

**Federal Aviation Administration (FAA)**

*Title:* Research for Development and Distribution of Enhanced or New Cockpit Graphical Products for Terminal Operations.

*Affected Public:* A total of 200 individual airmen and airline dispatchers.

*Abstract:* The Department of Transportation (DOT), in accordance with 49 CFR part 141, delegated responsibility for aviation safety oversight to the FAA. The FAA, on October 4, 1995, established the Aviation Weather Division (now Aerospace Weather Policy and Standards Staff, ARS-20) to centralize all aviation weather policy and requirements in one organization. ARS-20 continues to serve as the focal point for all weather activities and is conducting a user needs analysis to identify how well current and future aviation weather products for use in the cockpit meet operational needs. The survey is tailored for the flight crew and dispatcher decision-makers. Feedback will aid in decisions affecting research, development and distribution of enhanced or new graphical products for terminal operations.

*Estimated Annual Burden Hours:* An estimated one-time 100 hours.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently approved OMB Control Number. Once assigned by OMB, the control number will be provided to the respondents with the survey.

Issued in Washington, DC, on September 27, 2002.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.*

[FR Doc. 02-25322 Filed 10-3-02; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aging Transport Systems Rulemaking Advisory Committee Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

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

**DATES:** The FAA will hold the meeting on October 22, 23, and 24, 2002, in Wichita, Kansas from 8 a.m. to 3 p.m.

on the 22nd and 23rd and from 8 a.m. to 12 p.m. on the 24th.

**ADDRESSES:** Holiday Inn Select, 549 S. Rock Road, Wichita, Kansas 67207.

**FOR FURTHER INFORMATION CONTACT:** Shirley Stroman, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470; fax (202) 267-5075; or e-mail [shirley.stroman@faa.gov](mailto:shirley.stroman@faa.gov).

**SUPPLEMENTARY INFORMATION:** The ATSRAC will meet at the Holiday Inn Select in Wichita, Kansas at the address shown under the **ADDRESSES** heading in this notice. The meeting agenda will include the following:

- Review of Working Group 6 (Wire System Certification Requirements) and 7's (Standard Wire Practice Manual) final reports.
- Review of draft final report from Working Group 10 (Small Transport Airplane Harmonization Working Group).
- Discussion of compliance schedule for Enhanced Airworthiness Program for Airplane Systems (EAPAS) rulemaking.

The meeting is open to the public, but attendance will be limited to the availability of meeting room space. The FAA will make the following services available if you request them by October 11, 2002:

- Teleconferencing;
- Sign and oral interpretation;
- A listening device.

Individuals using the teleconferencing service and calling from outside the Washington, DC metropolitan area will be responsible for paying long distance charges. To arrange for any of the above services, contact the persons listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

The public may present written statements to the Committee at any time by providing 20 copies to the Committee's Executive Director or by bringing the copies to the meeting. Public statements will be considered if time permits.

Issued in Washington, DC, on September 26, 2002.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 02-25318 Filed 10-3-02; 8:45 am]

**BILLING CODE 4910-13-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 October 16 from 9 a.m. to 5 p.m., and October 17 from 9 a.m. to noon. Arrange for oral presentations by October 11.

**ADDRESSES:** Boeing Facility, 1200 Wilson Boulevard, Room 234, Arlington, VA.

**FOR FURTHER INFORMATION CONTACT:** Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075, or e-mail at [effie.upshaw@faa.gov](mailto:effie.upshaw@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 October 16-17 in Arlington, Virginia.

The agenda will include:

*October 16, 2002*

- Opening remarks
- FAA/Joint Aviation Authorities Conference report
- FAA report
- JAA report, including statuses of Single Worldwide Certification Code and the European Aviation Safety Agency
- Transport Canada report
- Executive Committee report
- Harmonization Management Team report
- ARAC tasking priorities discussion
- Design for Security Harmonization Working Group (HWG) report and approval
- Powerplant Installation HWG report and approval
- Ice Protection HWG report and approval
- Loads & Dynamics HWG report and approval
- Human Factors HWG report
- Mechanical Systems HWG report
- Electrical Systems HWG report and update on Aging Transport Systems Rulemaking Advisory Committee activity
- Written reports, as required, from the following harmonization working

Aviation Rulemaking Advisory Committee (ARAC)

# Transport Airplane and Engine (TAE) Issues

## Meeting Minutes

**DATE:**

October 16-17, 2002

**TIME:**

9:00 a.m.

**LOCATION:**

Boeing

1200 Wilson Boulevard, Room 234

Arlington, VA

**Call to Order/Administrative  
Reporting**

Craig

Bolt, Assistant Chair, called the meeting to order. Mike Kaszycki, Assistant Executive Director, read the required statement for conducting the meeting, and attendees introduced themselves (see attached attendance sheet). Mr. Bolt reviewed the agenda (handout 1). Mr. Bolt distributed the E-mail update Since June 2002 Meeting (handout 2), Items of Interest Since June 2002 Meeting (handout 3), and the Open/Completed Tasking Charts (handout 4); he requested that attendees provide him any corrections. He then reviewed the Action Items from the June 2002 meeting (handout 5):

| Action Items from June 2002 meeting |        |
|-------------------------------------|--------|
| Item                                | Status |

|           |   |
|-----------|---|
| 1         | Completed   |
| 2         | --Ongoing. Transport Airplane Directorate (TAD) Program Manager would be responsible for maintaining website, which is expected to be available by end of January<br><br>--Website will be linked to ARM website for working group reports                                  |
| 3         | FAA in early stages of determining how Commercial Aviation Safety Team (CAST), ARAC, Certification Process Study (CPS), and prioritization process fit, in light of new Administrator's issues. Currently looking at Icing steering committee and number of assigned tasks. |
| 4         | Completed   |
| 5         | Completed   |
| 6         | FAA comments sent to GSHWG  |
| 7         | Completed; to be discussed further in GSHWG report  |
| 8         | Completed; to be discussed further in GSHWG report  |
| 9         | ETOPS report has not been sent to Air Carrier Operations Issues areas; may not be available until year's end  |
| 10        | Related to ESHWG Aging Transport System Rulemaking Advisory Committee (ATSRAC) task; proposed work product that renumbers everything  |
| 3/02 Item | Completed—Letter from Ice Protection HWG for support drafted to Powerplant, Engine, and Flight Tests HWGs   |

Mr. Bolt then distributed a summary of current tasks assigned to the working groups (handout 6).

### **FAA Report**

Mr. Kaszycki

reported that little progress had been made in the area of rulemaking since the last TAE meeting, primarily because offices within the Regulations and Certification Administration (Flight Standards and Aircraft Certification Services and the Office of Medicine) are working on the rulemaking prioritization initiative. With respect to the Transport Airplane Directorate (TAD), one Notice of Proposed Rulemaking was published, and two final rules were in coordination in headquarters (handout 7). He indicated that John Hickey had not approved any rulemaking project reports because of the prioritization initiative. He said that the TAD is working on 20 non-fast track projects, and that 10 of those projects have been identified as a priority in its FY 2003 business plan.

Mr. Kaszycki

stated that AC 39-XX will be prototyped for about 1 month to insure that the ACOs understand the components in the AC and are comfortable with the process.

Mr. Kaszycki

said that Policy Notices of Availability are being published in the Federal Register with a linking web address to the Policy Notice. Information regarding the policy notices is also available on the TAD website.

Mr. Kaszycki

also discussed the FAA's concern about how industries priorities will fit into the FAA prioritization initiative, use of a Harmonization Management Team meeting to get prioritization information to industry, the Expert Choice program being used by the FAA to prioritize projects, impact of the FAA's initiative during transition of the JAA to EASA, and the Administrator's reemphasis on plain language in regulatory materials.

### **Joint Aviation Authorities (JAA) Report**

Thaddee

Sulocki reported that the regulation establishing the European Aviation Safety Agency (EASA) was published October 7. The agency is expected to be operational by September 27, giving the European Union less than one year to establish EASA. The JAA expects to transfer certification standards to EASA by February 2003. The JAA is in the final stage of seeing how many draft final rules can be adopted at the November Regulations Sectorial Team meeting.

Mr. Sulocki

indicated that the position of Executive Director is open and that Brussels is the provisional location for the agency, but that might change. Mr. Sulocki emphasized that the JAA may be around for “a while,” for as long as 2 years.

#### Discussion

items included the impact of establishing EASA on the JAA, non-European Union (EU) members; necessity of keeping a central JAA office in place; plans for 10 countries to join the EU by 2004; whether the NPA process will carry over to EASA; and use of study groups. Mr. Sulocki emphasized that the JAA will continue to process NPAs and final rules in the coming months and that EASA will establish a formal rulemaking process once it is established. Other discussion items included the need for more FAA involvement in study groups

#### Mr. Sulocki

noted that he had no update on the Single Worldwide Certification Code; he is, however, considering doing a presentation to ICAO on the subject. He also provided an update on the November 18-19, 2002, FAA/JAA Harmonization Management Team meeting to be held in Washington, DC.

### **Transport Canada Report**

#### Maheer Khouzam mentioned that

the Transport Canada website ([www.tc.gc.ca](http://www.tc.gc.ca)) contains all activities of Transport Canada, in both French & English. He also informed the group that a series of NPAs and final rules are being processed; they include Changed Product Rule and Product Design Approval (PDA). Material improvement and Classes D to C are also part of the last issued NPA; however the Canadian fleet is mostly in compliance as the final compliance date is January 1, 2003. As for EASA, Transport Canada Civil Aviation had sent its proposed philosophy and plan to Claude Probst by mid-September and is awaiting a response.

#### Dave Lotterer

indicated that the RAA noted differences in the FAA and TC policies over certification of cockpit doors and the incapacitation rule. Dionne Krebs indicated that the FAA and TC are having discussion to resolve differences in their approach to resolve the issues surrounding the door/incapacitation rule. Keith Barnett indicated that Bombardier is having similar problems in getting certification for the cockpit doors

### **Design for Security HWG**

Mark Allen

distributed a status report (handout 8). He indicated the package mailed out for approval at this meeting was being withdrawn and returned to the working group. Problems had arisen in the two remaining tasks—Cabin Smoke Evacuation and Design for Interior Search-- over the vagueness of the rule, amount of specificity needed, safety/economic issue, and technical issues that did not get vetted properly by working group members. Mr. Allen indicated that the issues would probably be resolved at the next working group meeting, and that the package would be ready by the next TAE meeting.

Discussion

items included process to resolve issues either through consensus or minority opinions, vagueness, ICAO wording, possibility of classifying rule or limiting amount of detail in rule language, and having a liaison with TSA.

Mr. Bolt

advised members to provide Mr. Allen with comments on the withdrawn package.

### **Powerplant Installation HWG**

Andrew Lewis-Smith, reporting by phone, provided

a status report (handout 9). He indicated that at the working group's last meeting, members had worked on taskings addressing §§ 25.1187, .863, and .903(d).

They also had worked on § 25.1305 (which has not been tasked). No work was done on § 25.975. Members were then asked to vote on the working group report for §§ 25.1187 and .863 (handouts 10 and 11). Discussion items included whether package had been coordinated with other harmonization working groups (it was coordinated with Mechanical Systems HWG), definition of "slow leak" or "limited leakage," and whether 1-inch clearance is standard between wiring and flammable fluid carrying lines. Members voted unanimously to forward the report and advisory circular to the FAA.

Mr. Lewis-Smith provided the following updates

for other taskings assigned to the working group

| Updates from Mr. Lewis-Smith |  |
|------------------------------|--|
| <b>Section</b>               | <b>Discussion/Action</b>                     |
| 25.903(d)                    | --Scheduled to be completed by November 2003 |

|         |  |
|---------|--|
|         | --Work plan and schedule developed; not anticipated that existing schedule will slide  |
| 25.975  | --Tasking was supposed to be completed within 6 months of issues group meeting, but probably will not be; most fuel tank experts are working on SFAR 88 and are unavailable for working group<br><br>--Mr. Lewis-Smith was directed to send a note to Mr. Bolt, who in turn will notify FAA why tasking is not being worked. |
| 25.1305 | --Received official tasking from AIA<br><br>--Appears to have a lot of industry support<br><br>--Mr. Kaszycki indicated that the tasking would be affected by the FAA's prioritization initiative and more should be known in the following months   |

Mr. Lewis-Smith indicated

that the working group held meetings with the Mechanical Systems HWG to discuss rotor burst and had received a request from the Ice Protection HWG regarding the supercooled large droplets SLD task.

Discussion items included harmonization agreement

to hold working group meetings alternately in the U.S. and abroad, and the ability of members to meet in locations other than in Europe or North America. Mr. Lewis-Smith indicated that he would discuss future meeting locations at the next working group meeting. Mr. Bolt and Mr. Kaszycki are to look at working group meeting locations with respect to ARAC policy.

### **Ice Protection HWG Report**

Jim Hoppins, reporting by telephone, presented

the status report (handout 12) and work product for task 1 (proposed rule, regulatory evaluation, and advisory circular (handouts 13 through 15)).

Highlights of Mr. Hoppins' presentation regarding task 1:

- Minority comments of the Regional Airline Association, SAAB Aircraft (AB), and Boeing disagree with the economic evaluation. Disagreement addressed retirement

age of aircraft, reversible and irreversible flight controls, cost /benefit of pneumatic de-ice boots versus thermal ice protection systems; forecast limited to aircraft with no more than 60 seats, weights above the 60,000 lbs. discriminator, and pre- and post-economic conditions brought about by the events of September 11, 2001.

- Technical  
Standard Order referred to in task 1 will be considered as working group works addresses tasks 4 through 7.

Mr. Lotterer addressed the RAA's specific concerns regarding the cost benefit analysis. RAA agrees with the economist's methodology provided it is applied separately to each of the fleet types (turboprops and turbojets) (handout 16). Mr. Lotterer proposed that members consider two options: (1) have working group do its own analysis for the two fleet types, or (2) forward the proposed operational rule without support for the regulatory evaluation.

Discussion items included type of data requested by economist from working group (most on cost, not benefit); voting practice in working group; and latitude of FAA policy office in doing cost benefit analysis. Other discussion items included finding by MAC that quality of FAA tools for regulatory evaluation is an issue and inclusion of MAC finding in transmittal letter to FAA.

Members voted (7 in favor, 3 abstained) to forward task 1 package to FAA with objections and concerns about regulatory evaluation.

Mr. Hoppins indicated that task 2 remains unchanged, the working group is about 50 percent complete, and it is going ahead and combining the SLD aspects of task 5 into task 2. Letters requesting data were sent to the Flight Test, Powerplant Installation, and Engine HWGs; information from working groups due by March 1, 2003. Mr. Kaszycki indicated that the FAA is looking at CAST enhancement and how working groups fit in with task; he indicated that information would be passed on to working group as soon as it is available. He also indicated that some of the IPHWG taskings might be removed due to the prioritization initiative. Discussion items included the meeting schedule and the FAA icing conference, having a Bombardier representative on the working group, and more use of electronic/website means as communication tool among working groups.

**Loads and Dynamics  
HWG Report**



Larry Hanson, reporting by telephone, provided a status report (handout 17). Highlights of his report included:

| Highlights from Larry Hanson |  |
|------------------------------|--|
| Section                      | Discussion/Action  |
| 25.471 to 25.519             | --Still have dissenting opinions; will attempt to resolve<br><br>--Expect delay in completion  |
| 25.473                       | --Working group made so many changes that report is being recirculated to members<br><br>--Data furnished by FAA Tech Center   |
| 25.509                       | --Consensus reached; no evidence to increase or decrease towing requirement<br><br>--Final report to be circulated suggesting small word change related to continued airworthiness |

Mr. Hanson indicated that the working group had reviewed and responded to the NPA addressing 25C-199, 25C-309, and 25E-304, and the FAA's comments on NPA 25E-304. Mr. Hanson requested a short telecon before the end of the year to present for TAE approval the HWG reports for the ground loads, towing, and landing descent velocity tasks. Discussion items included FAA action on draft fuel system crashworthiness rule and possible tasking on fuel tank protection that would be specific to tank designs with lower level of safety.

### **Human Factors HWG Report**

Brian Kelly, reporting by telephone, provided a status report (handout 18). He indicated that the JAA has expressed concern and wants activities accelerated to support the JAA/EASA rulemaking transition. Mr. Kaszycki expressed the need to insert dates to meet milestones and working group progress. Based on an accelerated schedule, the working group expects to have the advisory material and a general rule to address flight crew air by June 2003, with presentation for TAE approval by October. He indicated that the working group would be able to determine after its next meeting if it will be staying with rulemaking or drafting guidance material. Funding restraints have impacted participation: Bombardier and Raytheon are no longer being represented and the JAA and Transport Canada representatives have been unable to attend working group meeting. Mr. Kaszycki encouraged the working

group to have a JAA advocate at its November meeting with Yves Morier.

**Mechanical Systems  
HWG**

Pat Waters, reporting by telephone, provided a status report (handout 19). Highlights of his presentation included:

| Highlights from Pat Waters report           |  |
|---|--|
| Section                                     | Discussion/Action  |
| Amendment 25-87 and 25.831(g) and 25.841(a) | <p>--WG developing ground rules for 25.831(g)</p> <p>--No major obstacles</p> <p>--Team making excellent progress and has reached consensus/ agreement on a number of issues</p> <p>--Expect report to be submitted to TAE July 2003</p> <p>--Three concerns:</p> <p>(1) JAA participation in subteams;</p> <p>(2) Medical community personnel participation remains sparse;</p> <p>(3) Should engine rotor burst be covered in § 25.841(a) or 25.903(d); FAA disagrees with inclusion in § 25.903(d)</p> <p>-- Discussion items included likelihood of progress without medical community for partial pressure time history; altitude that persons would be allowed to operate; and potential uncertainty of assumptions being made about rotor bursts occurring at certain altitudes</p> |
| 25.1438 and 25.1453                         | In FAA   |
| 25.729 and 25.773                           | Working group currently reviewing FAA project  |

**Electrical System**

Discussion items included descriptions of the last meeting of the ASTRAC Wiring Systems HWG (WSHWG) (, which varied among TAE members (Keith Barnett and Bob Kelley-Wickemeyer) and working group member Sarah Knife. While Mr. Barnett indicated that industry had been well

represented and thought the meeting was good, both Dr. Knife and Mr. Kelley-Wickemeyer indicated that the meeting had been contentious. Brian Overhuls indicated that the meeting was quite controversial as it related to § 25.1705 and more generally the -1700 series of the proposed rule.

Other discussion items included the WSHWG's refusal to consider General Electric's (GE) position and the possibility that GE would petition ASTRAC to reopen the discussion; number of outstanding WSHWG tasks to be presented to ASTRAC; and proper coordination process between ASTRAC and ARAC. Mr. Overhuls indicated that all of the tasks had been presented to ASTRAC except for the task relating to 1705, which is expected to be presented at the next ASTRAC meeting. Mr. Bolt indicated that he would contact Kent Hollinger about ASTRAC coordination within ARAC before final reports are submitted to the FAA. Mr. Bolt also asked Mr. Overhuls to forward the WSHWG report to him for distribution and review by TAE members.

### **Continued Airworthiness WG Status**

Mr. Bolt indicated that the Continued Airworthiness advisory circular is out for comment. Dr.. Knife indicated that the final report on continued airworthiness data will be available sometime during the first quarter of 2003, that the integrated database was going slower than anticipated and that there would be a follow-on activity of integrating the hazard database with the previous database.

### **Electromagnetic Effects HWG Report**

Dionne Krebs indicated that FAA management is reviewing the Advisory Circular addressing high intensity radiation fields; it is is is expected to be released soon. Bill Schultz indicated a joint letter from EUROCAE Working Group 31 and SAE-E42 with substantive comments had been sent to Vi Lipski on October 3. The letter expresses concern with ignition source prevention and application to § 25.981.

### **Flight Test HWG Report**

Mr. Bolt indicated that working group is reviewing comments NPA 25F-324, 25B-325, and 25B-328.

## **Avionics HWG Report**

Working group does have  
an open, current task; it has not met since last TAE meeting.

## **Seat Test HWG Report**

Mr. Bolt

indicated that there had been an exchange between the General Aviation  
Manufacturers

Association and the working group regarding a supplementary notice that is  
currently out for comment. Mr. Schultz questioned whether dynamically equivalent  
seats would be allowed. Discussion items included expense to cover non-amendment  
25-64. Mr. Kaszycki indicated the notice was a part  
121, Flight Standards action but that he would get answers to his questions.

## **Flight Control HWG**

No  
activity

## **Flight Guidance HWG**

No  
activity

## **System Design and Analysis**

No  
Activity

## **ARAC Tasking Priorities Discussion**

Discussion

items included an update to accurately reflect information regarding status  
report, and an update on prioritization initiative and the impact on ARAC  
activities. Mr. Kaszycki indicated that comments on current prioritization

draft are due to managers next week. He also indicated that he was expecting some Safety Board recommendations regarding loads that would impact the prioritization initiative.

**June  
18-19 Meeting Minutes**

TAE members provided revisions to meeting minutes. Corrected copy of minutes will be distributed to members one last time.

**General Structures HWG Report**

Andrew Kasowski, reporting by phone, provided a status report (handout 20). Highlights of his presentation included:

| Highlights form Andrew Kasowski's report |   |
|--|---|
| Section                                  | Discussion/Action   |
| 25.365(d)/AC 25-20                       | --Expects to have technical agreement at next working group meeting<br><br>--No significant technical differences   |
| 25.571                                   | --No word on outcome of 9/23/2002 meeting between Technical Oversight Group re Aging Aircraft (TOGAA) and FAA<br><br>--Discussion within AAWG and EAAWG regarding references to aging aircraft considerations; response on agreed upon wording; expect to have final draft text for fast track report<br><br>--Clarification requested on third party damage/collateral damage at last TAE meeting; tasking does not include third party damage and should not be |

|              |  |
|--------------|--|
|              | addressed  |
| 25.603       | No change  |
| 25.621       | No significant changes   |
| 25.631       | <p>--Received briefing report from University of Illinois; will be added as a discussion item</p> <p>--JAA has withdrawn support of original work product because of issue of cutback speed; JAA position being circulated to working group members; will be discussed at working group meeting</p> <p>--Discussion items included description of Avian Hazards Working Groups (tracks migration of birds)</p> |
| 25.683       | <p>--JAA is not participating on subgroup because of manpower constraints</p> <p>--Airbus and Boeing declined to participate; did not agree on need for advisory material</p> <p>--Will bring issue to working group meeting for further discussion</p>  |
| NPA Comments | Working group to review disposition for NPAs 25D-286, 25C-290, 25D-303, and 25E-304  |

#### Discussion

items included an impasse between GSHWG and PPIHWG on fuel tank access cover; Mr. Kasowski thinks that working groups may not be able to resolve issue, and will have to agree to disagree. Mr. Kaszycki recommended that working group submit its package to TAE with recommendation. Mr. Sulocki indicated that the NPA has been published.

#### **Airworthiness**

##### **Assurance Working Group Report**

#### Amos

Hoggard, reporting by phone, provided a status report (handout 21). He indicated that there were few changes from the last report and that everything is on schedule. He indicated that a representative of Japan Airlines is sitting

in as a guest on some of the meeting. Highlights of his report included:

| Highlights from Amos Hoggard's report                 |  |
|---|--|
| Task  | Discussion Action  |
| Bridging  | --Have developed theoretical problems and asked people to solve them; helps regulators understand analysis; expect to finish in February 2003  |
| --Multiple Element                                    |  |
| Damage  | --Will provide TAE separate report   |
| --Training for WFD                                    | --Task members fleshing out outlines; on target to finish by February 2003   |
| --NDI   | --Will provide TAE separate report   |
| --Mandatory Modification                              | --Undergoing testing at Tech Center; problems with referenced standards between anodized and alodine rivets (alodine rivets sensitive to lightning strikes)<br><br>--Will be a section on MED report on this issue<br><br>--Work completed; sent back to EAAWG<br><br>--Report document will be finished product |
| Multiple Complex Supplemental Type Certificates (STC) | --Writing final report; draft report out for comments; hope to finish by December for February TAE meeting   |

#### Discussion

items included lack of incentive in airline industry to attend meetings (not expected to impact meeting deadlines). FAA representative Brent Bandley, has taken new position, but he will continue to support at least through December. The principals' briefing for Widespread Fatigue Damage NPRM is scheduled for October 18

#### Engine

##### Harmonization Working Group

#### Jerry

McRoberts provided a status report (handout 21). Dick Parker, working group chair, joined Mr. McRoberts by telephone. Highlights of their presentations included:

|  |
|--|
| Highlights from Jerry McRoberts report |
|--|

| Tasks                      | Discussion/Action   |
|----------------------------|---|
| Critical Parts             | --Agreement has been reached on preamble, rule, and AC<br><br>--Expect to submit to TAE for approval at February 2003 meeting |
| Bird Ingestion NPRM and AC | --Two members abstained; 8 approved forwarding package to FAA   |

#### Discussion

items included request for feedback on enhanced bird control at airports recommendation, clarification on likely speed/most critical setting that ingestion will most occur; multiple engine ingestion definition of "critical," necessity of "ground idle," and support for IPHWG and PPIHWG. Mr. Sulocki indicated that the JAA should be publishing the complementary NPA-E-45 for large flocking birds before the year's end.

#### Wrap-Up

#### Action

Items: Mr. Bolt reviewed the Action Items, and indicated that the list would be sent to members electronically.

#### Next

**Meeting:** February 4-5, 2003, Washington, DC

#### Public Notification

#### The Federal

Register published an announcement notice of this meeting on October 4, 2002

#### Approval

I certify

the minutes are accurate.

Craig  
Bolt



October 16/17 TAEIG - Action Items

1. Mike Kaszycki to update C. Bolt if November HMT meeting will have "formal" session on prioritization. – Complete
2. Andrew Lewis-Smith to send note to C. Bolt to explain why 25.975 is not being worked (lack of available specialists). C. Bolt to then inform FAA. – Complete
3. Craig Bolt/Mike Kaszycki to review ground rules for WG meeting locations other than Europe or US.
4. Pat Waters to send Sarah Knife info on how engine rotorburst data provided by GE and PW is being used by WG.
5. Mike Kaszycki/C. Bolt to investigate status within FAA of December '01 EHWG recommendation for enhanced bird control at airports.
6. C. Bolt to notify EHWG, PPIHWG and FTHWG of Ice Protection HWG supporting info needed by 1 March 2003. – Complete
7. C. Bolt to forward TAEIG comments on ATSRAC WG Task 6 comments to FAA. – Complete
8. FAA putting information on the website (information using ARAC recommendations). The text is being coordinated internally. When completed Dionne Krebs will send note to TAE membership.
9. Letter from Nick Sabatini to TOGAA for contribution made by group.

groups: Electromagnetic Effects, Flight Test, Avionics, Seat Test, Flight Control, Flight Guidance, and System Design and Analysis

October 17, 2002

- General Structures HWG report
- Airworthiness Assurance Working Group report
- Engine HWG report and approval

Four working groups will be seeking approval of working group documents:

1. The Design for Security HWG will present proposed advisory material on passenger cabin smoke evacuation.
2. The Powerplant Installation HWG will present proposed certification requirements for areas in transport category airplanes that are subject to flammable fluid leakage.
3. The Ice Protection HWG will present a recommendation addressing the operation of aircraft in icing conditions.
4. The Engine HWG will present a recommendation addressing bird ingestion standards for aircraft turbine engines

Attendance is open to the public, but will be limited to the availability of meeting room space and telephone lines. Visitor badges are required to gain entrance to the Boeing building where the meeting is being held. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than October 11. Please provide the following information: full legal name, country of citizenship, and name of your company, if applicable.

For those participating by telephone, the call-in number is (206) 655-0054, Passcode: 3777#. Details are also available on the ARAC calendar at <http://www.faa.gov/avr/arm/araccal/htm>. To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent by October 11. Anyone participating by telephone will be responsible for paying long-distance charges.

The public must make arrangements by October 11 to present oral statements at the meeting. Written statements may be presented to the committee 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 for decision or as recommendations to the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you are in need of 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 27, 2002.

**Tony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 02-25319 Filed 10-3-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Occupant Safety 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 occupant safety (OS) issues.

**DATES:** The meeting is scheduled from 1 to 5 p.m. on October 17. Arrange for oral presentations by October 11.

**ADDRESSES:** Boeing Facility, 1200 Wilson Boulevard, Room 234, Arlington, VA.

**FOR FURTHER INFORMATION CONTACT:** Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075, or e-mail at [effie.upshaw@faa.gov](mailto:effie.upshaw@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 October 17 in Arlington, Virginia.

The agenda will include:

- Opening remarks;
- FAA report;
- JAA report, including statuses of Single Worldwide Certification Code and the European Aviation Safety Agency;
- Transport Canada report;
- Cabin Safety Harmonization Working Group (CSHWG) report and approval of final report addressing § 25.810, emergency egress assist means and escape routes.

Attendance is open to the public, but will be limited to the availability of meeting room space and telephone lines. Visitor badges are required to gain

entrance to the Boeing building where the meeting is being held. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than October 11. Please provide the following information: full legal name, country of citizenship, and name of your company, if applicable.

For those participating by telephone, the call-in number is (206) 655-0054, Passcode: 3777#. Details are also available on the ARAC calendar at <http://www.faa.gov/avr/arm/araccal/htm>. To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent by October 11. Anyone participating by telephone will be responsible for paying long-distance charges.

The public must make arrangements by October 11 to present oral statements at the meeting. Written statements may be presented to the committee 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 for decision or as recommendations to the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you are in need of 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 27, 2002.

**Tony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 02-25320 Filed 10-3-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Monthly Notice of PFC Approvals and Disapprovals. In June 2002, there were 10 applications approved. This notice also includes information on one application, approved in September 2001, inadvertently left off the September