

**AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)
TRANSPORT AIRPLANE AND ENGINE AND EMERGENCY EVACUATION ISSUES**

Meeting Minutes

DATE: May 30, 2000
TIME: 10:00 a.m.
LOCATION: Federal Aviation Administration
800 Independence Avenue
Washington, DC

Session 1—Transport Aircraft and Engines Issues Group

Call to Order/Administrative Reporting

Craig Bolt, Assistant Chair, called the meeting to order, Kris Carpenter read the ethics statement governing conduct of the meeting, and participants introduced themselves (see attached attendance sheet).

Mechanical Systems Harmonization Working Group (HWG)

Pat Waters, working group chair, turned over the discussion of two fast track reports addressing sections 25.677 and 25.773 (a) to Ken Frey and Chuck Meese, working group members.

Section	Discussion/Action
25.677	--Members voted unanimously to forward report to FAA
25.773	--Discussion items included industry's use of dual wiper systems; options in Joint Aviation Requirements and Federal Aviation Regulations regarding openable window in the pilot compartment; pilot's ability to see through side windows even if they are not openable; representation of JAA on working group; and availability of NPA that addresses elimination of 25.773(b)(ii)(4) --Members voted 6 to 2 to forward document to FAA; ALPA and AFA voted against the action

Powerplant Installation HWG

Andy Lewis Smith presented two fast track reports addressing §§ 25.1155 and 25.1193.

Section	Discussion/Action
25.1155	--Discussion items included proposed section title change; customary, excessive, and inherent means of compliance to regulate reverse thrust or propeller pitch setting; negative service experiences; and time period when "positive lock or stop" statement was added to regulatory language; issuance of special conditions to address positive lock or stop. --Before voting, Dorenda Baker indicated that clarification regarding positive lock or stop could be addressed in the preamble by the working group after phase 4 of the fast track process, or that comments could be made to the docket during the comment period for the rulemaking. --Members voted 4 to 3 to forward the report to the FAA;

	three members (AFA, ALPA, and AIA-C) abstained.
25.1193	--Concern expressed that proposal would lower current standard addressing ground firefighting capability. --Vote deferred to June meeting. Working group chair asked to clarify confusion raised in the report regarding (1) current industry standard and actual rule and (2) ground conditions and passenger evacuation. The PPHIWG was also directed to include and dispose of minority positions.

Loads and Dynamics HWG

Larry Hanson presented two reports addressing disposition of comments.

Title	Discussion/Action
Revised Landing Gear Shock Absorption Test Requirements Proposed Rule	--Six commenters --Unanimous vote to forward document to FAA
Taxi, Takeoff and Landing Roll Design Loads Advisory Circular	--Two commenters --Language to be added to clarify critical design loads in lightweight conditions (issue 4 of comments) -- Unanimous vote to forward document to FAA as amended.

Mr. Bolt reminded members of the dates for the June TAE meeting. The meeting was adjourned at 11:20 a.m.

Craig Bolt
Assistant Chair

Approved with Revisions: September 12, 2000

End of Session 1

Session 2—Emergency Evacuation Issues Group

Billy Glover, Assistant Chair, called the meeting to order, Dorenda Baker, Assistant Executive Chair, read the ethics statement governing conduct of the meeting, and participants introduced themselves (see attached attendance sheet).

Cabin Safety HWG

Tim Holey, working group chair, summarized each report as it came up for vote.

Section	Discussion/Action
25.787	--The issue of stowage compartments not meeting the standard was the only item raised. --Unanimous vote to forward report to FAA
25.791	Unanimous vote to forward report to FAA
25.811	--Discussion items included description of illumination, and difficulty of having self-illuminating handles in smaller airplanes --Unanimous vote to forward report to FAA
25.819	--Discussion item related to working group having to go through EEI formally for any follow on to tasking. --Unanimous vote to forward report to FAA
25.810	--Concern expressed that advisory material addressing girt bar would make tasking category 3 rather than category 1 ---Discussion items included status of JAA on FAR 25 Amendment 88 (NPA 25-298); the need for the JAA to dispose of comments received on this NPA and determine if it intends to adopt 25.88; and the benefit of approving report as submitted. --Participants agreed that the CSHWG should, at its June 13-15 meeting, further discuss § 25.810 and report back at the 6/29 EE issues group meeting with one of the following: 1) Submit a different technical report; 2) Submit technical report and a recommendation that the tasking be recategorized from 1 to 3; or 3) Return the tasking as not appropriate for category 3

Mr. Glover adjourned the meeting at 12:40 p.m.

/s/

Billy Glover

Assistant Chair

Approved with Revisions: 7/31/00

End of Session 2

**Attendance List
May 30, 2000**

Name	Organization
Craig Bolt	Pratt & Whitney
Brenda Courtney	FAA
Paulo C. Olenscki	Embraer
Christopher Witkowski	AFA
Effie Upshaw	FAA
Chuck Meese	Boeing
Philippe DeGouttes	Airbus Industrie
Jim Bettcher	ALPA
Thaddee Sulocki	JAA
Andy Smith	Boeing
Chris Baum	ALPA
Ken Frey	FAA
Frederick (Andy) Smith	Boeing
Pat Waters	Boeing
Keith Barnett	AIA-C, Bombardier
Dorenda Baker	FAA
Ed Kupcis	Boeing
Kris Carpenter	FAA
Larry Hanson	Gulfstream
Nancy Garcia	Teamsters
Rob Clossin	GAMA
Diane Sandwick	Boeing
Billy Glover	Boeing
Tim Holey	Boeing

Attachment