

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

Meeting Minutes

Date: March 22, 2007
Time: 9:00 a.m. EDT
Location: Boeing Facility
Arlington, Virginia

Call to Order/Administrative Reporting

Mr. Craig Bolt (the TAE Assistant Chair) called the meeting to order at 9:00 a.m. Mr. Mike Kaszycki (the TAE Assistant Executive Director) read the Federal Advisory Committee Act statement. Mr. Bolt began the introductions (see sign-in sheet [**handout #1**]).

Mr. Bolt welcomed Suzanne Masterson to the Transport Airplane and Engine Issues Group (TAEIG). Ms. Masterson from the Transport Airplane Division has taken the position recently vacated by Mrs. Dionne Palermo. Mr. Bolt said he had been advised by Mr. Eric Lucas of Transport Canada that there would be no official Transport Canada report. Mr. Lucas had stated that he was unavailable to participate in the meeting and that there were no significant items to report since the last TAEIG meeting. Mr. Bolt also stated that he had not received any information from Mr. Yves Morrier of the European Aviation Safety Agency (EASA). A review of the agenda [**handout #2**] and the action items from the last regularly scheduled TAE meeting was completed:

Item	November 29, 2006 TAEIG Meeting Action Items	Status
1.	C Bolt to email EASA presentation to TAEIG	Completed
2.	C Bolt to email Nick Sabatani document on ARAC future to TAEIG	Completed
3.	M. Kaszycki to email (Via Craig Bolt) presentation on FAA approach to new Avionics technology	Completed
4.	FAA to get preliminary legal review of IPHWG Task 5 and 6 recommendations. C Bolt to hold transmittal letter until successful completion of legal review	Completed
5.	C Bolt to email TAEIG that the presentation regarding differences between WFD NPRM and ARAC recommendation is available in the Docket	Completed
	Ongoing actions from March 2006 meeting	
1.	Mike Kaszycki will discuss with Tony Fazio the potential of FAA becoming "lead" on the AAWG activities with EASA making use of the FAA's work.	Open
2.	FAA to send a letter to EASA describing the FAA's position on future FAA/EASA harmonization policy with regard to avionics.	Open

Mr. Mike Kaszycki stated that he would further discuss information relevant to the FAA's approach to new Avionics Technology following the normal TAEIG FAA Report, and Mr. Bolt

said that the Ice Protection Harmonization Working Group (IPHWG) report would further expound on the completed legal review of the Tasks 5 and 6 recommendations. Regarding the ongoing actions from March 2006, Mr. Kaszycki stated that he would be meeting with EASA representatives in the week following this meeting and discussions about FAA leadership of AAWG activities would continue. Mr. Keith Barnett. (Bombardier) suggested that Transport Canada should also be considered with respect to Airworthiness Assurance Working Group (AAWG) alignment activities, and Mr. Kaszycki indicated that such efforts are regularly attempted within the scope of these discussions. Mr. Kaszycki also stated that the proposed FAA letter to EASA concerning future avionics harmonization would be discussed further during this meeting.

Mr. Bolt stated that the minutes from the last TAEIG meeting had been sent out and he asked if there were any additional comments that members felt needed to be entered into those minutes. Comments were accepted from Mr. Kaszycki and Mr. Walt Derossier, General Aviation Manufacturers Association (GAMA) and entered into those minutes.

FAA Report

Mr. Kaszycki reviewed the FAA report [**handout #3**] and commented on current FAA rulemaking projects. Mr. Kaszycki stated that the final rule for Fire Penetration Standards for Thermal Acoustic Insulation Materials which was issued on January 4, 2007 had extended the compliance period to a total of 24 months instead of the initial proposal of 12 months. With respect to the Design for Security Notice of Proposed Rulemaking (NPRM) for which the comment period was to close on April 5, 2007, he reminded all concerned to submit their comments to the docket, and he stated that the Transportation Security Administration (TSA) was very supportive of the initiatives in this proposed rule. In response to a question about the number of comments received, Mr. Kaszycki responded that relative to certain other rules, this NPRM had not yet received many comments, and concluded by stating that most comments usually do not arrive until the final week of the comment period.

Mr. Keith Barnett (Bombardier) brought up the question of applicability, asking whether the weight of a large business type airplane might allow for exclusion from applicability due to its operational scope as a business jet despite actual weight. Mr. Kaszycki stated that any increase in the scope of the rule would necessitate a Supplemental Notice of Proposed Rulemaking (SNPRM). Mr. Barnett expressed some concern as to whether the FAA intended for this rule to apply to the business jet community as there are some business jets which even though they carry far fewer than 60 passengers, do approach weights nearing 100,000 pounds.

Mr. Kaszycki used an example of some very large airplanes that are used to transport foreign dignitaries and stated that the TSA is equally concerned about some of these airplanes as they are about heavy jets such as the 747. He further encouraged all interested parties to be sure that all concerns are submitted as comments relative to the rule for the FAA to consider.

He said there was little activity with respect to engines associated rulemakings but that there were two Part 25 rules currently in headquarters; Performance Handling Characteristics in Icing Conditions, and Enhanced Airworthiness Program for Airplane Systems (EAPAS), and that Flammability Reduction Management (FRM) would soon be in headquarters for further advancement, with intent by the FAA to hopefully have a final rule by September 2007. In

headquarters now as a part 33 project is Bird Ingestion Standards, which has been worked as a Special Condition pending rulemaking.

The rules in development were briefly reviewed by Mr. Kaszycki; they are Widespread Fatigue Damage (WFD), the Aging Aircraft Safety Final Rule (AASFR), and FRM. Mr. Derossier asked about a timeline for completion of AASFR and Mr. Kaszycki said he could not say as the FAA is still evaluating the Design Approval Holder (DAH) aspect of that rule. He conceded that the FRM and EAPAS rules are moving more rapidly, but that the FAA acknowledges the priority that industry and foreign authorities have placed on the AASFR.

In responding to a question from Mr. Derossier, Mr. Kaszycki articulated for all, that Mr. Derossier was referring to the private use Special Aviation Regulation (SFAR), which is a rulemaking that is intended to formalize authorizations repeatedly granted to that community through exemptions. He said that the maximum gross weight of these airplanes is a regulatory concern. Mr. Kaszycki said there were no Advisory Circulars (AC's) issued since the last TAEIG meeting and he clarified that the comment period for part 25 Draft Policy for Certification of Video Monitors with Glass Screens had just recently opened. The FAA is evaluating the perceived scope of this material by industry through the comments received thus far. Mr. Kaszycki put this in perspective by saying that it was not intended to mean large plasma type screens.

The Draft AC's issued were briefly reviewed. Mr. Doug Kihm (Boeing) asked about an apparent duplication of the use of designation 120YY for AC's. In one case this designator was related to WFD and in another it was associated with Wiring, and this was creating confusion to commenters. Ms. Suzanne Masterson (FAA) was given the task to resolve this issue.

Mr. Kaszycki stated that the next Certification Management Team meeting (CMT) would be held in Köln (or Cologne), Germany on April 25, 2007 at EASA headquarters. He stated that FAA's comments on the EASA rulemaking plan had been submitted and confirmed that Sol Maroof (FAA) was to have submitted the FAA's rulemaking plan for 2007-2008. As yet no comments had been received from EASA. Mr. Kaszycki in response to a question from Mr. Kihm confirmed that he expected to receive some comments from EASA during the CMT meeting.

Mr. Derossier inquired as to whether or not the FAA or EASA lead for a given project is discussed in these meetings to which Mr. Kaszycki responded that those details are agreed upon in the ARM process (Office of Rulemaking). Mr. Kaszycki explained that discussions at this level generally center around tasking and harmonization issues, and responding again to Mr. Derossier, he said that only sometimes does the FAA have the opportunity to comment on Draft taskings at EASA whereas in the case of the JAA, it was a more common occurrence. Mr. Kaszycki articulated that Mr. Maroof was the new lead person at FAA Headquarters, charged with coordinating directorate rulemakings.

A question was raised regarding the use of the word "alignment" versus "harmonization," to which Mr. Kaszycki responded that in spite of semantics, they are both the same. He said that this is particularly important in the case of new avionics technology.

FAA Report - Advanced Displays Steering Group (ADSG)

Mr. Kaszycki introduced this new presentation [**handout #4**] stating that the origins dated back to two years ago when the FAA noticed concerns relative to what was called the “Color Red Issue.” At that time there was noticeable transference of avionics technology across various spectrums of aircraft platforms, including the migration of technology that was designed for small aircraft, into large aircraft. In addressing such issues, he said that for regulatory purposes the FAA uses the option of Special Conditions, but that it is becoming increasingly more difficult to remain in advance of the technological improvements.

The difficulty he said is not so much the certification process, as it is the ultimate desire for operational credit on the part of original equipment manufacturers (OEM’s). Mr. Barnett and Mr. Kaszycki briefly discussed EFB’s as one example of the complexity of this issue, and problems they presented, as one reason for the need of this steering group. The ADSG according to Mr. Kaszycki, is not intended to set policy, but rather to establish the strategic vision. He said it is important to involve all appropriate certification authorities and equally important for early involvement of flight standards (AFS) in order to preclude reactionary rule changes. The certification process of Synthetic Vision was used as a past example for what should not happen for future coordination requirements.

In a brief discussion with Mr. Derossier, Mr. Kaszycki stated that vacancies existed within the Chief Scientific Technology Advisor (CSTA) roles within ADSG subgroups, and also within the various directorates. He said that attempts were being made to fill those positions with the right persons. Mr. Kaszycki continued, saying recommendations from the ADSG would be passed to the Standards Management Team (SMT) for further action. That team he said, is composed of all the “110” managers from across the directorates.

Mr. Kaszycki stated that Mr. Steve Boyd (FAA) former manager of Transport Standards staff, was responsible for establishing the charter of the ADSG and has since relinquished that responsibility to Mr. Steve Van Trees (FAA). That charter he said, was concerned with areas that would be best to publish non-aircraft or directorate specific ADS level guidance. Examples given were the All Weather Operations and the Enhanced Vision System AC’s. Mr. Kaszycki stated that currently there are projects that are before the FAA for certification, but that the work of the ADSG has to be considered relative to these projects, in order to preclude some of the previously discussed (in these minutes) certification and flight standards coordination issues.

Mr. Derossier suggested that a proactive plan must be in place to avoid undue delays when dealing with applicants for certification, even though the FAA may deem certain work by the ADSG as necessary in order to correctly advance such projects within the agency. Mr. Kaszycki acknowledged that managers within the FAA are very sensitive to these concerns. He used ACCS as an example of a project which encompasses ADSG technology, as one which the FAA, through the office in Long Beach, has been able to move forward on schedule. In response to a comment by Mr. Barnett, Mr. Kaszycki stated if a certain level of operational requirement was able to precede certification it could better facilitate advancement of any ADSG type project.

Mr. Kaszycki then revisited the open action item from March 2006 in which FAA was to send a letter to EASA describing the FAA’s position on future FAA/EASA avionics harmonization policy. He said that since the ADSG team is now established, EASA and Transport Canada can

become involved as was discussed originally, and that he would contact Mr. Van Trees to affect that action. He did state however, that some difficulties are presented since the JAA has yet to relinquish operational authority to EASA. Mr. Kaszycki was encouraged by Mr. Barnett to continue to pursue the aforementioned action with Mr. VanTrees. Mr. Kihm asked about the differences in the ADSG versus the Avionics Harmonization Working Group (AHWG) and Mr. Kaszycki explained that the ADSG would establish the scope of the work performed by the ARAC working group.

Mr. Derossier expressed concern that certification requirements could become unduly burdensome financially. That he said, was because of an inherent requirement to design a product intended for a small aircraft to a much higher standard than required, because of its potential for migration to a larger aircraft.

Mr. Kaszycki shared that FAA leadership is very much in favor of introducing ADSG technology as it has great safety benefits, but also that there is much concern about the unintended consequences of future migration that was not intended or supported during original certification. He said that incentive for users to put a part on an aircraft is directly related to operational credit.

Mr. Kaszycki then pointed out that Mr. Steve Boyd is now the assistant deputy manager in Seattle at the Transport Airplane Division.

Transport Canada (TC) Report

There was no formal Transport Canada Report – Mr. Keith Barnette (Bombardier) stated that the first level of reorganization of Transport Canada below the director general level had been completed and released within the week of this TAEIG meeting.

EASA Report

There was no formal EASA Report, nor was there a representative from that agency.

ARAC Executive Committee Report

Mr. Bolt delivered the Executive Committee (EXCOM) Report. Mr. Bolt shared with the group that he, as the EXCOM Chairman and Mr. Norm Joseph the Vice Chairman and others, had met a day earlier with the new director of the office of Rulemaking, Ms. Pam Hamilton. In addition to wanting to formally meet her, the meeting was also to discuss the future of the EXCOM and ARAC issue groups. Since the number of taskings given to EXCOM has decreased over time, it has resulted in a corresponding decrease in the number of issue groups with taskings. Mr. Bolt continued by saying that since the Chairperson of each issue group is by virtue also a member of the EXCOM, the “sunsetting” of any inactive issues group would result in a lost of an EXCOM member. The result of this could lead to a lack of overall industry representation on the EXCOM.

Mr. Bolt stated that a proposal was going to be submitted to the FAA Office of Rulemaking which would ask for the deactivation of all issue groups that had not experienced any activity for extended periods. That proposal would also ask to retain the chairperson of such a group as a

member at large. This would allow for that person to remain on the EXCOM and thus permit the fast reconstitution of that particular group if a tasking need was to arise. Mr. Walt Derossier of the General Aviation Manufacturers Association (GAMA) stated that they would be sending a letter to the Office of Rulemaking that recommending a certain person as their member at large to be available for future taskings as necessary. Mr. Bolt said that he also shared with Ms. Hamilton the prevalent concern that there is no longer any representation on ARAC from the European Aviation Safety Agency (EASA) since that organization has replaced the former Joint Aviation Authorities (JAA).

Mike Kaszycki reminded the TAEIG about a discussion from the October 2005 TAEIG meeting involving Thermal Acoustic Insulation and another contamination issue, in which he had asked then if there was any interest in forming a working group in addition to the already existing International Aircraft Materials Fire Test Working Group and some of its related ARAC work. He said that he had gotten no response relative to that question, and that he was going to allow one more week for a response, after which he would consider the matter closed due to lack of interest. Mr. Derossier then asked Mr. Kaszycki to explain what he (Mr. Kaszycki) expected to be the scope of such a group if it were formed. Mr. Kaszycki suggested that that question might best be answered by industry through an introspective look, and that it might be a proactive industry group that reexamines the materials that have been placed in airplanes over the previous thirty years. He also stated that if problems were discovered, that Airworthiness Directives could be written to address those problems. However, Mr. Kaszycki further stated that aside from such a group, the FAA would not hesitate to act on any situation it considered a safety concern.

Ice Protection Harmonization Working Group (IPHWG) Report

Mr. Jim Hoppins (Cessna Aircraft Company) reviewed the IPHWG presentation [**handout #5**] via teleconference. In his presentation to the TAEIG Mr. Hoppins (Cessna Aircraft Co) stated that except for the phase four review of Task 2, and the fact that he did not recall receiving an official letter on the closing of task 4, he believed that all other Tasks assigned to the IPHWG had been completed. Mr. Bolt stated that he had an action item related to Task 4 from March 2006 which was to send an email to the issues group to confirm that all were in agreement that Task 4 was closed, and that in November 2006 that tasked was considered to be closed. However, he stated that he could not find the email that he might have sent to the TAEIG acknowledging the closing of Task 4. He then asked Mr. Hoppins to brief the TAEIG on the details of Task 4. Mr. Hoppins stated that Task 4 concerned harmonization with 25.1419 and that the only thing that was not officially harmonized was the associated advisory material, and it was agreed that Task 4 be considered closed.

Mr. Bolt then addressed Task 5 and 6 stating that it had returned from the legal review with some changes in the language, and he had sent it out to the TAEIG for a final review by all. He then asked if the membership was in agreement that Task 5 and 6 could be forwarded as ARAC recommendations. Based on the apparent lack of dissent, Mr. Bolt said that he would submit a letter to the FAA submitting Task 5 and 6. Mr. Hoppins then clarified to all that the associated advisory materials relative to Tasks 2 through 6 had all been worked individually, and that this action constituted the completion of Task 7.

Avionics Harmonization Working Group (AHWG)

Mr. Clark Badie (Honeywell) began his discussion [**handout #6**] on behalf of the AHWG. Mr. Kaszycki apprised Mr. Badie of the AD SG briefing that had been presented to the TAEIG earlier in the morning. Mr. Kaszycki explained that the AD SG had determined that technologies such as Enhanced Vision System (EVS) and Synthetic Vision System (SVS) should be included in a revised scope of a policy making that would also capture part 23 operations as well. He explained that inclusion of part 23 members onto the AHWG would widen the scope of that groups' operation beyond just part 25 to also capture part 23.

Mr. Badie said that Draft AC 25-11 was released in January for comment and that the comment period had closed on March 19, 2007. There had been over 300 comments associated with the AC and the disposition of the comments was required by April 17, 2007. Mr. Badie said there was much concern about whether so many comments could be effectively dispositioned in such a relatively short time frame. He said that many felt that there would be push back from industry as a result of such work. Mr. Badie offered the help of the AHWG in dispositioning the comments to meet the April 17 requirement.

Mr. Kaszycki said that the majority of the comments addressed editorial and format issues and that chapter four in the AC presented the biggest challenge because it contained the Hazards Assessment Table. Mr. Badie advised Mr. Kaszycki that the majority of the work on the AC had been completed in the very early stages of activity, but that much attention and revising had been devoted to the tables in chapter four which (chapter four) was constantly being addressed at the meetings of the AHWG. Items such as SVS, EVS, heads up display (HUD), and weather radar were some of the items included in the Hazards Assessment Table as critical items.

Mr. Kaszycki in answering a question from Mr. Badie relative to receiving guidance from the FAA, said that guidance would be provided to the AHWG. He added though that he was comfortable that the AHWG was composed of all the right people. He further stated that the scope of the phase 2 work would possibly change so as to expand beyond the transport aircraft category.

Mr. Kaszycki stated that with respect to Chapter four in the AC, the document would either be sent back to the working group or that it would be worked internally within the FAA. He said that the AC contained much good material and guidance and that he felt any undue delay in getting it out would not be worthwhile. He said work on a strategy to determine the way forward would begin the week following this TAEIG meeting, and asked Mr. Badie to plan for a meeting in April. He also said that sending the AC back to the working group might not be of any benefit due to controversial issues created by changes that were made based on power plant inputs which crossed over into avionics or display issues. Mr. Rolf Greiner (Airbus) recommended to Mr. Kaszycki that the AC material should be returned to the AHWG for the comments to be worked on.

Mr. Badie agreed with Mr. Kaszycki that two actions that needed to be focused on were first, the short assessment of chapter four in the AC and second, what phase 2 of the AHWG should encompass. Mr. Kihm suggested that care needs to be taken in attempting to address these comments within the time frame currently prescribed, as the future impact of AC 25-11 if poorly written could create more work, as well as unnecessary expenditures of resources. He stated that much of the feedback he had received suggested that there would not be any substantial safety benefit in sticking with the current timeline for release of the CAST Safety Enhancement

Initiative, and that it might be better to delay in favor of completing a more useful long term product.

In response to comments from Mr. Badie's about including CPR language within AC 25-11, Mr. Kaszycki said that CPR guidance would probably be best separated from a part 25 AC. Mr. Kihm and Mr. Badie agreed in principle with Mr. Kaszycki on this point.

Mr. Kaszycki acknowledged these concerns and conceded that there were some issues primarily with chapter four of the AC, but again that most of the work that needed to be done was editorial in nature. He added that the information in Chapter four is not CAST relevant and that there was no support from within the FAA for any delay of the CAST Safety Enhancement Initiative.

Airplane-level Safety Analysis WG Report (ASAWG)

Mr. Ed Wineman (Gulfstream) co-chair of the ASAWG presented his briefing [**handout #7**] via teleconference. He indicated that the ASAWG had completed its assigned Task 1 and expected completion of Task 2 by the end of June and that there had been representative replacements within the membership for Boeing and Dassault. The completed Task1 Report had been submitted to the TAEIG and had included only some minor changes related to clarification, and some definition changes. He further stated that meeting of the ASAWG which was held in February 2007 had included several discussions on scope relative to regulatory and guidance practices. The next meeting will be a webex in April 2007, the goal of which is to clean up the Task 2 report, with the intent of conducting a follow on review in France. The completion of Task 2 and a submittal are anticipated by June 29 2007.

Mr. Kihm asked if the teams are working well together and Mr. Wineman stated that they were generally working extremely well together, but that there were some support issues with the operational groups (AFS) but that those issues were being resolved. He stated that the group had the participation of all the subject matter experts during the February 2007 meeting in Florida, and the results were very positive with progress being made.

Mr. Kihm emphasized the great importance of the operational groups' participation in Task 3 discussions. Mr. Kaszycki agreed, and also noted the need for that same participation in Task 2 discussions. Mr. Joe White (Air Transport Association) asked if level of participation concerns were also part focused on the air carriers due to big issues such as latent failure. He further stated that he had difficulty getting the representative from a certain carrier (FedEx) to attend the meetings. Mr. Wineman agreed that participation from that carrier has been lacking since the first meeting, but since there had been participation in some of the teleconferences, he suggested that availability might be the issue. Mr. White offered to Mr. Wineman, that since the membership of the ASAWG had been established, he (Mr. White) could provide assistance if a specific need relative to attendance arose. Mr. Kaszycki clarified that when the tasking was initially assembled that care had been taken to limit the scope such that all resultant changes would reflect what was originally intended by aircraft certification branch (AIR). He further indicated to Mr. White that he was referring to processes such as those related to MRB, MSG-3 and MMEL which had generated some concern that unintended changes might manifest.

Mr. Barnett asked if there had been any contention in the ASAWG with the definition of "Specific Risk" and if all were in agreement with that definition. Mr. Wineman said that all

were satisfied with the definition and explained that care had been taken so as to not invalidate anything that had been done in the past. Mr. Barnett advised Mr. Wineman that he wanted to ensure there was mutual agreement that the definition as it is now is what he (Mr. Barnett) can present to others. Mr. Wineman agreed that it was.

Mr. Wineman clarified to Mr. Barnett that Task 2 was not yet “completed” as might have been perceived by someone reading slide number 13 in the ASAWG briefing to the TAEIG. He explained that the narratives associated with the worksheet (completed) were assigned to individuals for completion and that Task 2 is scheduled for June 29 completion following the meeting in France. Mr. Kaszycki advised Mr. Wineman to ensure that AFS support would be available for the next ASAWG meeting so they (AFS) could become actively involved before the taskings advance too far along.

Airworthiness Assurance Working Group Report

Mr. Amos Hoggard (Boeing) presented the AAWG report [**handout #8**]. He stated that there would be no presentation of any specific recommendations at this meeting. He stated that the assigned tasks for the AAWG had been completed but due to some technical difficulties in processing the documentation, it had been slightly delayed. He stated that there had been no changes within the membership since the last TAEIG meeting. Mr. Hoggard stated that the next AAWG meeting would be in June 2007 (possibly in Miami) and it would constitute the start of work on Phase 2 Task 4.

With respect to Task 3-Widespread Fatigue Damage (WFD) of Repairs, Alterations, and Modifications Mr. Hoggard said the result of the work in that effort would probably be best suited for placement in a totally separate AC. Mr. Hoggard said that he anticipated that the Task 3 Final Report would be submitted to the TAEIG no later than March 23, 2007. He asked that an ad hoc meeting of the TAEIG be arranged in the near future so the report and recommendations could be presented. It was established that the meeting for the ad hoc TAEIG would be tentatively scheduled for April 17, 2007.

Mr. Kaszycki asked Mr. Hoggard if he was familiar with the EASA Notice of Proposed Amendment (NPA) which discussed terms of reference for aging aircraft structures. Mr. Hoggard responded he was, and also that he was concerned about the different methodologies of the FAA and EASA and what the long term effect would be related to aging airplane issues. Mr. Kaszycki acknowledged that he understood those differences but his concerns were particularly related to any perceived misalignment from the AAWG. He explained that the referenced NPA appeared to be more recent than he had expected and that he would be meeting with EASA representatives in the very near future following this TAEIG meeting, and that he wanted to establish a perspective for the meeting with EASA. Mr. Hoggard stated that the material that Mr. Kaszycki referenced was developed coincidental to the changeover from JAA to EASA authority, and that he (Mr. Hoggard) would research and provide the actual date to Mr. Kaszycki, as well as to Mr. Kihm who also asked to be informed of that date.

Other Business

Mr. Kaszycki informed the TAEIG that he and Mr. Bahrami (FAA) would be meeting with EASA officials just before the next CMT meeting in April 2007, and that they would be discussing fuel tank flammability issues and some alignment issues. He said that the meeting would involve a combination of people representing structural issues and also would include rulemaking strategists.

Item	March 22, 2007 TAE Meeting Action Items
1.	Suzanne Masterson to investigate the two proposed advisory circulars on different subjects with the same designation of AC 120-YY.
2.	Craig Bolt to send TAEIG copy of FAA presentation on Advanced Displays Steering Group (-Completed)
3.	Suzanne Masterson to determine if ad hoc meeting date of April 17 to vote on AAWG report is acceptable-Complete, meeting occurred
4.	Mike Kaszycki to contact Bob Ganley regarding new part 35 critical parts status-(Completed)
5.	Mike Kaszycki will contact Avionics HWG with direction on process for resolving comments on AC 25-11
6.	FAA to provide guidance to Avionics HWG on the scope of phase 2 activities
7.	TAEIG members need to provide comments on proposal to have acoustic insulation WG within one week

Future TAE Meetings

The next regularly scheduled TAEIG meeting is planned for October 17, 2007 in Seattle, WA.

Mr. Bolt thanked Mr. Kihm for hosting the meeting.

Adjourned at 2:00 p.m.

Public Notification

The *Federal Register* published a notice of this meeting [handout #9] on February 28, 2007.

Approval

I certify the minutes are accurate.



Craig R. Bolt
Assistant Chair, ARAC

AVIATION RULEMAKING ADVISORY COMMITTEE
TRANSPORT AIRPLANE AND ENGINES ISSUES GROUP
Sign-In Sheet

March 22, 2007

NAME	MEMBER	NON MEMBER	ORGANIZATION/AFFILIATION	E-Mail Address	Telephone No.	Fax No.
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NIC DAVIDSON			FAA-ARM			

Transport Airplane and Engine Issues Group Meeting
Boeing
1200 Wilson Blvd, Conference Room 234
Arlington, VA 22209

Agenda

DRESS: BUSINESS CASUAL

Thursday, March 22, 2007 – *Call in number: (202) -366-3920 Pass Code: 8865*

9:00	Call to Order, Reading of the Procedures Statement, Review of Agenda, Meeting Logistics, Review of Action Items, Items of Interest, Review of Minutes from previous meeting	C. Bolt/M. Kaszycki
9:30	FAA Report	M. Kaszycki
10:00	Transport Canada Report	E. Lucas
10:15	EASA Report	TBD
10:30	Excom Report	C. Bolt
10:45	Ice Protection HWG Report	J. Hoppins
11:15	Avionics HWG	C. Badie
11:45	-- LUNCH --	
12:45	Airplane-level Safety Analysis WG Report	E. Wineman
1:15	Airworthiness Assurance HWG Report	A. Hoggard
2:00	Any Other Business	All
2:30	Action Item Review	C. Bolt
2:45	-- ADJOURN --	

March 2007 FAA Status Update

Transport Airplane and Engine Issues Group

Presented to: TAEIG

By: Mike Kaszycki, Manager, Transport Standards Staff

Date: 3/22/07



Federal Aviation
Administration



March 2007 TAEIG Meeting

Topics:

- Rulemaking Project Status
- Non-Rulemaking Project Status
- Update on Certification Management Team Actions



March 2007 TAEIG Meeting

Rulemaking Project Status: (since November 2006)

- Part 25 related Final Rules:
 - Fire Penetration Standards for Thermal/Acoustic Insulation Materials
 - Final Rule issued on 01/04/07
- Part 25 related Notices of Proposed Rulemakings (NPRM):
 - Design for Security*
 - NPRM published on 01/05/07; Comment period ends 04/05/07

* ARAC project



March 2007 TAEIG Meeting

Rulemaking Project Status: (since November 2006)

continued

- Part 33 related FRs:
 - None published since November 2006
- Part 33 related NPRMs:
 - None published since November 2006



March 2007 TAEIG Meeting

Rulemaking Project Status: (since November 2006)

continued

- FRs in Headquarters (HQ) for coordination:
 - 2 part 25 projects
 - 1 part 33 project
- FRs in development:
 - 4 Part 25 projects
- FRs in directorate coordination
 - 2 Part 33 projects



March 2007 TAEIG Meeting

Rulemaking Project Status: (since November 2006)

continued

- NPRMs in OST/OMB for coordination:
 - None
- NPRMs in HQ for coordination:
 - 2 Part 25 projects
 - 6 Part 33 projects
- NPRMs in Directorate for coordination:
 - 1 Part 25 project
 - 1 Part 33 project
- New Tasking under development:
 - 1 Part 33 project



March 2007 TAEIG Meeting

Non-Rulemaking Project Status: (since November 2006)

- Part 25 Final Policy and Advisory Circulars (AC) issued:
 - None published since November 2006
- Part 33 Final Policy and ACs issued:
 - None published since November 2006



March 2007 TAEIG Meeting

Non-Rulemaking Project Status: (since November 2006) *continued*

- Part 25 Draft Policy issued:
 - Certification of Video Monitors with Glass Screens
 - Published for comment on 3/12/07; Comment period closes 4/11/07



March 2007 TAEIG Meeting

Non-Rulemaking Project Status: (since November 2006) *continued*

- Part 25 Draft ACs issued:
 - AC 120-XX: Damage Tolerance Inspections for Repairs and Alterations
 - Published for comment on 2/15/07; Comment period closes 4/20/07
 - AC 25-11-1X: Electronic Flight Deck Displays*
 - Published for comment 1/17/07; Comment period closes 3/19/07

Design for Security*

- AC 25.795-1X: Flightdeck Intrusion Resistance
- AC 25.795-2X: Flightdeck Intrusion Resistance
- AC 25.795-3X: Flightdeck Protection (Smoke and Fumes)
- AC 25.795-4X: Passenger Cabin Smoke Evacuation
- AC 25.795-5X: Compartment Fire Suppression
- AC 25.795-6X: Least Risk Bomb Location (LRBL)
- AC 25.795-7X: Survivability of Systems
- AC 25.795-8X: Design for Ease of Search
 - Published for comment on 1/5/07; Comment period closes 4/5/07

* ARAC project



March 2007 TAEIG Meeting

Non-Rulemaking Project Status: (since November 2006) *continued*

- Part 33 Draft Policy and ACs issued:
 - AC 33.201, Extended Operations (ETOPS) Eligibility for Turbine Engines
 - Published for comment on 12/6/07; Comment period closes 4/23/07
 - Policy for Diesel (Compression Ignition) Engine Certification Policy
 - Proposed Policy published 12/9/06; comments due 2/11/07
 - FAA Certification Policy for Turbine Engine Lubricating Oils Qualified to AS5780
 - Proposed Policy published 12/9/06; comments due 2/11/07



March 2007 TAEIG Meeting

Certification Management Team (CMT) Actions:

- The FAA submitted comments to EASA's 2008 Rulemaking Inventory
- The FAA is awaiting EASA comments on our draft 2007-2010 Rulemaking Program



FAA Advanced Displays Steering Group

Presented to: TAEIG

By: Mike Kaszycki

Date: March 19, 2007



Background

- **Many new avionics technologies show up on flight deck displays**
- **The pace of development presents significant challenges in the development of appropriate standards and compliance methods.**
- **Possible safety and/or operational benefits and risks are often unknown or speculative during the initial certification programs**

Concerns

- **There have been numerous projects where:**
 - Applicants have been concerned about what they perceived to be overly conservative approaches by ACOs or Directorates
 - There were different approaches or standards being used by various offices
 - The FAA was concerned about unknown or uninvestigated risks.
 - The display technology was intended to quickly migrate between categories of aircraft (small, transport, rotorcraft)
 - It was not clear where standards and methods development should be done (Industry groups, Directorate-level, AIR-level, AVS-level)

FAA approach

- **We decided that we needed a way to make sure that:**
 - The various FAA Cert and AFS offices communicate and coordinate on policies and practices that affect advanced displays
 - The TAD, SAD, RD, and AFS seek common policies wherever appropriate.
 - Situations where different policies are needed are justified and explained.
 - The FAA works toward a consensus, strategic view of how it will approach each new display technology

Constraints

- **We would continue to work within the current orders**
 - Directorates/Divisions set policy
 - ACOs find compliance
- **We would continue to rely on industry groups to help us establish methods and standards, when appropriate.**
- **We would need to involve AFS, since the operational aspects of displays are often critical to their intended functions.**

Advanced Displays Steering Group

- **The ADSG was formed to address these concerns.**
- **It is a management/CSTA level group that meets monthly, by telecon.**

ADSG membership

- **AIR-130 Avionics Manager (chair)**
- **AXX-111 Avionic managers (for the three aircraft directorates)**
- **Three ACO Flight Test Managers**
- **CSTAs**
 - Human Factors
 - Avionics (vacant)
 - Flight Management (vacant)
 - Advanced Control Systems
- **Manager, AFS-410**

Key points

- **The ADSG does not set certification policy or find compliance for advanced displays.**
- **The ADSG members identify new/emerging technologies (being developed by applicants).**
- **When that technology reaches “critical mass” the ADSG will appoint a working group for that specific technology.**

Working groups

- **The working group (for a specific technology) will**
 - Review the various projects
 - Help the ACOs, Directorates, AFS, (and AIR-130, where appropriate) work together to find common solutions and provide justification for differences.
 - Report back to the ADSEG on progress, problems, and strategic recommendations

Working groups

- **Membership (typical):**
 - Human factors specialist
 - Avionics specialist
 - Flight test pilot
 - Others, as appropriate, such as:
 - AEG pilot
 - Flight test engineer
 - AFS-400 representative
 - Important note: The working group does not set policy or find compliance. It facilitates communication, reports on problems, and makes strategic recommendations to the ADSSG

ADSG outputs

- **Report to the Standards Management Team**
 - Progress of the technology
 - Certification issues
 - Operations issues
 - Strategic recommendations for policy development, such as:
 - Launch an RTCA committee.
 - Develop an AC, at the AIR level (because the technology will be in all aircraft types)
 - Commit Standards Staff(s) resources to harmonize approaches

Ice Protection HWG Status

Presentation to ARAC TAEIG
March 22 - 2007

Tasking Status

IPHWG

- Task 1 - Closed via FAA letter 22 Feb 07
- Task 2 - Closed via FAA letter of 23 Jan 06
 - ⇒ Phase IV review still required
- Task 3 - Returned to FAA for further action (ref. FAA letter 13 Sep 99)
 - ⇒ No further IPHWG actions
- Task 4 - Completed coincident with Task 2, requested closure via IPHWG to TAEIG submittal letter dated 19 Sep 05
- Task 5 & 6 WG report submitted and conditionally approved at last TAEIG meeting
 - ⇒ Received requested FAA legal review, revised and resubmitted
 - ⇒ No further activities planned
- Task 7 Completed coincident with other tasking
 - ⇒ No further activities planned

- Task 2, Phase IV Review
 - ⇒ Funding for continued development of large droplet simulation methods is still at risk
 - ⇒ Plan is to begin documenting an acceptable interim compliance methodology with currently available methods
 - Starting place for the Phase IV review
- No further developments on alternate method of defining Appendix X
- No future meetings planned at this time
 - ⇒ Will schedule meetings if required for Task 2, Phase IV review.
 - ⇒ Plan is to coordinate as required via teleconferences, e-mails

IPHWG

Questions?

Avionics Harmonization Working group - March 2007

June 2006: ASHWG report for AC/AMC 25-11 released

- Agreement to accelerate release based on CAST initiative
- Requested direction on future harmonization of “new technologies” including HUD, EVS, SVS
- Requested that the group review and disposition the public comments

Dec 2006: FAA Requested RTCA to form SC213, to develop MOPS for EVS and SVS

- Operational standards
- Corresponding architectures

FAA draft AC 25-11-1X released to the public in mid-January 2007

- Comment period ended March 19, 2007
- Comment disposition required by April 17, 2007
- As anticipated a large number of comments have been generated (over 300)
- FAA draft includes content changes, some significant with potential cost impact

Questions from the ASHWG

- What is the direction regarding future updates to include HUD, EVS, SVS?
- How does the SC-213 activity relate to potential future regulation and advisory material?
- How will the FAA disposition the large number of comments in AC 25-11-1X?
 - In the interest of industry buy-in and harmonization, the ASHWG volunteers to re-form
 - Alternative is to remove the content changes for this release (still satisfies the CAST initiative)

ASAWG Report to TAEIG

Specific Risk Tasking

March 22, 2007

Airplane Safety Analysis Working Group

- Statement of Issue
- Specific Risk Tasking
- ASAWG Membership
- ASAWG Schedule
- ASAWG Status
- ASAWG Task Plan

Statement of Issue

- Previous ARAC harmonization working groups produced varying recommendations to handle specific risk
- Aircraft are becoming increasingly integrated where individual system functional boundaries are not well defined
- Inconsistencies in the safety analysis across systems could result in the use of nonstandard system safety assessments across various critical systems making it hard to properly evaluated at the aircraft level

SPECIFIC RISK TASKING

- FAA Notice on 3/21/06 - ARAC Tasking to TAEIG
 - Task 1 - Develop definition(s) and examples
 - Task 2 - Review of existing material and identify industry application
 - Task 3 – Determine adequacy of existing and proposed regulatory and guidance material
 - Task 4 – Develop recommendations for rulemaking and guidance material

SPECIFIC RISK TASKING

- ASAWG Formulation on 7/25/06 – TAEIG Tasking to ASAWG
 - Co-Chairs
 - Roger Knepper – Airbus
 - Ed Wineman - Gulfstream
 - 18 Total members
 - 7 Airframers
 - 5 Suppliers
 - 4 Regulatory
 - 2 Users
 - Over 32 SMEs identified with half currently active in covering both operations and design

ASAWG Membership

NAME	COMPANY	CONTACT INFORMATION
Bartron, Michael	P&W	michael.bartron@pw.utc.com
Branch, Michael	Honeywell	michael.branch@honeywell.com
Burkett, Michael	Rolls Royce	Michael.A.Burkett@rolls-royce.com
Giraudeau, Christophe	Dassault	christophe.giraudeau@dassault-aviation.com
Houston, Graeme	Bombardier	graeme.houston@aero.bombardier.com
Knepper, Roger	Airbus	Roger.knepper@airbus.com
Landry, Dennis	ALPA	dennis.landry@alpa.org
Le, Linh	FAA-TAD	Linh.le@faa.gov
Marko, Jim	TCCA	Markoj@tc.gc.ca
Mattei, Patrick	EASA	patrick.mattei@easa.eu.int
Mingler, Paul	GE	Paul.Mingler@ge.com
Paik, Ji	Embraer	ji.paik@embraer.com.br
Peterson, Michael	Rockwell Collins	mapeter1@rockwellcollins.com
Robertson, CW	Cessna	CWRobertson@cessna.textron.com
Schultz, Larry	Boeing	larry.r.schultz@boeing.com
Wilmers, Nelson	ANAC	nelson.wilmers@ifi.cta.br
Wineman, Ed	Gulfstream	ed.wineman@gulfstream.com
Yerger, Mark	FedEx	mdyerger@fedex.com

Schedule

- Move initial tasking by three months due to late identification of ASAWG membership
- Maintain task sequence defined in Federal Register Notice after Task 1 with four month lag

Note: Accepted by TAEIG on 30 NOV 2006

TASK	DESCRIPTION	NOTICE	REVISED
1	Develop definition of specific risk and catalog examples of its application	21 AUG 2007	NOV 2006
2	Identify relevant requirements, guidance and recommendations related to specific risk and its use	21 FEB 2007	JUN 2007
3	Determine adequacy of the existing/proposed standards and if a change is warranted	21 NOV 2007	MAR 2008
4	Prepare a report identifying recommendations	21 MAY 2008	SEP 2008

ASAWG Status

Task#1 *(Develop definition of specific risk and catalog examples of its application)*

- Completed Nov 2006 according to planning
- Reported to TAEIG on 30 Nov 2007 Meeting
- ASAWG Report (Task#1 section) revised (minor changes) and finally agreed at Palm Coast Meeting (Feb 2007)
- ASAWG Report (Task#1 section) provided to TAEIG (Mar 2007)

ASAWG Status

Task#1 *(Develop definition of specific risk and catalog examples of its application)*

- **ASAWG Report (Task#1 section)**

Minor changes

- The ARAC Specific Risk Tasking will address specific risks only for failure conditions that lead to Cat or Haz conditions
- Latent failure and active failure definition revised to be the same as in AC25.1309-Arsenal
- SR validation flow diagram revised for clarification (intent was validated.)
- SR examples regarding airplane configuration slightly revised for clarifications (no change in intent)

ASAWG Status

Task#2 (*Identify relevant requirements, guidance and recommendations related to specific risk and its use*)

- **Topics** of first Task#2 meeting held in Palm Coast on 13-15 Feb 2007
 - Status reports and break-out sessions of task groups
 - Latent failure task group
 - MMEL task group
 - Flight Time, Diversion/Return-to-Land task group
 - Active Failure, Design Variability Task Group
 - ASAWG Report (Task#2 section)
 - Planning (web-ex meetings, Bordeaux/Merignac, France Meeting)

ASAWG Status

Task#2 (Identify relevant requirements, guidance and recommendations related to specific risk and its use)

- **Task groups are guided by the following questions to be answered:**
 - ✓ What is addressed (Regulation or guidance, Industry application / practices)?
 - ✓ Why is it addressed (Regulation or guidance recommendation background / preamble)?
 - ✓ How is it addressed ?
 - Criteria used for selecting failure conditions
 - Criteria for determining allowable exposure times
 - Acceptability of next most critical failures
 - Etc.

ASAWG Status

Task#2 (Identify relevant requirements, guidance and recommendations related to specific risk and its use)

- **Results** of first Task#2 meeting held in Palm Coast on 13-15 Feb 2007
 - Status reports and break-out sessions of task groups
 - various regulatory, guidance and industry practices were outlined
 - scope of the different task groups discussed and agreed
 - excellent progress was made toward completing Task#2 in particular, and working together spirit in general
 - ASAWG Report (Task#2 section)
 - Chapters defined and tasks assigned
 - Planning (web-ex meetings, Merignac/France Meeting)
 - Status report of tasks groups at web-ex meeting on Apr 2007
 - Agenda drafted for Merignac/France Meeting on 12-14 Jun 2007

ASAWG Status

Task#2 (Identify relevant requirements, guidance and recommendations related to specific risk and its use)

- ***Way forward*** (Merignac/France Meeting on 12-14 Jun 2007)
 - ASAWG Report (Task#2 section) completed
 - Task#3 started

ASAWG Task Plan

ID	Task Name	1st Quarter	3rd Quarter	1st Quarter	3rd Quarter	1st Quarter	3rd Quarter
1	Notice of Task Assignment	3/21					
2	Membership Notification		7/25				
3	Task 1						
4	Kick Off Meeting						
5	Web-EX Meeting		10/10				
6	Web-EX Meeting		10/24				
7	Meeting in Savannah, GA						
8	TAEIG Status Brief, Seattle		11/30				
9	Task 2						
10	Start Task 2		9/18				
11	Web-EX Meeting						
12	Meeting in Palm Coast, FL						
13	TAEIG Status Brief, Arlington						
14	Web-EX Meeting						
15	Meeting in Merignac, France						
16	Issue Task 2 Report to TAEIG				6/29		
17	Task 3						
18	Web-EX Meeting						
19	Meeting in Toulouse, France						
20	Web-EX Meeting						
21	Meeting in TBD						
22	Brief Findings to TAEIG					2/28	
23	TAEIG Concurrence					3/31	
24	Task 4						
25	Meeting in TBD						
26	Meeting in TBD						
27	Final Report Submittal						9/30

Questions?

AAWG Report to TAEIG

March 22, 2007

Airworthiness Assurance Working Group

Airworthiness Assurance Working Group

- Membership
- Meetings
- Current Task
- Status

AAWG Membership

Last Name	First Name	Representing	Voting	E-mail Address
Arabi	Mary	Airborne Express	Yes	mary.arabi@airborne.com
Coile	Mark	UPS	Yes	amx1mac@ups.com
White	Joe	ATA	Yes	jwhite@air-transport.org
Demarest,	Harry	American Airlines	Yes	harry.demarest@aa.com
Fenwick	Linsay	ALPA	Yes	fenwickl@alpa.org
Gaillardon	Jean-Michel	Airbus	Yes	jean_michel.gaillardon@airbus.fr
Goyaniuk	Bohdan	Transport Canada	No	goyanib@tc.gc.ca
Heath	David	Evergreen	Yes	david.heath@evergreenaviation.com
Hoggard	Amos	BCA	No	Amos.w.hoggard@boeing.com
Jones	Rusty	FAA	Yes	Rusty.jones@faa.gov
Knegt	Martin	Fokker Services	Yes	martin.knegt@fokkerservices.storkgroup.com
Lotterer	Dave	RAA	Yes	david.lotterer@dc.sba.com
Moses	Joseph	Continental Airlines	Yes	jmoses@coair.com
Oberdick	Jon	USAirways	Yes	jober@usairways.com
Pattison	Gregg	Northwest Airlines	Yes	gregg.pattison@nwa.com
Pinsard	Laurent	EASA	Yes	Laurent.pinsard@easa.eu.int
Schneider	Greg	FAA	Yes	greg.schneider@faa.gov
Chestmar	Eric	United Airlines	Yes	eric.chesmar@united.com
Ashwell	Phil	British Airways	Yes	Phil.b.ashwell@britiah-airways.com
Varanasi	Rao (Co-Chair)	Boeing	Yes	rao.varanasi@boeing.com
Walder	Ray	IATA	Yes	walderr@iata.org
Yerger	Mark (Co-Chair)	FedEx	Yes	mdyerger@fedex.com

Blue - New

Meetings

- The most recent meeting of the AAWG was March 14, 2007.
- Member Representatives from the following organizations were in attendance.

Airbus	FAA
American	FedEx
British Airways	Northwest
Boeing	United
Continental	ABx
UPS	

Meetings Con't

- Next Meeting is planned Scheduled for June 2007.

Current Tasks

- AASFR Task:
 - Tasked - May 13, 2004;
 - Status - In work and on schedule;
 - Two Phases:
 - Phase 1 is complete as of December 9, 2005*;
 - Scheduled Completion for Phase 2 is December 2009.

*Follow-on activities as authorized by TAEIG should be complete [March 2007](#).

AASFR

ARAC Tasking

- On May 13, 2004, the FAA officially notified ARAC that it had tasked the AAWG to provide both Advisory Material and Model Specific Information.
 - Two Phases:
 - Phase 1 - Develops an Advisory Circular for compliance to §121.370a/129.16 - due December 2005;
 - Phase 2 - Develops any necessary Model Specific information needed for §121.370a/129.16 Compliance.
 - Phase 2 Tasking must be complete by Dec 2009.

TAEIG Action

- Accepted the AAWG Final Report and AC concerning Repairs (Task 1) December 2005.
- Authorized AAWG recommended follow-on work on Phase I, Tasks 2 and 3:
 - Phase I, Task 2 - Supplemental Inspections of Alterations;
 - Phase I, Task 3 - WFD analysis of alterations.
- Accepted the AAWG Final Report and AC concerning Repairs and Alterations (Task 2) June 27, 2006.

Task 3

AAWG Action

- During the March 14, 2007 AAWG meeting:
 - The AAWG reviewed and approved the Phase 1, Task 3 Task Group report;
 - Authorized the presentation of the report to the TAEIG;
 - Established the next meeting for June, 2007 to Status Phase 2, Task 4 activity.

AASFR

Task Group Make-up

Representative	Organization	Representative	Organization
Mary Arabi*	ABx	Gregg Schneider	FAA
Alain Santegema	Airbus	Bob Eastin	FAA NRS
Andreas Behrmann	Airbus	Wayne Richmond	FedEx
Phil Yannaccone	American Airlines	Laurent Pinsard	EASA
Gary Goodman*	Skywest	Hisashi Fukuda	JAL
Amos Hoggard	BCA	Gregg Pattison	NWA
Doug Marsh	BCA	Paul Sesny*	United
Phil Ashwell	British Airways	Bruce Nord	UPS
Jack Abi-Habib*	Continental	Gregg Delker	US Airways
Mark Peterman*	TIMCO	Matt Creager*	SIE
Maurizio Molinari	Transport Canada		

* Corresponding Member

March 22, 2007

AAWG Report to the TAEIG

10

ARAC Tasking

Task 3 - Phase 1 Follow-on Work

- *Task 3.—Widespread Fatigue Damage (WFD) of Repairs, Alterations, and Modifications*

The AAWG has been tasked by the TAEIG to assemble a group of technical experts for the development of the required technical basis on how to address WFD for RAMs. The work product of this activity would be material for inclusion in either FAA Advisory Circular 120-AAWG or yet another, to be determined, AC.

ARAC Tasking

Follow-on Activity Status

- *The AAWG is now complete with the Task 3 activities and will be submitting the Final Report to the TAEIG later today.*
- *The report is being provided as a consensus position with no alternate viewpoints.*
- *The AAWG will support a TAEIG meeting to discuss the findings of this report at the TAEIG's convenience.*

Phase 2, Task 4

- Development of Model Specific Compliance Data begins when the TAEIG accepts and forwards the AAWG recommendations to the FAA.
- Completion of Phase 2 is scheduled for December 2009.

Questions?

investors and the public interest by establishing a uniform definition of "Complex Trade" for purposes of the Linkage Plan.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition not necessary or appropriate in furtherance of the purposes of the Act.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were either solicited or received.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Because the foregoing proposed rule change does not: (i) Significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; and (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate if consistent with the protection of investors and the public interest, the proposed rule change has become effective pursuant to Section 19(b)(3)(A) of the Act¹² and Rule 19b-4(f)(6) thereunder.¹³ As required by Rule 19b-4(f)(6)(iii),¹⁴ the Phlx provided the Commission with written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change.

At any time within 60 days of the filing of the proposed rule change, the Commission may summarily abrogate such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's Internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an e-mail to rule-comments@sec.gov. Please include File Number SR-Phlx-2007-09 on the subject line.

Paper Comments

- Send paper comments in triplicate to Nancy M. Morris, Secretary, Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549-1090.

All submissions should refer to File Number SR-Phlx-2007-09. This file number should be included on the subject line if e-mail is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of the filing also will be available for inspection and copying at the principal office of the Phlx. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-Phlx-2007-09 and should be submitted on or before March 21, 2007.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹⁵

Florence E. Harmon,

Deputy Secretary.

[FR Doc. E7-3492 Filed 2-27-07; 8:45 am]

BILLING CODE 8010-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Proposed Revocation of the Canadian Charter Air Taxi Authority of Flight-Ops International, Inc., D/B/A SkyXpress Airline

AGENCY: Department of Transportation.

ACTION: Notice of Order To Show Cause (Order 2007-2-20), Docket OST-2003-15099.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order revoking the Canadian charter air taxi registration of Flight-Ops International d/b/a SkyXpress Airline.

DATES: Persons wishing to file objections should do so no later than March 7, 2007.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-2003-15099 and addressed to U.S. Department of Transportation, Docket Operations, (M-30, Room PL-401), 400 Seventh Street, SW., Washington, DC 20590, and should be served upon the parties listed in Attachment A to Order 2007-2-20.

FOR FURTHER INFORMATION CONTACT: Jonathan R. Dols, Office of Aviation Enforcement and Proceedings (C-70, Room 4116), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9342.

Dated: February 20, 2007.

Andrew Steinberg,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 07-880 Filed 2-27-07; 8:45 am]

BILLING CODE 4910-9X-M

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 Thursday, March 22, 2007 starting at 9 a.m. Daylight Savings Time. Arrange for oral presentations by March 8, 2007.

¹² 15 U.S.C. 78s(b)(3)(A).

¹³ 17 CFR 240.19b-4(f)(6).

¹⁴ 17 CFR 240.19b-4(f)(6)(iii).

¹⁵ 17 CFR 200.30-3(a)(12).

ADDRESSES: Boeing, 1200 Wilson Blvd, Conference Room 234, Arlington, Virginia 22209.

FOR FURTHER INFORMATION CONTACT: Nicanor Davidson, Office of Rulemaking, ARM-207, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-5174, FAX (202) 267-5075, or e-mail at nicanor.davidson@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. III), notice is given of an ARAC meeting to be held March 22, 2007.

The agenda for the meeting is as follows:

- Opening Remarks
- FAA Report
- Transport Canada Report
- European Aviation Safety Agency Report
- ARAC Executive Committee Report
- Ice Protection Harmonization Working Group (HWG) Report
- Avionics HWG Report
- Airplane-level Safety Analysis Working Group Report
- Airworthiness Assurance HWG Report
- Any Other Business
- Action Item 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 March 8, 2007. 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.

For persons participating by telephone, the call-in number is (202) 366-3920; the Passcode is "8865." To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent to participate by telephone by March 8, 2007. Anyone calling from outside the Washington, DC metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by March 8, 2007, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine Issues (through person referenced in this paragraph) or by providing copies at the meeting. Copies of the document to be presented to

ARAC for decision by the FAA 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 February 23, 2007.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. E7-3505 Filed 2-27-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-27357]

Commercial Driver's License Advisory Committee

AGENCY: Federal Motor Carrier Safety Administration, DOT.

ACTION: Notice of meetings of advisory committee.

SUMMARY: This notice sets forth the schedule for the meetings of the Commercial Driver's License (CDL) Advisory Committee. Pursuant to section 4135 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, the Secretary of Transportation established this advisory committee to study and address current impediments and foreseeable challenges to the commercial driver's license program's effectiveness and measures needed to realize the full safety potential of the commercial driver's license program. Members of the advisory committee will include State motor vehicle administrators, organizations representing government agencies or officials, members of the Judicial Conference, representatives of the trucking industry, representatives of labor organizations, safety advocates, and other significant stakeholders.

DATES: Meetings of the committee will take place on the following dates:

Meeting 1: March 20-22, 2007

Meeting 2: April 17-19, 2007

Meeting 3: May 15-17, 2007

ADDRESSES: The committee's meetings will be held at the Hilton Arlington, 950 North Stafford Street, Arlington, Virginia 22203.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: On August 10, 2005, the President signed into law the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (Public Law 109-59, 119 Stat.1144). Section 4135 mandates the establishment of a Commercial Driver's License (CDL) Task Force to study and address current impediments and foreseeable challenges to the commercial driver's license program's effectiveness and measures needed to realize the full safety potential of the commercial driver's license program. The CDL program was established by the Commercial Motor Vehicle Safety Act (CMVSA) of 1986 and is codified at 49 U.S.C. Chapter 313.

To carry out this requirement, FMCSA formed an advisory committee, consistent with the standards of the Federal Advisory Committee Act (FACA). See 71 FR 69605, December 1, 2006. The notice requested applications from persons interested in serving as members of the CDL Advisory Committee not later than January 2, 2007. The applications received by the due date have been evaluated and membership recommendations made to the Secretary of Transportation who will appoint members of the committee.

The statutory timetable for this effort is short. Section 4132 of the SAFETEA-LU specifies that not later than 2 years after the date of enactment of this Act (e.g., by August 10, 2007), the Secretary, on behalf of the task force, shall complete a report of findings and recommendations for legislative, regulatory, and enforcement changes to improve the commercial drivers license program and submit the report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives. To meet this deadline, FMCSA will conduct a very compressed schedule of Committee meetings. The FMCSA has scheduled three meetings on the following dates:

Meeting 1: March 20-22, 2007

Meeting 2: April 17-19, 2007

Meeting 3: May 15-17, 2007

The meetings of the committee are open to the public. Attendance will be limited by the size of the meeting room. As a general matter, the committee will make one hour available for public comments on the Thursday of each