

Description of Relief Sought/Disposition: To permit PenAir to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 12/08/2000, Exemption No. 7402.

Docket No.: FAA-2000-8144.

Petitioner: Indianaero, Inc.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Indianaero to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 12/08/2000, Exemption No. 7401.

Docket No.: FAA-2000-8181.

Petitioner: Tundra Ltd.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Tundra to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 12/08/2000, Exemption No. 7400.

Petition for Exemption

Docket No.: FAA-2000-8492.

Petitioner: The Boeing Company.

Regulations Affected: 25.1435(b)(1).

Description of Petition: To allow compliance for the proof pressure testing requirements of § 25.1435(b)(1) for the Boeing Model 777-200LR and 777-300ER airplanes by (1) similarity to the previously tested hydraulic system on the Model 777-200 for the unchanged parts, and (2) conducting proof pressure tests at the relief valve setting (3,400 psig) for the changed parts of the installations.

Petition for Exemption

Docket No.: FAA-2000-8514.

Petitioner: Addison Aviation Services, Inc.

Regulations Affected: 14 CFR 25.857(e)(4).

Description of Petition: To certify Learjet Model 25 series airplanes, to be modified for the carriage of cargo as Class E compartments (an STC project), without meeting the requirements to exclude hazardous quantities of smoke, flames or noxious gases from the flight crew compartment.

[FR Doc. 01-2876 Filed 2-1-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aging Transport Systems Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee.

DATES: The meeting will be held February 8-9, 2001, beginning at 8 a.m. on February 8.

ADDRESSES: The meeting will be at the United States Coast Guard Headquarters, Room 6301, 2100 2nd Street, SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Gerri Robinson, Office of Rulemaking, ARM-24, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-9078, FAX (202) 267-5075, or e-mail at gerri.robinson@faa.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given of a meeting of the Aging Transport Systems Rulemaking Advisory Committee to be held at the United States Coast Guard Headquarters, Room 6201, 2100 2nd Street, SW., Washington, DC 20593-0001.

The agenda will include consideration of new taskings to ATSRAC and discussion on appropriate membership needed to review and make recommendations to the FAA, if the tasks are accepted.

Attendance is open to the interested public, but will be limited to the availability of meeting room space. The FAA will arrange teleconference capability for individuals wishing to participate by teleconference if we receive notification before February 5. Arrangements to participate 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 may present written statements to the committee at any time by providing 20 copies to the Executive Director, or by bringing the copies to the meeting. Public statements will only be considered if time permits. In addition, 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 26, 2001.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 01-2791 Filed 2-1-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting

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 to discuss rotorcraft issues.

DATES: The meeting will be held on February 14, 2001, 8:30 a.m. PST.

ADDRESSES: The meeting will be held at the Anaheim Marriott, Salons A&B, Anaheim, CA 92802, telephone (714) 750-8000.

FOR FURTHER INFORMATION CONTACT: Angela Anderson, Office of Rulemaking, ARM-200, FAA, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9681.

SUPPLEMENTARY INFORMATION: The referenced meeting is announced pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II).

The agenda will include:

- Performance and Handling Qualities Requirements status report.
- Damage Tolerance and Fatigue Evaluation of Metallic Rotorcraft Structure Working Group status report and presentation of Concept Paper.
- Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structure Working Group status report and presentation of Concept Paper.
- Briefing from FAA economist on information needed to complete economic analyses of rules.

Attendance is open to the public but will be limited to the space available. The public must make arrangements to present oral statements at the meeting.

Written statements may be presented to the committee at any time by providing 16 copies of the Assistant Chair or by providing the copies at the meeting. Copies of the Concept Papers that will be presented may be obtained by contacting Mary Ann Phillips at (817) 222-5124 or by emailing her at: mary.ann.phillips@faa.gov. If you are in need of assistance or require a reasonable accommodation for the meeting, please contact the person listed

Date: February 14, 2001

Time: 8:30 a.m.

Place: Anaheim Marriott

Salons A & B

Anaheim, California

The Assistant Chair, Mr. John Swihart, called the meeting to order at 8:35 a.m. The attendees introduced themselves and signed the attendance sheet ([Attachment 1](#)).

Mr. Mark Schilling, Assistant Executive Director, read instructions governing the conduct of the meeting, and the agenda ([Attachment 2](#)) was distributed.

Mr. Swihart reminded the group about the Federal Aviation Administration (FAA) Order that stipulates that committee meetings be held in Federal buildings in the Washington metropolitan area. However, when it is more cost effective or convenient to hold a meeting elsewhere a written request must be submitted. Future rotorcraft ARAC meetings will be held in the Washington metropolitan area with the exception of those that are held in conjunction with significant industry meetings such as Helicopter Association International and American Helicopter Society meetings.

Status reports and working group presentations were made as described below:

Performance and Handling Qualities Requirements: Mr. Tom Sandberg (AIA) stated that an economist has been assigned to the project and the expected due date for the regulatory evaluation is May 15, 2001. We have preliminary legal review but will not have final review until the regulatory evaluation is complete and provided to AGC.

Mr. Swihart stated that at the August 8, 2000 meeting the issues group unanimously agreed to submit the NPRM to FAA for review. Once the regulatory evaluation is complete and reviewed by the working group the issues group anticipates agreeing to forward the package as a recommendation to the FAA.

Mr. Schilling said that a lot of work was done to get this project moved to the "A" project list in the FAA considering the fact that the FAA has many other competing priorities.

Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structure :

Mr. D.J. Reddy (Bell Helicopter) gave an overview of what the working group has accomplished and handed out a status report ([Attachment 3](#)). He discussed how the working group was assigned two tasks, they have held two meetings in 2000 and have two more meetings scheduled for this year in 2001. They expect to have a final draft in May 2001. Mr. Reddy then handed out the concept paper ([Attachment 4](#)) and provided a

brief overview of the paper. Mr. Swihart asked if everyone agreed with the content of the concept paper and all members unanimously accepted the concept paper.

Damage Tolerance and Fatigue Evaluation of Metallic Rotorcraft Structure : Mr. Doug Tritsch (Sikorsky) handed out the concept paper (Attachment 5) and briefed the ARAC issues group on the paper. He said there are two TOR's and that the working group consists of Americans, Europeans, operators and OEM's. The working group has had a lot of discussions with TOGAA on how to accomplish fatigue evaluations. Mr. Tritsch expressed his satisfaction and stated that this is an exceptionally good working group. He went on to say that the concept paper includes the draft proposed rule. The intent of the proposed rule is to enhance safety by requiring scheduled maintenance. He said there would be a proposed rule and an advisory circular (AC) as a product from this working group.

A JAA representative asked if efforts to coordinate the format of both working groups were considered. Mr. Tritsch responded that every effort is being made in areas that coordination can be done. Mr. Richard Monschke (FAA) shared that he had looked at both proposed rules and that they are remarkably similar but there would be some differences in the AC's. He asked if there would be a provision for replacement time for metallic parts. Mr. Tritsch stated that there would be a life limit for metallic parts.

Mr. Larry Kelly (FAA) expressed his concern about the terminology for certain words. He said to beware of the definition of catastrophic. There are different definitions in the proposed rule and the AC. Mr. Tritsch said they discussed the term in the metallic working group and that they will be defining the word in the AC. Mr. Bruno Moitre (ENAC-JAA/HASG) agreed with Mr. Kelly that we should be consistent with the terminology.

Mr. David Haddon (UK-CAA) asked how the group is interfacing with TOGAA. Mr. Tritsch responded by saying that TOGAA has commented on issues dealing with this working group, not the fatigue working group. TOGAA has been briefed and the working group has documentation from TOGAA to review. The working group plans on briefing TOGAA again in the near future. It was then moved and seconded that the Concept Paper be accepted as drafted, including the discussion of this ARAC meeting. The group unanimously accepted the motion.

Mr. Schilling expressed his gratitude and thankfulness for how quickly the working groups have accomplished things. He said a special thanks to the working groups companies for allowing them the opportunity to work with this working group.

Mr. Arnold Hoffman (FAA) gave an overview of what an economic analysis entails. He discussed the areas that are addressed in an economic analysis, i.e. unfunded mandates, international trade impact and he also explained that a separate analysis is required if small entities are affected. Mr. Tritsch asked if 2.7 million is considered a fatality, when the affected population is small operators that have one or two aircraft, how do you estimate the cost impact on them. Mr. Hoffman said that you would take the damages of

that accident and divide the total operating hours of operation of that group of rotorcraft. You would then spread out over all rotorcraft.

Mr. Swihart scheduled future meetings as follows with the understanding that the meeting may be cancelled if there is nothing substantive to discuss or to put to vote.

May 10, 2001 TBD, Washington DC

August 9, 2001 TBD, Washington DC

November 8, 2001 TBD, Washington DC

February 2002 TBD, Orlando, Fla.

The meeting adjourned at 10:00 am.

Attendance

Twenty people, including committee members, alternates, and government employees, attended the February 14, 2001, Aviation Rulemaking Advisory Committee meeting on Rotorcraft Issues.

Public Notification

The Federal Register published an announcement of the meeting on February 2, 2001

Approval

I certify the above minutes are accurate.

/S/

Mr. John Swihart

Assistant Chair for ARAC Rotorcraft Issues Issued: April 13, 2001

Attachments

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

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

Adjorn Mr. John Swihart

DRAFT

Concept Paper

ARAC Rotorcraft Composite Structures Damage Tolerance and Fatigue Evaluation Working Group (WG)

Vision: The WG visualizes a process, that identifies the problem and works to solve that problem through a structured concept approval.

Problem: The current FAR/JAR 27/29 regulations do not provide adequate certification standards for composite materials and structures. Certification has been based on advisory material and a very broad interpretation of the fatigue substantiation and the design and construction airworthiness standards. Some European authorities have issued special conditions because the advisory material is not supported by an adequate airworthiness standard.

Concept Approval:

(1) The WG has considered alternatives and has determined that rulemaking action is required. Doing nothing will continue the confusion that exists among and within manufacturers and authorities now. Relying on advisory material only, as in the past, does not always alleviate the need for special conditions, and such material is not enforceable. The outcome of this effort will be a standardized means of compliance that will still allow for innovation and changes in technology. To accomplish this outcome, the WG will propose new regulations, FAR/JAR 27.573 and 29.573, specific to composite structures vis-à-vis metallics under FAR/JAR 27.571 and 29.571. Advisory material to support the new regulations will be developed concurrently. The above actions are responsive to the Terms of Reference (TOR).

(2) The WG has selected rulemaking as the most desirable approach. The deliverables will be a Notice of Proposed Rulemaking (NPRM) for each proposed rule and an Advisory Circular (AC) describing a means, but not the only means, of compliance for each rule.

(3) Justification for the selected approach is as follows:

(a) The existing regulations, FAR/JAR 27.571 and 29.571, do not clearly or completely describe the fatigue certification requirements for rotorcraft composite structure. The available advisory circulars also lack definitive guidance for the unique applications of composites to rotorcraft structure. This lack of regulatory requirements and lack of comprehensive advisory material has given rise to differing interpretations of the existing advisory material for some rotorcraft certification projects, resulting in different burdens upon industry to substantiate their composite structure. As discussed above, some authorities have found it necessary to issue special conditions to assure the certification requirements are met.

(b) Some applicants have complained that the lack of an independent rotorcraft composite structure rule has resulted in confusion because the connection between the existing FAR/JAR 27.571 and 29.571 rules and the various advisory materials is not clear. The hierarchy among the existing rules, AC 20-107A, AC 29-2C, AC 27-1B, AC 27/29.571, AC 27/29 MG 8, and AC 27/29 MG 11 is convoluted and tortuous. The new rules and new advisory material should alleviate this problem.

(c) The new rules and advisory materials will integrate and reflect the different original equipment manufacturers' experiences wherein advantage can be taken of past service history and the lessons learned.

- a. **There have been significant changes in composites technology since the original advisory material was written. In recent years, there have been changes in design, analysis, testing, manufacturing, maintenance techniques and maintenance procedures. The new regulations and advisory materials will take these changes into account.**

(4) The WG has identified all relevant issues and narrowed the scope of the effort to only those issues that need be addressed in the recommended rulemaking. Of special note, the WG recognizes the safety concerns relating to the sensitivity of composite structure to defects and service damage. As a result, the WG recommends that the new FAR/JAR 27.573 and 29.573 allow only a damage tolerance evaluation or a damage/ flaw tolerant (safe life) evaluation. Conventional (unflawed) safe life evaluation will not be allowed. Whether or not to require a discrete source damage tolerance evaluation is still under consideration by the WG.

(5) Since regulatory action is necessary, the WG has developed regulatory language to the extent possible at this point. Please see attached proposed rule (draft) 27.573 / 29.573, Damage tolerance and fatigue evaluation of composite rotorcraft structure.

(6) This draft Concept Paper was distributed for comment to industry and the FAA internal team on December 22, 2000.

(7) The Final Concept Paper will be mailed to the ARAC RIG and the JAA Study Group by January 12, 2001. The WG Co-Chairs will present this Concept Paper to the ARAC RIG at the meeting in Anaheim, CA on February 14, 2001.

under the heading **FOR FURTHER INFORMATION CONTACT**. In addition, sign and oral interpretation, as well as a listening device, can be made available at the meeting if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on January 19, 2001.

Anthony F. Fazio,

Assistant Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 01-2858 Filed 1-30-01; 3:39 pm]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose a Passenger Facility Charge (PFC) at Chicago O'Hare International Airport and To Use the Revenue at Chicago O'Hare International Airport, Chicago, IL, and Gary/Chicago Airport, Gary, IN

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 a PFC at Chicago O'Hare International Airport and use the revenue at Chicago O'Hare International Airport and Gary/Chicago Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 5, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas R. Walker, Commissioner of the City of Chicago Department of Aviation at the following address: Chicago O'Hare International Airport, P.O. Box 66142, Chicago, IL 60666.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of

Chicago Department of Aviation under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas E. Salaman, Chicago Metropolitan Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, IL 60018, telephone (847) 294-7436. 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 a PFC at Chicago O'Hare International Airport and use the revenue at Chicago O'Hare International Airport and Gary/Chicago Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 4, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Chicago Department of Aviation was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 6, 2001.

The following is a brief overview of the application.

PFC application number: 01-12-C-00-ORD.

Level of the proposed PFC: \$4.50.

Proposed charge effective date: April 1, 2001.

Revised proposed charge expiration date: July 1, 2014.

Total estimated PFC revenue:

\$880,183,000.00.

Brief description of proposed projects at the \$4.50 level:

Impose Only at ORD: Airport Transit System (ATS) North Extension; ATS Maintenance Relocation; Zemke Road Extension; Concourse K Extension; Taxiway A/B Extension/Oil Water Separator Relocation; Hardstand Apron; Terminal Six Development; Terminals 1 and 2 Connection Expansion; Touhy Avenue Reservoir.

Impose and Use at ORD: World Gateway Program Formulation; Terminals 1, 2, and 3 Facade and Circulation Enhancement Improvements; Aircraft Rescue and Firefighting (ARFF)/Simulator Training Facility; Automatic Vehicle Identification—Ground Transportation; Terminal Five Upper Level Roadway Rehabilitation; Global Positioning System Antenna; Runway Deicing Fluid Facility Improvements; Runway

Weather Sensors Upgrade; Service Road to General Aviation Apron; Land and Hold Short Operations Improvements; 360 Degree Silicon Graphics Incorporated Based Tower Simulator; Snow/Security/Fire Equipment; School Insulation—1999-2001; Residential Insulation—2000; Residential Insulation—2001; Perimeter Intrusion Detection System—Phase II.

Use at ORD: Snow Dump Improvement; Runway 14L/32R Rehabilitation; High Temp Water Piping; Eliminate Ball Joints; National Pollutant Discharge Eliminations System Permit Compliance.

Brief description of proposed project at the \$3.00 level:

Use at Gary/Chicago: Acquisition of 1500-Gallon ARFF Vehicle; Terminal Renovation—Phase III.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: air taxi operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Chicago Department of Aviation.

Issued in Des Plaines, Illinois, on January 23, 2001.

Benito De Leon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 01-2854 Filed 2-1-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 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).