

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 September 24, 2001, page 48899.

DATES: Comments must be submitted on or before February 22, 2002. 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

Title: Airport Noise Compatibility Planning—14 CFR Part 150.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0517.

Forms(s): NA.

Affected Public: An estimated 16 airport operators who voluntarily submit exposure maps and noise compatibility programs to the FAA for review.

Abstract: The respondents are those airport operators voluntarily submitting noise exposure maps and noise compatibility programs to the FAA for review and approval. FAA approval makes airport operators' noise compatibility programs eligible for discretionary grant funds set aside under the FAA Airport Improvement Program for that purpose.

Estimated Annual Burden Hours: An estimated 50,400 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 collection of information is 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 collection; 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 January 15, 2002.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 02-1673 Filed 1-22-02; 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 15, 2002, 8:30 a.m.

ADDRESSES: The meeting will be held at the Rosen Centre Hotel, Salon 22, Orlando, FL, telephone (407) 996-9840.

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. 2-463; 5 U.S.C. App. II).

The agenda will include:

- a. Discussion and approval of the Performance and Handling Qualities Requirements NPRM.
- b. Working Group Status Reports:
 - Damage Tolerance and Fatigue Evaluation of Metallic Rotorcraft Structure
 - Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structure
 - Critical Parts

Members of the public may obtain copies of the Performance and Handling Qualities NPRM by contacting the person listed above under **FOR FURTHER INFORMATION CONTACT**.

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 to the Assistant Chair or by providing the copies at the meeting. If you are in need of assistance or require a reasonable accommodation for the meeting, please contact the person listed 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 heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on 16 January 2002.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 02-1674 Filed 1-22-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 135: Environmental Conditions and Test Procedures for Airborne Equipment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 135 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 135: Environmental Conditions and Test Procedures for Airborne Equipment.

DATES: The meeting will be held February 12-14, 2002 starting at 9 a.m.

ADDRESSES: The meeting will be held at Honeywell, Inc., Business, Regional & General Aviation Systems, Mohave Conference Room, 5353 West Bell Road, Glendale, Arizona, 85308.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>; (2) Honeywell Contact: Mike Kroeger; telephone (602) 436-4554; e-mail mike.kroeger@honeywell.com.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Commission Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 135 meeting. The agenda will include:

- February 12-14:
 - Opening Plenary Session (Welcome and Introductory Remarks, Recognize Federal Representative, Approve Minutes of Previous Meeting).
 - Discuss/Review Revision Cycle for Document.
 - Status Reports on Revisions to Sections 22 and 19.
 - Status Report for Sections 6, 9, 10, 11, 12, 13, and 14.
 - Electronic Form for Submitting Comments and Revised Sections.

AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

Rotorcraft Issues

Meeting Minutes

Date: February 15, 2002

Time: 9:30 a.m.

Place: Rosen Centre Hotel

Salon 22

Orlando, Florida

The Assistant Chair, Mr. John Swihart, called the meeting to order at 9:45 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.

There were two concerns Mr. Swihart emphasized with the group. (1) He stated that he spent some time with the FAA's Southwest regional counsel and discussed the fact that the FAA is authorized to implement only minimum standards and read from Title 49, Chapter 44, Section 44701 which specifies that authorization. (2) He also reiterated the importance of the preamble and how the reader should be able to refer to the preamble to obtain more information on how and why decisions were made. Mr. Swihart will recommend at the next Executive Committee of the Aviation Rulemaking Advisory Committee (EXCOM) that these two concerns be emphasized in the Operating Procedures Manual for the Aviation Rulemaking Advisory Committee (ARAC).

Mr. Swihart then asked Mr. Bruno Moitre (JAA) to comment on minimum standards from the JAA's perspective. Mr. Moitre stated that JAR 27 and 29 does not have the same legal process for implementation. Each European Aviation Authority has, in fact, to ratify them as part of their National Regulations through a national legal process; however, JAR 27 and 29 are, like CFR 27/29, also committed to not require anything beyond the minimum standards.

Mr. Swihart reminded everyone that the minutes should be available on the Office of Rulemaking's website <http://www.faa.gov/avr/arm> 30 days after an ARAC issues meeting. Mr. Swihart asked Ms. Angela Anderson (FAA) to send an email notice to the members once the minutes are posted on the website.

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

Performance and Handling Qualities Requirements: Mr. Tom Sandberg (AIA, Sikorsky Aircraft) stated that the working group is presenting the notice of proposed rulemaking (NPRM) to the issues group for approval.

He gave a brief overview of the sections affected in the NPRM and shared that the working group was originally tasked to review sections 27 and 29 of subpart B, and provide a general upgrade of those requirements. The working group was able to obtain consensus on all sections of the NPRM.

Mr. Robert Rendzio (NADAF) asked if the NPRM covers landing and wanted to know if glide and autorotation has been clarified. He discussed the difference between the two words. He believes the word glide is a more appropriate term. Mr. Lance Gant (FAA) stated that other paragraphs in part 27 addresses the term glide and that the revised section 27.75 is to address the landing condition only. Mr. Rendzio indicated that this is satisfactory.

Mr. Michael Abdelmaseh (AIA, Kaman Aerospace) asked that since we are adding in-flight restart capability in the NPRM, he wondered if the preamble of section 27.903 for previous amendments was reviewed to understand why restart capability is not included in the current CFR section. Mr. Lance Gant (FAA) stated that a substantial number of

engine failures have been documented and that the working group wanted to follow part 29 requirements. He said they don't know why it was not included in the current regulation and that he would have to review the amendment to find out. Mr. Abdelmaseh said he is going to do some research to find out why restart capability was not included in the current regulation.

Mr. Abdelmaseh then asked if there were representatives from the reciprocating engine powered helicopter manufacturers. Mr. Gant said that he personally contacted representatives from those helicopter manufacturers. The manufacturers said they would have no problem demonstrating the new requirement. Mr. Swihart then asked if it meets the requirement of a minimum standard and if the preamble is sufficient? Mr. Gant and Mr. Sandberg both said yes.

Mr. Swihart asked if there are no further questions, are all in favor of forwarding the package to the FAA as a recommendation. The ARAC issues group unanimously agreed to approve the package and move it forward to the FAA.

Mr. Schilling thanked the working group members for their hard work and all of the Countries that supported the effort.

Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structure:

Mr. Richard Monschke (FAA) gave an overview of what the working group has accomplished. He discussed how the working group was assigned two tasks, one to update and harmonize current regulations and the second to promulgate a new rule and new advisory circular material. They have held two meetings since the last meeting.

Mr. Monschke thanked all U.S. and JAA partners and their customers for their continued support in this working group effort after the events of September 11, 2001. The working group products are almost complete. He is working on three final comments from the working group members from the Milan meeting. A final harmonized package should be complete by the first week of March. Once the package is complete it will be ready to be presented to the ARAC issues group for forwarding to the FAA for legal and economic review. Mr. Kelly asked if presenting the documents to the ARAC issues group for legal and economic review had to be done at a public meeting. He wondered if it could be done by email. Ms. Anderson stated that she would find out and get back with the

group. Mr. Rendzio then asked if you could submit your approval for acceptance of a document via fax if you are unable to attend a meeting. Mr. Swihart shared that we can do teleconference if a person is unable to attend a meeting.

Industry has indicated there should be no cost impact as a result of the new rule and new advisory circular material. They have also stated they have read the document and understand it and know what to do.

Mr. Monschke stated that one of the new important concepts this document will address is high energy or blunt impact damages that leave no detectable damage. Since damage can be unseen an item could still be qualified as safe if, ultimate load is demonstrated with this damage, or by probabilistic methods and an inspection program.

Damage Tolerance and Fatigue Evaluation of Metallic Rotorcraft Structure: Mr. Kelly gave an overview for Ms. Sharon Miles (FAA) who was unable to attend the meeting. He said that good progress is being made and that they have completed the rule language and the preamble and they are working on the advisory circular. There are no technical disagreements and the package should be ready for legal and economic review by the end of March.

Mr. Paul Sparkes (CAA) asked if there had been coordination between the metallic and composite rotorcraft working groups. Mr. Monschke responded that there has been coordination between the two groups. He reminded everyone that they are not the same so the language can be different. The sensitivity to loads and failure methods are different for metallic and composite and that we all should recognize that the proposed rule does not have to look just alike because they are different. Mr. Kelly added that there is shared membership between the two groups. Mr. Sparkes stated the reason why he asked is because his upper management believes the two documents should look similar and wanted to know if the difference would be obvious. Mr. Monschke responded that if the two proposed rules were together you would probably not be able to see much difference.

Critical Parts: Mr. Sandberg stated that this is the first status report of the working group since it began. They have agreed to revisit certain elements of critical parts. He gave an overview of the TOR and said they are required to have a technical report within 3 to 6 months. The working group has had one meeting and all parties attended. They have a

good understanding of the different opinions. The next scheduled meeting is mid-March. They hope to be able make a recommendation to the Joint Harmonization Working Group after the March meeting.

Mr. Kelly stated that the group believes it may be possible to implement changes by revising advisory circular material. Rulemaking may not be required, but this should be clearer after the next working group meeting.

Mr. Schilling expressed his gratitude for how quickly the three working groups have accomplished their work. He said he doesn't know what is different about how these groups are working. Maybe the TOR's are clearer than in the past, but something is working better this time. Mr. Monschke stated he believed that the working group's membership is very knowledgeable and they recognize that changes really need to be made in this area.

Other Business:

There is a TOR being circulated for review to update part 27 and section 29.1309. The TOR needs to be presented to the FAA's Regulatory Council for final approval. There is another TOR about ditching and the Harmonization Management Team has approved it. The Rulemaking Project Record (RPR) must be completed and submitted to the Regulatory Council for approval. If these two TOR's are accepted by ARAC then two new working groups will be established.

As a heads up, Mr. Kelly mentioned that a study group chartered by the Joint Harmonization Working Group is looking for criteria for Special Conditions for fly-by-wire/fly-by-light flight controls systems. This study group has no rulemaking assignment obviously, but their recommendations may eventually feed an ARAC tasking.

Mr. Swihart explained that he prefers to schedule meetings on the same day as EXCOM. Therefore, the next future meetings are as follows with the understanding that the meeting may be cancelled if there is nothing substantive to discuss or to approve.

May 15, 2002 **2:00**
p.m. TBD, Washington DC

August 7, 2002 2:00 p.m. TBD, Washington DC

November 6, 2002 2:00 p.m. TBD, Washington DC

Mr. Sparkes asked if a meeting is cancelled would a notice be placed on the Office of Rulemaking's web site. Mr. Swihart responded that an email would be sent to the members notifying them that a notice has been published to cancel a meeting. Furthermore, for a meeting to actually occur a notice must be published in the Federal Register at least 15 days prior to the meeting.

The meeting adjourned at 10:50 a.m.

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Attendance

Twenty-two people, including committee members, alternates, and government employees, attended the February 15, 2002, Aviation Rulemaking Advisory Committee meeting on Rotorcraft Issues.

Public Notification

The Federal Register published an announcement of the meeting on January 23, 2002

Approval

I certify the above minutes are accurate.

/S/

Mr. John Swihart

Assistant Chair for ARAC Rotorcraft Issues

Issued: March 13, 2002

Attachments

AVIATION RULEMAKING ADVISORY COMMITTEE
 ROTORCRAFT ISSUES

ATTENDANCE

February 15, 2002

Member (M) Non-Member (N)	Name	Affiliation	Telephone	Fax Number
M	Paul Spitzer	FAA	202-261-1111	
M	Tom G. SANDBERG	BIA - JENSEN AIRCRAFT	202 306 9971	4242
M	Phil Golom Pro	ACECA - AGUSTA	6619 0131 029257	- 144
N	David Downey	FAA, ASW-100	817-222-0704	- 4929
M	WATNE J. BARRIS	Ben Hempter	702 380 2702	- 8652
N	Lucy M. Kelly	FAA/Atlanta Wk. St. C.	817 222 5811	
N	A. K. - Kelly	EUROPTER GERMANY	49 89 5001225	- 1811
N	Mikael Arhunen	AIA - Hansen Helicopters	206 266 9122	206 266 7103
N	David Walker	FAA	404 222 1111	7100
N	Paul Spitzer	FAA	202 261 1111	- 4242
N	Andre ROBERT	PARC-F	55 4 22 02 02 02	43 14
N	Phil Schindler	FAA	202 261 1111	- 4242
N	KIM VIKER NELSON	CHIEF ROTARY	+1 412 351 4019	+1 412 351 2995

AGENDA

ARAC RIG Meeting
Rosen Centre Hotel
Salon 22
9840 International Dr.
Orlando, Florida 32819
February 15, 2001, 8:30am-11:00am

Call to Order	Mr. John Swihart
Self Introduction	All Present
Administrative Guidance	Mr. Mark Schilling
Remarks by ARAC Chair	Mr. John Swihart
Working Group Status Reports:	
• Discussion and approval of the Performance and Handling Qualities Requirements NPRM	Mr. Tom Sandberg
• Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structure	Mr. Richard Monschke
• Damage Tolerance and Fatigue Evaluation of Metallic Rotorcraft Structure	Mr. Larry Kelly
• Critical Parts	Mr. Tom Sandberg
Other Business	Mr. John Swihart
Future Meetings	Mr. John Swihart
Adjourn	Mr. John Swihart

Minutes of this meeting will be available on the FAA web site at <http://www.faa.gov/avr/arm/aracmin.htm> in about 30 days.

Attachment (2)