

4910-13

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on

Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

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

DATES: The meeting is scheduled for Wednesday, October 19, 2011, starting at 9:00 am Eastern Daylight Time. Arrangements for oral presentations must be made by October 12, 2011.

ADDRESS: The Boeing Company, 1200 Wilson Boulevard, Room 234, Arlington, Virginia 22209.

FOR FURTHER INFORMATION CONTACT: Ralen Gao, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-3168, FAX (202) 267-5075, or e-mail at ralen.gao@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. 2), notice is given of an ARAC meeting to be held October 19, 2011.

The agenda for the meeting is as follows:

- Opening Remarks, Review Agenda and Minutes
- FAA Report

- ARAC Executive Committee Report
 - Update on Rulemaking Prioritization Working Group
- Transport Canada Report
- Materials Flammability Working Group Report
- Avionics Harmonization Working Group Report
- AA Working Group Report
- Flight Controls Working Group Report
 - Rudder Reversal Tasking
- Any Other Business
- Action Items Review

Attendance is open to the public, but will be limited to the availability of meeting room space. Please confirm your attendance with the person listed in the FOR FURTHER INFORMATION CONTACT section no later than October 12, 2011. Please provide the following information: Full legal name, country of citizenship, and name of your industry association, or applicable affiliation. If you are attending as a public citizen, please indicate so.

The FAA will arrange for teleconference service for individuals wishing to join in by teleconference if we receive notice by October 12, 2011. For persons participating by telephone, please contact Ralen Gao by e-mail or phone for the teleconference call-in number and passcode. Anyone calling from outside the Arlington, VA, metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by October 12, 2011, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the person listed in the FOR FURTHER INFORMATION CONTACT section or by

providing copies at the meeting. Copies of the documents to be presented to ARAC may be made available by contacting the person listed in the FOR FURTHER INFORMATION CONTACT section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the FOR FURTHER INFORMATION CONTACT section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on September 20, 2011.

Julie Ann Lynch
Acting Director, Office of Rulemaking

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

Meeting Minutes

Date: October 19, 2011
Time: 9:00 AM
Location: 1500 Wilson Blvd.
Arlington, VA

Call to Order /Administrative Reporting

Mr. Mike Kaszycki read the public meeting announcement at 9:02 AM.

Mr. Craig Bolt discussed April 13, 2011 meeting action items.

Item	April 13, 2011 TAEIG Meeting Action Items	Status
1.	Craig Bolt to send TAEIG the Process Improvement Working Group Recommendation Report.	CLOSED

FAA Report

Mr. James Wilborn presented the FAA Report. Please see Handout #1.

Mr. Mike Kaszycki clarified that there are currently competition for resources within the FAA rulemaking system between ARAC and Congressionally-mandated rulemaking. However, FAA will do its best to promulgate ARAC-recommended rulemakings and keep things on track.

Mr. Kaszycki stated the FAA formed an ARC regarding Lavatory Oxygen Systems. It took a very short time frame to form and submit a recommendation. The current struggle is, the original AD removed fire protection canisters from lavatories, but now the issue is how to achieve the quickest regulatory structure to reinstall these canisters while still permitting industry and the public a chance to comment. On September 27, 2011, the FAA released policy memo that encompassed the ARC recommendations for design and installation of chemical oxygen generators that are not susceptible to the previously identified security threat. It is the FAA's intent to accept designs that meet the standards in the policy memo as acceptable compliance to any follow-on rulemaking activity that requires re-installation of oxygen supply in lavatories. In this way the FAA hopes to encourage early design and installation of acceptable systems while the regulatory framework is finalized.

Mr. Rolf Greiner asked questions regarding the initial Chemical Oxygen Generator airworthiness directive (AD), noting it were more of a security directive than a safety measure. He stated that it caused a lot of confusion for the Design Organization and also the POA.

Mr. Kaszycki stated that the FAA began working with the FBI and DHS in early 2010, when the security issue was initially raised. At that time much of the information was classified. The FAA held meetings in December of 2010 to communicate with industry as soon as it was de-classified to Sensitive Security Information status, when it could be disseminated on a need-to-know basis. There is probably room for improvement to maintain the lines of communication better—however, it was also the fastest means as the FAA had at the time.

Jill Demarco asked whether SLD is still scheduled to be published April 2012. Mr. Kaszycki stated that is the target publication date.

Mr. Kaszycki mentioned the FAA is looking into ways to communicate and re-iterate the alternative certification path now available through SFAR 109 for private use part 25 airplanes operating under part 91. This rulemaking provided regulatory relief for aircraft interior standards (e.g., aisle width, exit sign locations, hand holds) for these airplanes, which was previously handled via exemptions or special conditions. Since the path is limited to airplanes that would be in part 91 operations, there has been limited use of SFAR 109 since it was published in 2009. The FAA is currently discussing how to better implement this new certification path.

EXCOM Report

Mr. Craig Bolt presented this report. Please see Handout #2.

Mr. Bolt reported on the progress of the Rulemaking Prioritization Working Group (RPWG). This WG was launched in response to a recommendation from the Future of Aviation Advisory Committee (FAAC) on providing more public input into the FAA's prioritization of rulemaking. The RPWG was tasked to review the Commercial Aviation Safety Team (CAST) process for risk assessment, current FAA prioritization processes, and EASA's Regulatory Impact Assessment process. The team developed an Attributes Matrix that considers and weights various factors that drive the need for rulemaking.

Mr. Kaszycki spoke on the way the Aircraft Certification Service (AIR) prioritizes its rulemaking, and offered resources to help the RPWG to evaluate rulemaking processes. Mr. Wilborn asked about the RPWG's impression of the CAST process. Mr. Bolt responded that his personal opinion is that CAST primarily deals with the safety portion in the Attributes Matrix, and that that is only one facet to consider.

Ms. DeMarco asked a question regarding evaluation of the 10 rules against the Priority Matrix and how it affects the results. Mr. Bolt stated that the process, especially with the scale from 1 to 7 for each factor, helps weight the relevant factors to achieve over-all prioritization level.

Mr. Bolt then presented the ARAC EXCOM Restructuring report. Please see Handout #3.

A question regarding TAEIG membership—does the restructuring of TAEIG to become a working group as part of EXCOM mean that TAEIG loses some of its current functionality? Mr. Bolt replied that everyone who is right now a part of TAEIG would remain so—as one does not need to be represented by EXCOM to be a part of a working group.

Mr. Bolt noted that under this proposal, TAEIG WG membership would be limited to U.S. organizations, who would then represent their non-U.S. counterparts. Mr. Kaszycki asked whether TAEIG meetings would, in the future, continue to be public meetings under FACA requirements. Mr. Bolt answered that future TAEIG meetings would no longer be considered public meetings requiring notice in the Federal Register.

Mr. Bolt then presented the FAA update to PIWG recommendations. Please see Handout #4.

Transport Canada Report

Mr. Oliver Rusch presented the Transport Canada Report. Please see Handout #5.

TCCA has put Technical Implementation Procedures (TIPs) in place with EASA. This builds on the Civil Aviation Safety agreement signed between Canada and the European Union. The TIPs define certification and reciprocal approval processes and a list of common Technical Standards Orders (TSOs). Mr. Rusch stated that Canada does not have any TSO at this time; and all are aligned with the FAA.

Materials Flammability WG Report

Mr. Jim Davis presented this report. Please see Handout #6.

Mr. Davis stated that the Working Group is seeking a 90 day extension for submitting its recommendation.

Mr. Kaszycki wanted clarification for what the Working Group is asking the TAEIG to vote on, since even with the extension, the advisory material would not be complete. Mr. Davis replied that the advisory material is an on-going effort that will take years to complete. The Working Group recommendation is currently a high-level, table of content style presentation for those areas in which the Working Group recommends work. A 90-day extension would allow the Working Group to provide a more detailed but still high-level advisory material, plus regulatory text. Although not ideal, having draft material would still allow industry to see the direction of recommendation, and allow the FAA enough materials to work from.

Mr. Kaszycki stated that while the FAA has no issue with the extension, he wants to point out that this extension would still not help the Working Group to form a complete recommendation. He is willing to agree to a 90-days extension but no longer.

The extension was granted.

Mr. Davis further asked how long does TAEIG needs to review the recommendation and respond with comments. Mr. Bolt replies that 30 days is standard.

Mr. Davis also stated that the Working Group is willing to meet to respond to any FAA or TAEIG questions or concerns.

Avionics Systems HWG

Mr. Clark Badie presented this report. Please see Handout #7.

A question whether the FAA would provide an economist to help with Working Group activities, to provide guidance and advice. Mr. Kaszycki stated that he is willing, dependent on FAA budget and resources.

Mr. Todd Sigler asked Mr. James Wilborn if this tasking over-laps with the work of the CAST-chartered Airplane State Awareness Joint Safety Analysis Team (ASA JSAT), and whether there is effort to keep in touch to make sure there is no wasted efforts. Mr. Wilborn stated the ASA JSAT is actively coordinating with the ASHWG on this subject of low airspeed alerting. The ASA JSAT results are preliminary and have not been approved by CAST, nor has CAST developed an implementation plan. The ASA JSAT will be sharing analysis results with the ASHWG at the end of October to help maintain continuity between the approach of both groups.

Flight Controls Working Group (Rudder Reversal Tasking)

Mr. Barry Hance presented this report. Please see Handout #8.

Mr. Hance introduced himself as a co-chair of this Working Group, along with Dominique Chatrenet of Airbus.

Mr. Kaszycki stated that multiple members of the Working Group should not represent the same organization (i.e. EASA, etc). People may freely help, or become the alternate for the same position, but not present at the same time as it is not fair to other organizations. As well, the smaller the team, the more focused and rapid the result.

The Working Group will aim to adhere to the September 2012 deadline, but suffered 6 months' delay at the formation stage. Mr. Kaszycki stated that he understands the impact of the delayed formation, and will be happy to consider extensions should there be reasonable cause.

Mr. Hance stated that each member have their expertise, so whenever an issue arises that is outside of that expertise, they could rely upon an alternate representative.

Mr. Greiner asked Mr. Kaszycki what should drive the schedule for Working Groups? Should the schedule start from the Charter development, or with the first meeting? Mr. Kaszycki responded that the most important goal is to establish a reasonable schedule that acknowledges current circumstances and ensures that neither the Working Group nor TAEIG are hit with any surprises.

AAWG Report

Mr. Steve Chisholm presented this report. Please see Handout #9.

Mr. Kaszycki stated that he struggles with Action Item #3 “Identifying the path to elevate FAA-EASA non-harmonized elements”—the FAA has continuously made the attempt, however EASA has not been able to support. He recommended that a higher-level official engage with EASA on the issue.

Mr. Chisholm stated that he is more optimistic now regarding Action Item #3 than 1 month ago, as he had several meetings with EASA representatives during this time and they have been accommodating.

The Working Group does not plan on regularly meeting until January 2012. However, there are other activities going on continuously.

Mr. Kaszycki stated that he agrees with the Working Group’s interpretation that AAWG could interface with and oversee STG activities.

Mr. Edmond Boullay stated that he spoke with a EASA representative last week, and he is involved with CIT right now, so not open for involvement in this issue. However, he wants to point out that that EASA has representatives on many Working Groups in TAEIG.

Mr. Chisholm stated that so far as he knows, EASA’s current plan is to release an NPA this November that will address a number of rulemakings related to aging aircraft, which will have 3 months comment period. After the end of the comment period, the Working Group will be pulled together again to address the comments and review the NPA before final publication.

Action Item Review/Any Other Business

Item	October 19, 2011 Meeting Action Items	Status
1	James Wilborn to contact APO regarding providing guidance and help for Avionics Systems HWG.	OPEN
2	Craig Bolt to address 2 EASA members on AAWG	OPEN
3		
4		
5		

Future TAEIG Meetings

The meeting after this will be held on Wednesday, April 18, 2012, in Renton, WA. (This meeting was later rescheduled to May 16th, 2012). The meeting after that will be held on Wednesday, October 17, 2012 in Arlington, VA.

Public Notification

The *Federal Register* published a notice of this meeting on September 28, 2011.

Approval

I certify the minutes are accurate.

Craig R. Bolt

Craig R. Bolt
Assistant Chair, ARAC

Attendees in person;

NAME	ORGANIZATION
Mike Kaszycki	FAA
Ray Holanda	National Air Disaster Alliance
Tom Peters	Embraer
Craig Bolt	Pratt & Whitney
Jill DeMarco	Boeing
James Wilborn	FAA
John Stift	Air Line Pilots Association
Mike Bowden	Cessna
Todd Sigler	Aerospace Industries of America
Ralen Gao	FAA
Rolf Greiner	Airbus
Edmond Boullay	U.S. Crest

Attendees on the telephone;

NAME	ORGANIZATION
Oliver Rusch	Transport Canada
Barry Hance	Boeing
Cesar Hess	ANAC
Clark Badie	Honeywell
Steve Chisholm	Boeing
Jim Davis	Accufleet

FAA Rulemaking Status

Update to TAEIG

Presented to: TAIEG

By: Mike Kaszycki, Manager, Transport Standards Staff

Date: October 19, 2011



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October 2011 TAEIG Meeting

Topics:

- Rulemaking project status
- Non-rulemaking project status



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

- **Part 25/26 related Final Rules**

- Special Federal Aviation Regulation (SFAR) 111 - Lavatory Oxygen Systems, § 25.1801, Amdt 25-133
 - Published March 8, 2011; effective March 8, 2011
- Electrical and Electronic System Lightning Protection, § 25.1316, Amdt 25-134
 - Published June 8, 2011; effective August 8, 2011



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

- **Part 33/35 related Final Rules**
 - Rotor Overspeed Requirements (33.27), Amdt 33-31
 - Published July 18, 2011; effective September 8, 2011
- **Part 121 related Final Rules**
 - Activation of Ice Protection, § 121.321, Amdt 121-356
 - Published August 22, 2011; effective October 21, 2011



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

- **Part 25/26 Notices of Proposed Rulemaking**
 - None
- **Part 33 Notices of Proposed Rulemaking**
 - None
- **Part 121 Notices of Proposed Rulemaking**
 - None



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

Final Rules (FR)

- **FRs in OMB/OST:**
 - None
- **FRs in Headquarters (HQ) for coordination:**
 - 1 part 25 project
- **FRs in directorate coordination:**
 - 2 part 25 projects
- **FRs in development:**
 - 1 part 25 project



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

Notices of Proposed Rulemaking

- **NPRMs open for comment**
 - None
- **NPRMs in OST/OMB:**
 - None
- **NPRMs in HQ for coordination:**
 - 1 part 33 project
- **NPRMs in Directorate for coordination:**
 - None



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

Notices of Proposed Rulemaking

- **NPRMs in Development**
 - 6 part 25 projects
 - 2 part 33 projects
 - 2 part 121 projects related to part 25



October 2011 TAEIG Meeting

Rulemaking Project Status *(since March 2011)*

New Tasking

- **Rudder pedal sensitivity and rudder reversals**
 - Tasking published March 28, 2011
 - Flight Controls Harmonization Working Group has been reformed with co-chairs appointed
- **Lavatory Oxygen Installation Requirements**
 - Tasking published April 1, 2011
 - Tasking complete, recommendations provided to FAA



October 2011 TAEIG Meeting

Non-Rulemaking Project Status *(since March 2011)*

- **Part 25 Final Advisory Circulars (AC's):**
 - AC 25-7B, Flight Test Guide for Certification of Transport Category Airplanes
 - Issued March 29, 2011
 - AC 25-19A, Certification Maintenance Requirements
 - Issued October 3, 2011
- **Part 33 Final Advisory Circulars (AC's):**
 - AC 33.27-1A, Rotor Integrity – Overspeed
 - Issued July 18, 2011



October 2011 TAEIG Meeting

Non-Rulemaking Project Status *(since March 2011)*

- **Part 121 Final Advisory Circulars:**
 - AC 121.321-1 Compliance with Requirements of § 121.321, Operations in Icing
 - Issued August 4, 2011



October 2011 TAEIG Meeting

Non-Rulemaking Project Status *(since March 2011)*

- **Part 25 Draft Advisory Circulars:**
 - AC 25.803-1A, Emergency Evacuation Demonstrations
 - Public comment closed: April 18, 2011
- **Part 33 / 121 Draft Advisory Circulars:**
 - None



October 2011 TAEIG Meeting

Non-Rulemaking Project Status (*since March 2011*)

- **Part 25 / 26 Final Policy:**

- Application of Amendment 25- 102; Fuel Tank Prevention and Flammable Vapor Minimization

- Issued March 9, 2011

- **Part 21 / 33 Final Policy:**

- Engine Reliability in Extended Operations (ETOPS) – Continued Operational Safety (COS) Assessment.

- Issued June 24, 2011



October 2011 TAEIG Meeting

Non-Rulemaking Project Status (*since March 2011*)

- **Part 33 Final Policy:**
 - Aviation Fuel and Oil Operating Limitations (33.7)
 - Issued July 26, 2011
- **Part 121 Final Policy:**
 - None



October 2011 TAEIG Meeting

Non-Rulemaking Project Status *(since March 2011)*

- **Part 25 / 26 Draft Policy:**
 - Approving the Installation of PMA Parts as Replacements for Parts Controlled by Critical Design Control Configuration Limitations (CDCCLs)
 - Public comment closed March 11, 2011
- **Part 33 / 121 Draft Policy:**
 - None



October 2011 TAEIG Meeting

Questions?



EXCOM Update For TAEIG

October 19, 2011

EXCOM Meetings – June 29, 2011 and Sept 29, 2011

- **Process Improvement Report Implementation**
- **ARAC Restructure Review**
- **Rulemaking Prioritization WG Status**

Rulemaking Prioritization Working Group (RPWG)

Introduction

- April 19, 2011—Working Group tasked to provide advice and recommendations to the FAA about how to prioritize rulemaking projects.
- Task driven by DOT Future of Aviation Advisory Committee Recommendation #22.
- December 2011—ARAC deadline for completion of task
- June 29 and 30—Initial Working Group Meeting
- Sept 29 and 29 – Face-to face meeting #2
- Biweekly phone calls

“The Task”

1. Review FAAC Recommendation 22
2. Define a process to evaluate rulemaking projects
3. Evaluate and consider the parameters and criteria of the risk assessment methodology, ensuring the most effective project receives the highest priority. This includes considering all drivers of rulemaking; e.g., safety, capacity, cost, environmental impacts, harmonization, operations, and other needs.
4. Explore models and/or methodologies that would be helpful in developing the risk assessment methodology. This includes reviewing the CAST methodology, which can be found at <http://www.cast-safety.org/index.cfm>
5. Develop a classification system to rank rulemaking projects.
6. Develop a model to use as a prototype and test it with the subset of issues the FAA provides.
7. Consider ARAC's role after the FAA implements the rulemaking prioritization methodology

Team Membership

- Sarah MacLeod – Co-chair – ARSA and EXCOM
- Craig Bolt – Co-chair – Pratt & Whitney and EXCOM
- Katie Haley – FAA Office of Rulemaking
- Sherry Borener – FAA Office of Accident Investigation and Prevention
- Capt. Rudy Canto, Jr - Airbus
- Douglas Carr – NBAA
- John Conley – Transport Workers Union
- Walter Desrosier – GAMA and EXCOM
- Rosemary Dillard – National Air Disaster Alliance Foundation and EXCOM
- Bill Edmunds – ALPA and EXCOM
- Charlie Holley – Continental Airlines
- Sarah Knife – GE Aviation
- Bob Mattern – Pratt and Whitney (non-voting)
- Paul McGraw – ATA
- Tom Peters – Embraer
- Dan Rauscher – Lear 45 PM, Flight Safety International
- Melissa Rudinger – AOPA
- David York – HAI and EXCOM
- Dan Zuspan — Boeing and EXCOM transitioning to Mike Doellefeld

Progress to date

- Reviewed :
 - CAST methods
 - Current FAA procedures
 - EASA Preliminary Regulatory Impact Assessment prioritization process
- Developed Attributes Matrix with associated questions and “scoring”
 - Safety
 - Environment
 - Operational capacity
 - General aviation access
 - Special conditions (International harmonization, Legislative mandate, New Technology)
 - Social Impacts
 - Cost
 - Benefits
 - Security

Progress to date

- Applied matrix and scoring with weighting factors to 10 potential rules
 - Identified need to reword questions to facilitate questionnaire
 - Determined need to define “baseline” situation and situation with “envisioned” rulemaking
- Sub-team defining what level of information required to enter the prioritization process
- Sub-team working to propose how ARAC could be involved once FAA implements the process
- December 2011—ARAC deadline for completion of task

The Aviation Rulemaking Advisory Committee

Presented to: ARAC Executive Committee

By: Brenda Courtney

Date: 09/29/2011



Federal Aviation
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Briefing Outline

- **Recap of ARAC Changes**
- **New ARAC Structure**
- **Initial Committee Members**
- **Responses to Questions**
- **Next Actions**



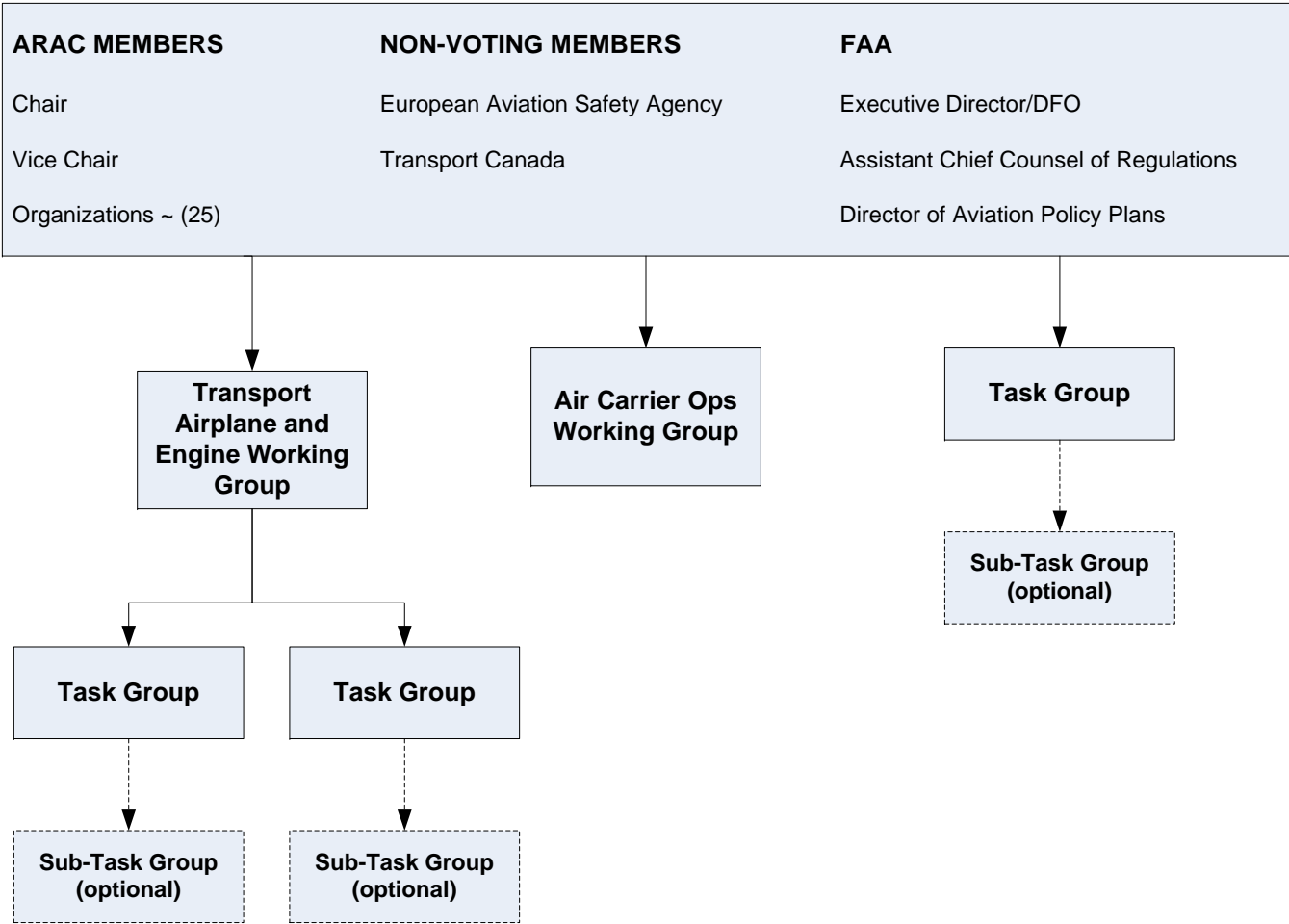
Recap of ARAC Changes

Need to—

- Restructure ARAC
- Limit Size of Committee
- Reduce Unnecessary Layers
- Increase Committee Responsibilities
- Convert Issue Areas to Working Groups with no change in functions, and existing Working groups will be converted to task groups



New ARAC Organization



ARAC Representation

Segment of Aviation Community	Initial Restructured Membership
Aircraft Owners	AOPA, EAA, NBAA
Operators	ATA, Cargo Airline Association, NACA, RAA, HAI
Manufacturers (general)	GAMA, AIA
Airports	Airport Council International
Passengers	Aviation Consumer Action Project, National Air Disaster Alliance/Foundation
Maintenance	Aeronautical Repair Station Association
Pilots	ALPA
Other Crew	Association of Flight Attendants, Airline Dispatchers Federation
Equipment and Avionics Providers	Aircraft Electronics Association
Flight Training	National Association of Flight Instructors, Embry Riddle
Environmentalist	N.O.I.S.E.
Transport Airplane and Engine Manufacturers	Boeing, Pratt Whitney

Government: FAA, EASA, and Transport Canada



Summary of Questions Posed to Committee Members

- **Should term limits be established for Committee members?**
- **Is there a need for associate members?**
- **Can an alternate adequately represent a segment of industry?**
- **How can we ensure attendance and active participation?**
- **Process for selecting the vice chair.**



Term Limits

- **New charter will include 2-year term limit for chair and vice chair**
- **Vice chair becomes next chair**
- **Vice chair will be selected from ARAC membership**
- **Term limits for member organizations will not be imposed at this time**



Alternate and Associate Members

- **No support for associate members**
- **Alternates may be selected from within a member organization or association**
- **Alternates may also be selected from a another organization or association**
- **Alternates are not official ARAC members**
- **Each committee member nominates his/her alternate**



Attendance and Active Participation

- **Promote active participation**
- **FAA to consider conferencing capabilities for ARAC meeting**



Next Actions

- **Re-charter ARAC (NLT September 2012)**
- **Revise Committee Manual to reflect restructured organization**



Update on PIWG Recommendations: The Committee Manual

Presented to: EXCOM

By: Katie Haley

Date: June 29, 2011



Federal Aviation
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PIWG Recommendations

- **The PIWG submitted recommendations on November 15, 2010.**
- **The FAA accepted the recommendations on February 1, 2011.**
- **PIWG Recommendations:**
 - 7 Steps
 - Each step has recommendations.



PIWG Recommendations

Step 1: FAA tasking the ARAC.

Step 2: ARAC team formation and effectiveness.

Step 3: ARAC address tasks and submit recommendations.

Step 4: FAA consider and address ARAC recommendations.

Step 5: ARAC responds to FAA request for additional information (optional).

Step 6: FAA address ARAC recommendations in NPRM.

Step 7: FAA request ARAC support to address comments to NPRM (optional).



FAA Action

- **Updating the Committee Manual based on the accepted recommendations.**
- **Current update:**
 - Remove processes that are out-of-date.
 - Address the low-hanging fruit.
 - PIWG Recommendations, Steps 1- 3.



Accepted Updates: Step 1

- Detailed questions for the tasking notice.
- Suggested time limit for a working group, 1 year, with the option of extending.
- Recommendation report to include both majority and minority positions.
- Eliminate the concept paper.



Accepted Updates: Step 2

- More description about the following roles and responsibilities:

- Working group chair.
- Working group members.
- FAA role.

– Manageable working group size:
10-12 members.

– Harmonization role.



Accepted Updates: Step 3

First Meeting

- Conduct face-to-face.
- Briefings from ARM, FAA rep, legal and econ, if necessary.
- Discuss harmonization, if necessary.
- Establish the work plan.
- Agree to keep management involved.
- Reconfirm commitment to the task.



Accepted Updates: Step 3 (con't)

Subsequent Meetings

- Follow work plan and schedule.
- Consensus is not required.
- Document both majority and minority positions.



Accepted Updates: Step 3 (con't)

Final Meeting

- Ensure all questions from the tasking are answered.
- Include both majority and minority positions in the report.
- Review the report with the manager/constituent of each working group member.



Next Steps

- **Dispose of comments and update the Committee Manual.**
 - The comment period closed on June 20th.
- **Address PIWG Steps 4-7.**
- **Develop the new ARAC structure and process.**



TCCA Report

TAEIG October 19th 2011



Signing of Technical Implementation Procedures with Europe

- **Agreement between Canada and the EU on Civil Aviation Safety**
 - Signed 2009

- **Signing of the associated Technical Implementation Procedures with EASA**
 - Procedures for airworthiness and environmental certification
 - Defines what aeronautical products /design approvals are reciprocally accepted between the jurisdictions and what require validation (involvement of the importing authority) , along with associated procedures and requirements
 - Signed September 20th 2011

- **Signing of the List of Common TSOs**
 - Defines ETSOAs and CAN-TSOs that are reciprocally accepted between Canada and the EU
 - Part marking of exporter accepted on common list items



MATERIALS FLAMMABILITY WORKING GROUP

TAEIG MEETING
OCTOBER 19, 2011
STATUS REPORT

MISSION

- Reorganization of Part 25 Flammability Regulations based on realistic in-flight and post-crash threats.
- Maintain or improve safety while reducing unnecessary testing.
- Clarify language to assure the proper items are tested.
- Harmonize efforts with IAMFTWG efforts in revision of Fire Test Handbook, FSTG efforts on testing clarifications and MOC's.
- Harmonize proposed wording with international Airworthiness Authorities and airframers.



Group Request

- 90 day extension on group life until May 25, 2012 to allow:
 - Additional rounds of draft review by members
 - Time for airframers to get feedback from their organizations on real-world implementation concerns.
 - Adequate time for TAEIG review of draft report and group response to TAEIG comments.

MEMBERS

NAME	COMPANY
Ralph R. Buoniconti	SABIC Innovative Plastics
Francisco Landroni	Embraer
Ian Lulham	Bombardier
Jean-Francios Petit	Airbus
Claude Lewis	Transport Canada
Scott Campbell	C&D Zodiac
Mike Miler	Schneller
David E. Lucas	Cessna Aircraft Company
Ed Nixon	Gulfstream
Jeff Gardlin	FAA
Kendall Krieg	Boeing
Cheryl Hurst	American Airlines
Jim Davis	AccuFleet
Robert Trimble	Weber
Thomas Livengood	BEAerospace
Becky Wulliman	Evonik
Phuong Ta	Goodrich
Serge Le Neve	DGA
Enzo Canari	EASA
Jean Claude Lerminiaux	Dassault
Dick Hill	FAA

MFWG Meeting History

- August 27, 2010: Tasking Notice
- November 2-3, 2010 First meeting
- January 5-6, 2011 Second meeting; FAA rep gives ARAC briefing
- March 3-4 Meeting, Savannah, GA, following FTWG
- April 6 Conference call
- May 4-5 Meeting, Seattle.
- June 1 Conference call.
- June 20-21 Meeting, Bremen, Germany, preceding FTWG
- August 3 Conference call.
- September 7-8 Meeting, Montreal.
- October 5 Conference call.
- October 17-22 Three day meeting, ACY with FTWG meeting.

MFWG Planned Meetings

- November 2 Conference call
- December 7 Conference call.
- January 10-11-12 , 2012 Three day meeting, Orlando
- February 1, 2012 Conference call
- FEBRUARY 27, 2012 CURRENT GROUP TERMINATION
- March 7, 2012 Conference call
- April 3-4-5, 2012 Three day meeting, Dallas
- May 2, 2012 Conference call
- May 25, 2012 PROPOSED FINAL DATE

TASK GROUPS - Original

1. 25.853 language draft (and redraft for 25.xxx level language) leader: Jim Davis
2. Radiant panel test for in-flight threats – leader Ed Nixon
3. Cargo oil burner testing – leader Kendall Krieg
4. Disposal container fire containment – leader David Lucas
5. Bunsen burner – drop / keep / use how? Leader Ralph Buoniconti
6. OSU use, drop/keep smoke? Leader Thomas Livengood
7. Oil burners for seats, lightweight seats – Leader Phuong Ta
8. Oil Burner for insulation leader – Ian Lulham
9. Escape slide regulations leader – Phuong Ta
10. Definitions – what is small? Leader Claude Lewis
11. Hidden / inaccessible areas – definitions / new materials / tests leader Scott Campbell

TASK GROUPS – Final Report

1. 25.XXX Language including Appendix F language – JAD
2. Cabin Team – including In flight and post crash issues – PT or CH
3. Inaccessible Areas Team – EN
4. Cargo – KK
5. Waste Containment – DL
6. Burnthrough – IL
7. Escape Slides – PT

STATUS NOW

- Draft 25.853 (and associated 25.xxx edits) and Appendix F parts I-III
- Draft of AC guidance for cargo compartments
- Outline of AC guidance for inaccessible areas, cabins

TO DO

- Appendix F part IV – Detailed test apparatus descriptions
- Draft AC guidance for waste containment, seats, slides and burnthrough.
- Real-world review of draft regulation (airframers with their AR's)
- Final draft generation and submittal to TAEIG
- Response to TAEIG comments



Report Relationship to End Date

- We are tailoring the scope to the time available.
- The report will be useful and fulfill the basic mission with the original end date.
- The report will be appreciably more comprehensive and better vetted by industry with the extension.
- The extension will allow a more meaningful response to TAEIG comments on the final draft

ASHWG – October 2011

- Phase 1 Report
 - Approved by TAEIG in March, 2011
 - No specifics on next steps at this point
- Phase 2 Task
 - Provide information that could lead to standards for low speed alerting that can be satisfied with practical design approaches in existing aircraft
 - This includes possible retrofit standards and guidance material for low speed alert systems
 - Next meeting in November 2011

Phase 2 Task

Technical Question	Plan to Address	Status
How timely is the airplane in alerting the crew of flight below the intended operating speed?	Develop and administer web-based survey to major aircraft manufacturers	Survey completed, sent, and data is being collected
How timely relative to stall warning?		
Is alerting instantly recognizable, clear, and unambiguous to the flightcrew?		
How are nuisance alerts minimized?		
Does the alerting operate under all operating conditions, configurations, and phases of flight, including icing conditions?		
Does the alerting operate during manual and autoflight?		

Phase 2 Task

Technical Question	Plan to Address	Status
After reviewing airworthiness, safety, cost, benefit, and other relevant factors, including recent certification and fleet experience, are there any additional considerations that should be taken into account?	Understand the likely airworthiness requirements based on the Phase 1 report	Plan is to discuss “basic principles” of the proposed rule at next meeting.
	Gather recent certification and fleet experience to hone in on specific retrofit needs	Plan is to have a telecon to broadly discuss JSIT findings, for in-service issues.
	Develop a cost / benefit model	This will be performed once sufficient data is available.
Is coordination necessary with other harmonization working groups (e.g. Human Factors, Flight Test)? (If yes, coordinate and report on that coordination)	Have Human Factors, Flight Test, and Flight Guidance on ASHWG	Members fully engaged , and greatly appreciated.

Phase 2 Task

Technical Question	Plan to Address	Status
<p>If improvements are needed for low speed alerting in the existing fleet, should the FAA adopt a design approval holder (part 26) requirement to mandate development of design changes, or would an operational rule be sufficient?</p>	<p>Collect all relevant data to understand magnitude of potential retrofit (e.g. # of aircraft models impacted)</p>	<p>Still need to clearly understand the number of aircraft models impacted and what a “design mandate” might include</p>
	<p>Use information from the cost model to determine practicality of a mandated design change</p>	<p>This will be performed once sufficient data is available.</p>
<p>In responding, the working group should address the factors set forth in “FAA Policy Statement: Safety—A Shared Responsibility—New Direction for Addressing Airworthiness Issues for Transport Airplanes” (70 FR 40166, July 12, 2005). The ARAC working group should provide information that could lead to standards for low speed alerting that can be satisfied with practical design approaches</p>	<p>Collect the relevant safety information and proposed rule to develop clear safety objectives and the type of standards needed, and for which aircraft.</p>	<p>Still need to clearly understand the number of aircraft models impacted , the required safety objective, and any new standards that might be generated.</p>
	<p>Develop a practical approach (if possible) to meet the safety objectives, and any recommended applicability (which aircraft)</p>	<p>This will be performed once sufficient data is available.</p>

Flight Controls Harmonization Working Group Status

Rudder Reversal/Sensitivity Issue

October 19, 2011

Barry Hance

FCHWG Status

- ARAC tasking released 3/28/11
- Formal team selection 9/22/11
- Draft Agenda and proposed meeting schedule sent 9/30/11
- 1st meeting is scheduled in Seattle 11/29 – 12/1/11
- Meeting location at Boeing Longacres facility near SeaTac airport

Flight Controls Working Group Members

Name	Organization	Expertise
Greg Anderson	Cessna	Flight Dynamics
Dominique Chatrenet (co-chair)	Airbus	Flight Controls
Bill deGroh	ALPA	Flight Operations
Barry Hance (co-chair)	Boeing	Flight Controls
Robert Jones (sponsor)	FAA	Flight Controls
Stephanie Lalonde	TCCA	Hydromechanical
Tony Linsdell	Bombardier	Structures/Loads
Didier Poisson (TBV)	EASA	Flight Operations
Nadine Polano	EASA	Flight Controls
Muriel Pouzargue	Dassault	Structures/Loads
Ricardo Castelo Branco de Andrade	Embraer	Flight Controls
Luiz Jether de Holandino Vasconcelos	ANAC	Flight Operations

Agenda Overview

- Welcome – FAA/Co-chairs
- Introduction of Working Group - All
- ARAC Process Briefing - Office of Rulemaking
- Working Group Deliverables – FAA
- Working Group Ground Rules/Schedule – Co-chairs
- Technical Presentations – Airbus/Boeing/TBD
- ARAC Tasking Review/Discussion – All
- Review issues and actions list, establish next steps - All



AAWG Report to TAEIG



LIFECYCLE
SOLUTIONS

Steve Chisholm

BCA Chief Structures Engineer
- Technical Support

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AAWG Report out to TAEIG

LIFECYCLE
SOLUTIONS

- **Membership**
- **AAWG Meetings**
- **Current WFD task status – action items**
- **Future of AAWG**

AAWG Report out - Membership

AAWG Membership/participants

✓ indicates attendance @ April & September meeting

■ **Manufacturers**

- ✓ **Airbus**
- ✓ **Boeing (Co-Chair)**
- ✓ **Embraer**
- ✓ **Lockheed-Martin**

Bombardier (has expressed interest in becoming a member)

■ **Regulators**

- EASA (provides rule status)**
- ✓ **FAA**
- TC (invited but has not attended)**
- ANAC (invited but has not attended)**

■ **Operators:**

- ✓ **AAL**
- ✓ **ABX**
- ✓ **ANA**
- BAB (attended Sept meeting)**
- ✓ **CAL**
- ✓ **DAL**
- ✓ **FedEx (Co-Chair)**
- ✓ **JAL**
- ✓ **LYC**
- ✓ **UAL**
- ✓ **UPS**
- ✓ **USA**
- ATA (Inactive)**
- SWA (observer at September meeting)**

AAWG Report out -Meetings

- **Two Meeting since April TAEIG meeting**
 - **April 27th in Chicago**
 - Major agenda items
 - FAA's FAQ status
 - STG status for WFD
 - AAWG tasking in support of WFD rule implementation
 - **September 4th & 5th in Chicago**
 - Major agenda items
 - FAA's FAQ status
 - STG reports
 - Rule and AC review
 - EASA rule status
- **Next meeting planned for February**

AAWG Report – April Action Items

Open action items from April's meeting

#	Assigned	Action Item	Due date
2	FAA	Standard (boilerplate) language for ADs related to WFD	Feb 2012
3	Boeing & Airbus	Proposal for standard means of showing WFD actions in ALSs	Feb 2012
6	FAA	Plan for rolling FAQ material into advisory material	Feb 2012
7	FAA	Develop guidance on not addressing existing STCs relative to LOVs	Feb 2012
8	STGs	Identify what potentially transferable items have ISPs/SMPs below LOV	Jan 2012
9	OEMs	Identify what potentially transferable items have ISPs/SMPs just above LOV (due diligence)	Jan 2012
10	FAA	New FAQ for new STCs prior to establishing airplane LOV	Feb 2012
11	FAA	New FAQ on extended LOV relative to one-off ATC activity (e.g., MRB)	Feb 2012
12	FAA	New FAQ on extended LOV and how this impacts the certification basis	Feb 2012

AAWG Report out – September meeting

- **September 4th & 5th in Chicago – agenda highlights**
 - **Co-chair's meeting preparation go-forward plan & AAWG member roles and responsibilities**
 - **FAA Status**
 - Review new and open FAQs
 - AAWG to provide recommendation for documentation of these clarifications in ACs
 - **ALS format – integration with existing material & LOV applicability**
 - **AASR – STC status for future reference & Form 3180 box 13**
 - **STG status – open action from AAWG regarding transferable structural components with ISPs/SMPs below and just above LOV, new request to identify STC interference w/WFD service actions to support AMOC guidance development (open FAQ)**
 - **EASA rule status – AAWG members concerned about non-harmonization with FAA rules**
 - **Rule & AC review –discussion centered around WFD requirements for change activity**

AAWG Report – September Action Items

#	Assigned	Action Item	Due Date
1*	Co-chairs	AAWG co-chairs to lobby/stress the importance of EASA's attendance at the next AAWG meeting	Oct 2011
2*	Co-chairs	Recommend EASA engagement in TAEIG	Oct 2011
3*	BAB/Boeing	Identify the path to elevate FAA-EASA non-harmonized elements	Jan 2012
4*	BAB/Boeing	AAWG members become familiar with bi-lateral agreements between EU and US to identify potential path for working harmonization	Jan 2012
5	FAA	Draft FAQ for guidance on evaluation approach for STCs that interfere with ISP/SMP - Operators are responsible yet operators and STC holders likely do not have WFD methodology knowledge, and the manufacturers do not have knowledge of the effects of the STC	Oct 2011

* EASA related

AAWG Report – September Action Items

#	Assigned	Action Item	Due Date
6	STGs	As ISPs and SMPs are identified, what items are potentially affected by typical STCs? Provide scoping from STGs.	Feb 2012
7	STGs	"As ISPs and SMPs are identified, what items are potentially affected by repairs Provide scoping from STGs"	Feb 2012
9	Co-chairs to assign	Draft an AAWG position on potentially transferable items with service actions beyond LOV	Oct 2011
10	FAA	Develop understanding how a significant product level change that does not add or affect WFD susceptible structure may affect required amendment level for 25.571	Jan 2012

AAWG Report – September Action Items

#	Assigned	Action Item	Due Date
11	FAA	Develop understanding of how the Change Product Rule may drive action with regard to 26.23	Jan 2012
12	Co-chair	Suggest language that might be included in an FAQ relative to the interaction of an LOV and smaller structural modifications	Feb 2012
13	Boeing/ Airbus	What is the compliance expectation (substantiation or deliverable) for repairs on airplanes certified at amendment 96 or later? Develop proposed guidance/approach/filtering.	Feb 2012
14	Co-chair	Reconsideration of items listed in AC 25.571-1D Appendix 4 that may require full-scale fatigue testing - Develop FAQ for clarification on this.	Feb 2012

AAWG Report – September Action Items

#	Assigned	Action Item	Due Date
15	OEMs	AC 25.571-1D, Appendix 3, Step 4 discusses the need for predicted lives 3 times the LOV to eliminate the need for further action. Determine whether this section drives any concerns with regard to analysis or testing required for WFD.	Feb 2012
16	Lockheed-Martin	What does the word "reliably" mean with respect to WFD inspections. Provide recommendation for the manufacturers to review.	Jan 2012
17*	Co-chairs	Coordinate AAWG review of NPA and provide collective response	After NPA
18	Gregg Pattison	Develop standard for 8130 ICA language in box 13	Oct 2011

* EASA related

- **Oversee WFD implementation**
 - **Industry oversight/support through 2016**
 - **New STG formation**
 - **Recommendations related to harmonization with TC, EASA and ENAC, related rulemaking**
- **On-going STG activity**
 - **Boeing proposed, and STG members agreed, to expand the scope of the next STG to include review and discussion on findings and effectiveness of existing aging programs such as CPCP, SSID, service bulletin review for modification considerations etc.**
 - **AAWG recommends to continue in the STG oversight function indefinitely, meeting on a as necessary basis to support STG requests.**

June 1996 report to AAWG titled- STRUCTURES TASK GROUP GUIDELINES DOCUMENT

■ Purpose:

- The purpose of this document is to define such guidelines for future STG activities.
- Although this document focuses on the existing STGs formed to address the aging aircraft programs for the 11 Aging Fleet models, these guidelines can also apply to STGs which may address similar issues on newer airplane models.

■ 5.0 STRUCTURES TASK GROUP INTERFACE

- The STGs shall interface with the AAWG to advise them of the approach taken towards each initiative. Final STG proposals must be submitted to the AAWG for review and endorsement. The AAWG shall oversee STG activities to ensure commonality of approach within the industry wherever possible.

■ 9.0 FUTURE STG TASKS

- The STG will support development of programs in response to any future tasks defined by the AAWG. As necessary, the STG will also address model specific issues relating to in-service problems.

■ 10.0 PROGRAM COMMONALTY

- The development of similar programs for newer models of airplanes or new program documents for the 11 Aging Fleet models should incorporate an industry standard format as defined by the AAWG. The development of any new programs should consider industry standardization as a major objective, wherever possible.

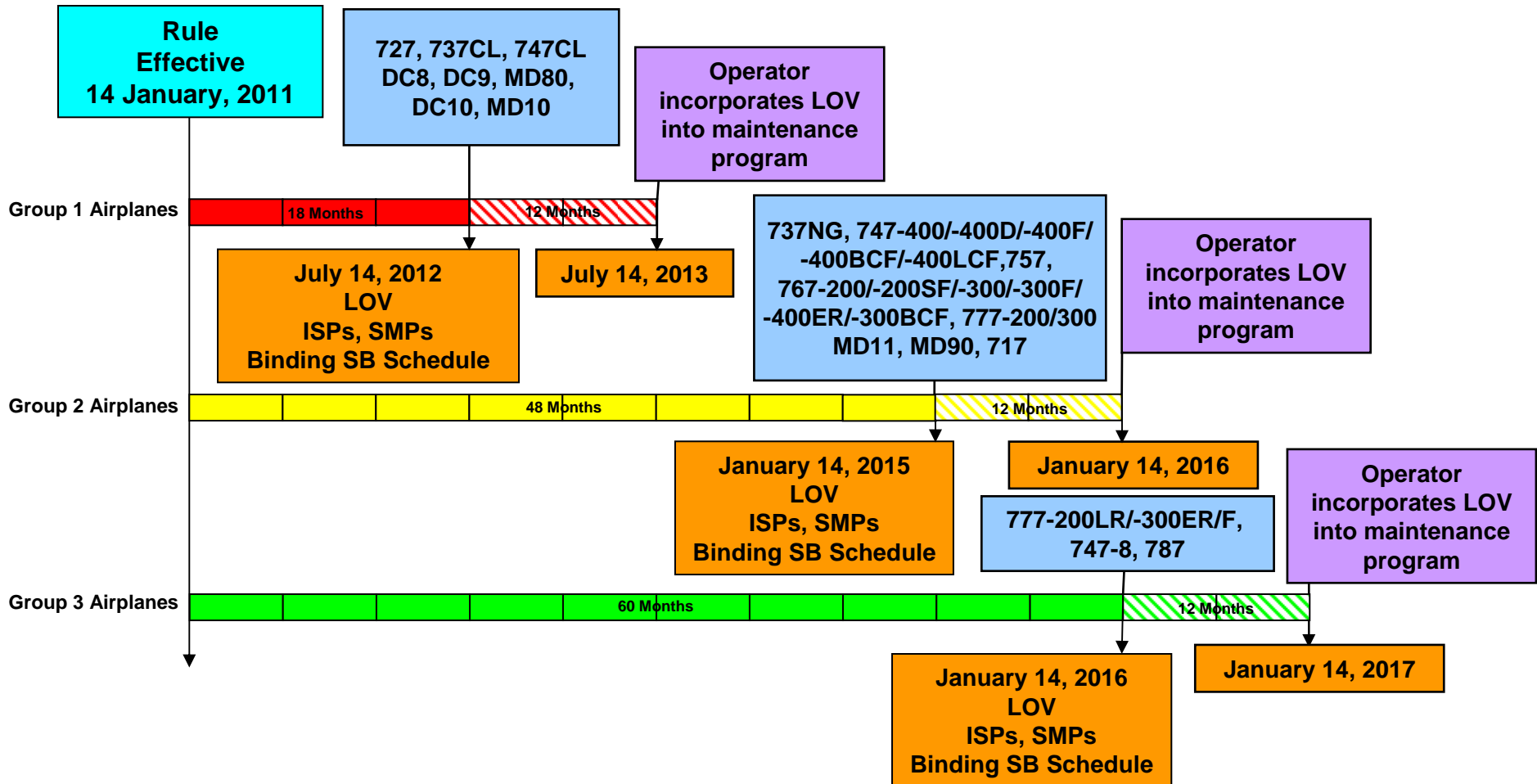
AAWG Report – 2004 tasking

- The FAA established the Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitments to harmonize Title 14 of the Code of Federal Regulations (14 CFR) with its partners in Europe and Canada.
- Task 4.—Model Specific Programs
Oversee the Structural Task Group (STG) activities that will be coordinated for each applicable airplane model by the respective type certificate holders' and part 121 and 129 certificate holders. These STG activities will involve the development of model specific approaches for compliance with §§ 121.370a and 129.16 under the guidance material supplied in Task 1. As part of this tasking, the AAWG will identify those airplane models that do not have an STG, and will assess the need to form one (based on industry benefit). For those airplane models that will need to form an STG, the AAWG will initiate the coordination required to form the STG with the respective type certificate holder and/or part 121 and 129 certificate holders. In addition, the AAWG will support the implementation of the action plan to address recommendations made in tasks 2 and 3 as determined necessary by the ARAC, Transport Airplane and Engine Issues Group, and concurred with by the FAA.

<http://edocket.access.gpo.gov/2004/pdf/04-10816.pdf>

Boeing Compliance Schedule

14 CFR 26.21 - Widespread Fatigue Damage Compliance





European Aviation Safety Agency

Ageing Aircraft Structural Integrity

**EASA Rulemaking Status for Ageing Aircraft
Structures and REG implementation issues**

September 2011



European Aviation Safety Agency

Ageing Aircraft Structural Integrity

September 2011

Overview

- EASA remains in the process of developing a rule package for Ageing Aircraft Structures
 - ✦ **Integrated programme including TCH and DAH requirements for LOV, WFD evaluation and damage tolerance for repairs and modifications and revision of CS25.571 and AMC 20-20**
 - ✦ **The exact form of the TCH and DAH requirement implementation is still being evaluated:**
 - The reference to rules (R) 1 to 7 is a writing convention
 - ✦ **Existing Part M requirements already require that new/revised ICA from DAHs are incorporated into the aircraft maintenance programme by operators**
 - ✦ **MDM.028 Working Group participated in the development of TCH and DAH Requirements and will participate in the review of comments**
-



European Aviation Safety Agency

EASA Ageing Aircraft Structural Integrity Rulemaking

- Rules for TCH
- R1 applies to all large transport aeroplanes
 - ✦ LOV
 - ✦ ALS with DT based inspections or by reference to SSID
 - ✦ CPCP
 - ✦ CAW process - checking operational usage, SB review and the need for mandatory changes.
- R2 basic applicability same as FAA AASR for damage tolerance
 - ✦ DT for changes and repairs (existing)
 - ✦ REG
 - ✦ Lists of FCBS and PSEs



European Aviation Safety Agency

EASA Ageing Aircraft Structural Integrity Rulemaking

- Rules for DAH
- R3 basic applicability same as FAA AASR
 - ★ DT for existing repairs and changes
- R4 applies to all large transport aeroplanes
 - ★ WFD evaluation for certain existing changes
- R5 Extension of LOV
 - ★ Responsibilities of applicant and DAHs supporting operators
- R6 applies to all large transport aeroplanes
 - ★ Fatigue and Damage Tolerance of future changes and repairs as necessary to preclude failure up to LOV



European Aviation Safety Agency

EASA Ageing Aircraft Structural Integrity Rulemaking

➤ Rules for operators:

- ★ Part-M is the primary means of implementation.
- ★ R7: is meant to cover the cases where the DAH does not provide the data for whatever reason and the operator has to obtain it.



European Aviation Safety Agency

EASA Ageing Structures Status September 2011

- EASA Internal consultation in October
- NPA issue November
- Workshop proposed for interested parties about 6 weeks after NPA issue



European Aviation Safety Agency

EASA Ageing Structures Status September 2011

➤ Harmonisation with FAA, TCCA and ANAC:

- ★ **Monthly teleconferences**

- ★ **FAA participated in MDM.028**

- ★ **Main differences with FAA rules:**

 - ➔ Mandate CPCP

 - ➔ Criteria for aircraft affected by WFD rules: all CS-25

 - ➔ Applicability of WFD to certain STC holders

 - ➔ Fatigue and Damage Tolerance of future changes and repairs as necessary to preclude failure up to LOV



European Aviation Safety Agency

EASA Ageing Structures Status September 2011

- Impact of part-M paragraph MA.302 on the TCH/DAH rules will be confirmed after EASA internal consultation.



Acronyms (I)

- **AASR: ageing aircraft safety rule from FAA**
- **ALS: airworthiness limitation section**
- **CAW: continuing airworthiness**
- **CPCP: corrosion prevention and control programme**
- **DAH: design approval holder**
- **DT: damage tolerance**



Acronyms (II)

- **FCS: fatigue critical structure**
- **FCBS: fatigue critical baseline structure**
- **ICA: instructions for continuing airworthiness LOV: limit of validity**
- **PSE: principal structural element**
- **REG: repair evaluation guidelines**
- **WFD: widespread fatigue damage**



European Aviation Safety Agency

Ageing Aircraft Structural Integrity

EASA Rulemaking Status for Ageing Aircraft Structures and REG implementation issues

September 2011



European Aviation Safety Agency

Ageing Aircraft Structural Integrity

September 2011

Overview

- EASA remains in the process of developing a rule package for Ageing Aircraft Structures
 - ★ **Integrated programme including TCH and DAH requirements for LOV, WFD evaluation and damage tolerance for repairs and modifications and revision of CS25.571 and AMC 20-20**
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European Aviation Safety Agency

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- R5 Extension of LOV
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- R6 applies to all large transport aeroplanes
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European Aviation Safety Agency

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