddell, Training and Qualification Issues
- ↓ Craig Bolt, Transport Airplane and Engine Issues

ARAC Projects that will be handled by Alternative Actions rather than Rulemaking

(Beta) Reverse Thrust and propeller Pitch Setting below the Flight Regime (25.1155)
Fire Protection (33.17)
Rotor Integrity--Overspeed (33.27)
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Fatigue and Damage Tolerance (25.571)
Material Properties (25.604)



# AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

FEDERAL AVIATION ADMINISTRATION

MACCRACKEN ROOM

*NOVEMBER 13, 2003*

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## **Tentative Schedule for Calendar Year 2004**

- Thursday, February 12, 2004
- Thursday, May 13, 2004
- Thursday, August 12, 2004
- Thursday, November 11, 2004



Issued in Washington, DC, on October 24, 2003.

Ida M. Klepper,

*Acting Executive Director, Aviation  
Rulemaking Advisory Committee.*

[FR Doc. 03-27259 Filed 10-28-03; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad  
Administration, DOT.

**ACTION:** Notice and request for  
comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the nature of the information collection and its expected burden. The Federal Register notice with a 60-day comment period soliciting comments on the following collections of information was published on August 26, 2003 (68 FR 51323).

**DATES:** Comments must be submitted on or before November 28, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292), or Debra Steward, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6139). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On August 26, 2003, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 68 FR 51323. FRA

received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)-(c.); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 C.F.R. 1320.12(c.); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The revised requirements are being submitted for clearance by OMB as required by the PRA.

**Title:** Inspection Brake System Safety Standards For Freight and Other Non-Passenger Trains and Equipment (Power Brakes and Drawbars).

**OMB Control Number:** 2130-0008.

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

**Affected Public:** Businesses.

**Form(s):** N/A.

**Abstract:** Section 7 of the Rail Safety Enforcement and Review Act of 1992, Public Law 102-365, amended section 202 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 421, 431 *et seq.*), empowered the Secretary of Transportation to conduct a review of the Department's rules with respect to railroad power brakes and, where applicable, prescribe standards regarding dynamic brake equipment. In keeping with the Secretary's mandate and the authority delegated from him to the FRA Administrator, FRA recently published a comprehensive regulatory revision of the then current requirements related to the inspection, testing, and maintenance of the brake equipment used in freight car operations. The Final Rule focused solely on freight and other non-passenger trains, and codified and solidified the maintenance requirements related to the power brake system and its components. The collection of information is used by FRA to monitor and enforce safety requirements related to power brakes on freight cars. The collection of information is also used by locomotive engineers and road crews to

verify that the terminal air brake test has been performed in a satisfactory manner.

**Annual Estimated Burden Hours:** 895,011.

**Title:** Regional Inspection Point Listing Forms.

**OMB Control Number:** 2130-0551.

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

**Affected Public:** State Rail Safety Inspectors.

**Form Number(s):** FRA F 6180.106(a)-(e).

**Abstract:** Through a direct comparison of inspection data with accident/incident data, the collection of information aims to develop a profile county-by-county of what there is to inspect, and how much inspection activity was done by Federal and State railroad inspectors each year nationwide. The information collected will produce "snapshots" which will allow FRA to determine where the gaps are in inspection territories so that it can focus inspection resources where they will do the most good. As a result of the collection of information, FRA will be better able to equalize inspector workloads, and will be better able to make informed hiring decisions regarding the most effective placement of new inspectors. More targeted inspections will permit FRA to maximize its limited resources, and will serve to enhance overall safety on the nation's rail system.

**Annual Estimated Burden Hours:** 584.

**Addressee:** Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503; **Attention:** FRA Desk Officer.

**Comments are invited on the following:** Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA'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 collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501-3520.