Department may deem necessary or appropriate.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. E9–3507 Filed 2–18–09; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

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

DATES: The meeting is scheduled for Wednesday, March 11, 2009, starting at 9 a.m. Eastern Daylight Time. Arrange for oral presentations by March 4, 2009.

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

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

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held March 11, 2009.

The agenda for the meeting is as follows:

- Opening Remarks, Review Agenda and Minutes.
- FAA Report.
- Airplane-level Safety Analysis WG Report.
- Task 4 Status.
- EXCOM Report.
- Transport Canada Report.
- Propeller Harmonization Working Group.
- Vote on Final Report.
- Ice Protection HWG Report.
- Airworthiness Assurance HWG Report.
- Avionics 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 4, 2009. 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, please contact Ralen Gao by email or phone for the teleconference call-in number and passcode. Anyone calling from outside the Arlington, VA, metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by March 4, 2009, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the documents to be presented to ARAC may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

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

Issued in Washington, DC on February 13, 2009.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. E9–3520 Filed 2–18–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Second Plenary Meeting, NextGen Mid-Term Implementation Task Force

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of NextGen Mid-Term Implementation Task Force meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the NextGen Mid-Term Implementation Task Force.

DATES: The meeting will be held March 4, 2009 starting at 9 a.m. to 12 p.m.

ADDRESSES: Discovery Ballroom, Holiday Inn Capitol, 550 C Street, SW., Corner of 6th & C Streets, SW., Washington, DC 20024 (Metro: L'Enfant Plaza Station, Use 7th & Maryland Exit).

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 850, Washington, DC, 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site *http://www.rtca.org*.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a NextGen Mid-Term Implementation Task Force meeting. The agenda will include:

- Opening Plenary (Welcome and Introductions)
- Welcome and Introductions
- Work Group 1 Status Report and Planned Activities
- Work Group 2 Status Report and Planned Activities
- Review of NextGen TF Report to ATMAC on March 5
- Discussion and Next Steps
- Closing Plenary (Other Business, Document Production, Date and Place of Next Meeting, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on February 11, 2009.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. E9–3503 Filed 2–18–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Statute of Limitations on Claims; Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans that are final within the meaning of 23 U.S.C. 139(l) (1). The actions relate to a proposed highway project, Interstate Routes 10 (PM 31.1/31.3)/605 (PM20.2/20.6) Direct Connector project in the County of Los Angeles, State of California. Those actions grant licenses, permits, and approvals for the project.

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

Meeting Minutes

Date: March 11, 2009
Time: 9:00AM PST
Location: Boeing
Arlington, VA

Call to Order /Administrative Reporting

Mr. Craig Bolt (TAE Assistant Chair) called the meeting to order at 9:00AM. Mr. Mike Kaszycki (TAE Assistant Executive Director) read the Federal Advisory Committee Act statement.

Mr. Bolt reviewed the agenda.

*For attendance, please see **HANDOUT #1**.*
*For the agenda, please see **HANDOUT #2.***

Item	October 1, 2008 TAEIG Meeting Action Items	Status
1.	All to Review May 20, 2007 Minutes	Closed
2.	C Bolt to draft letter to FAA on Halon	Closed
3.	FAA to discuss several harmonization issues with EASA	Closed

FAA Report (See **HANDOUT #3**)
Mr. Kaszycki summarized all the rules that were published or to be published since the last TAEIG meeting.

EASA intends to release an NPA in June 2009 on Flight Crew Alerting (§ 25.1322). This rulemaking occurred through EASA-FAA harmonization. On the FAA side, FAA legal department was concerned that some of the wording in the ARAC recommendation were not defined or legally defensible, so they will clarify the regulatory text for increased accuracy. However, this should not change the intent of the proposed regulation, or result in a different standard on designers.

Mr. Kaszycki & Mr. Derosier discussed whether EASA and FAA would publish the rule simultaneously, so industry could provide concurrent comments. The conclusion is, the FAA cannot guarantee that the FAA and EASA can coordinate their rulemaking process or release date on their NPRMs. However, this is not to say the NPRM and NPA would not be released on the same date.

Mr. Kihm stated that they are having certain problems with regulatory text. For example, in ETOPS, the word “alerting” was used strictly according to its Webster Dictionary definition. However, the word could be used in other ways in other rules.

Mr. Kaszycki responded that this was a very general question. He suggested that it probably be submitted as comments to new rules, to address specific conflicting wordings.

Mr. Kaszycki then outlined new taskings. An ARC will be chartered to look into changing § 25.981(a)(3) with regard to Fuel System Lightning Protection. The ARC charter is in inter-directorate coordination. An ARC charter for Certification Standards for Composite Airplanes is still in fairly early stages.

Mr. Kaszycki then discussed new ACs, two of which are updates, six of which are new.

Finally, Mr. Kaszycki talked about new policy.

Mr. Derosier stated, GAMA would like to discuss continuing industry concerns regarding the policy (Access to and Opening of Type III and IV exits). They are disappointed in the way comments were addressed. It seems to change past interpretation of the rule, and proposes something completely different, including its fundamental scope and impact.

Mr. Kaszycki stated that he understand Mr. Derosier’s frustration. He will be glad to meet with anyone who would like to discuss this issue.

Mr. Kihm asked whether there is a time scale for new policy on lightning protection to come out?

Mr. Kaszycki responds that it depends on which issue would receive priority. However, it should be soon. This policy will likely impact the tasking of the ARC that is simultaneously being considered.

Mr. Kaszycki stated that EASA has named someone to support the Icing Protection Harmonization Working Group. Since last meeting, EASA has become more responsive to harmonization efforts.

Mr. Derosier asked whether the harmonization is evolving to what was envisioned under the future bilateral?

Mr. Kaszycki stated that, while the term “CMR” has not been officially adopted, the harmonization intent is to cover more areas (certification issues, maintenance issues, etc.), while working more closely and with more structure, than before. EASA plans to adopt 4-year working plan. The FAA is trying to adopt a similar plan.

Mr. Kihm stated that this has caused EASA to become much more realistic in their performance goals.

Ms. Knife stated that she did not understand the term in the TAD rulemaking projects spreadsheet for TAEIG, called "Delegated Rulemaking Process." This term can be found in line 44 and 44 on the spreadsheet. (See **HANDOUT #10**)

Mr. Kaszycki replied that there are several rules, such as Ground Handling Conditions, that have been handled by special conditions, rather than take up a rulemaking resource slot. These are simple, straightforward rules, typically with industry support. They are handled internally by a FAA rulemaking team (legal, economist, and technical), in a streamlined process. It is similar to the "Fast Track" process that was previously used.

Airplane-level Safety Analysis WG Report (See **HANDOUT #4**)
Task 4 Status

Mr. Edward Wineman presents this report. He briefly summarized the past actions for this working group.

The working group has decided to add a final meeting, Meeting #12, to be held at Cedar Rapids, to address Latency issue. The group is concerned about the amount of work they still have to do. In the past three years of working on this project, they always lose ground during the summer due to people going on vacations.

Another issue the group discussed was, Is it worthwhile to continue this working group at all? The group concluded that this group has a real purpose, and will try to finish its task by the June/July meeting.

Mr. Kaszycki asked that, if a final report is given to TAEIG, what would that report represent?

Mr. Wineman responded with two options. Option A: The report will result from group consensus, with a minority position. Option B: There is no consensus; there will be two equal positions.

Mr. Kaszycki asked whether the working group will present its final report for TAEIG vote in September 2009. Mr. Wineman replied, Yes.

Mr. Kihm stated that he heard EASA will be publishing an NPA that may cause potential issues on this matter.

Mr. Wineman responded that the group met with EASA in January. They have agreement on most issues, and knew where they each diverge.

Mr. Wineman continued with the presentation. (See handout attached.)

Mr. Kihm asked whether EASA plans to change GAI for Flight Time.

Mr. Wineman responded that this issue has not come up, because is not yet a priority.

Mr. Wineman responded to Mr. Lotterer's question regarding MMELs.

Mr. Kaszycki summarized Mr. Wineman's response: The numbers generated as part of part 25 compliance may be somewhat affected by the group's recommendation. What will definitely change is quantitative analysis in certain areas would be passed on to the FOEB, which will have the discretion to use it as they choose.

Mr. Lotterer stated that there is very little guidance in the regulation. What is added value of this proposed process? It doesn't sound any different from the old process.

Mr. Wineman responded that there is no current process. Everyone already performs quantitative analysis. However, there is no uniform standard. This proposal will be a uniform standard. It also provides the quantitative methodology that organizations can use.

Mr. McRae stated that revisions are necessary to make it clear that the FAA did not intend to use certification analysis to limit MMELs, which is the current inference.

Mr. Wineman continued to present the Report.

He presented the Latent/Active issue: Two methodologies presented at Hamberg meeting, with support split almost evenly between Industry and Regulatorys. These methodologies cannot be too labor-intensive for obviously non-critical systems. There is still a lot of work to be done. They have determined a series of detailed mini-milestones in order to finish by June. However, the group felt very close to completion. In many meetings, they mostly discussed changes to some numbers, rather than anything fundamentally substantive. Since the April meeting, each group member took the data took to their own subject matter experts to see whether this is acceptable. In June, they will convene to vote.

Mr. Wineman stated that, even if they did not come to a consensus in their report, the group's position and discussions on this issue is well-documented, with a lot of data present, so it would be easy to see how they come to their conclusion.

Mr. Derosier asked, Regarding the envisioned regulatory revisions, § 25.1309 addresses specific risk requirements, and a lot of other areas have their own independent specific risk requirement, these will reference back and use a standardized, consistent approach to specific risk. Correct? Mr. Wineman replied, Yes.

Mr. Derosier continues that, But doesn't the generic § 25.1309 specific risk requirement still apply to many other areas, even though it's not referenced back?

Mr. Wineman replied that this is why the group put in criteria such as, If X is in certain environments, or if X already successfully meets certain gates, then X does not need to do additional work to prove that X already meets the requirements.

Mr. Kaszycki asked, With respect to the first 6-7 examples that point to existing specific rules, how would the group actually see that pointer to § 25.1309 occurring? Recommend revising the rule?

Mr. Wineman replied that the group would revise the rule.

Mr. McRae replied the golden objective would be to have one reliability fail-safe standard, which is §25.1309. All the rules that currently prescribe reliability fail-safe standards would either go away or point to this rule.

Mr. Kaszycki asked whether the group is thinking of completely eliminating § 25.901(c)? since § 25.901(c) covers other areas as well. Would the group propose to just change it into a specific pointer to specific risk?

Mr. McRae stated that he does see eliminating § 25.901(c), as everything it contains could be covered in § 25.1309(b) (the minor/major categorization). Other parts of § 25.901(a) and (b) change, but (c) would go away. The group doesn't want anyone to do standard risk analysis for the whole system when they are only changing part of it. The regulation needs to clearly state that it would only deal with changed areas of significant product level changes per 14 CFR § 21.101.

Mr. Kaszycki stated that, given the situation as presented, the extension for ASAWG report is reasonable. However, he would like to stress that the Working Group needs to adhere to the ARAC Working Group process. In-group polarization should not cause delay to producing the final work product. There are processes present to deal with these.

Mr. Derosier stated that this proposal is not a perfect solution to every problem, but a general, over-arching solution.

Mr. Lotterer stated that this proposal sounds very beneficial to the manufacturers.

Mr. Wineman replied that, were this proposed ten years ago, there would have been much less benefits then than now. However, where industry is going, where technology is going, this proposal will lead to many benefits in the long term.

Ms. Knife stated that she believes the benefits depend on the community referenced. In some community there may be great benefit. In others, there is no benefit, and the cure is worse than the problem.

Mr. Wineman replied that is true. A supplier will see little benefits. However, the group has received good feedback from industry. Industry recognize that applying § 25.671 across the board would lead to uniformity.

Mr. Kaszycki stated that, assuming there is a majority position, the FAA would like to see a detailed cost assessment to that recommendation. If the group is going to propose rulemaking changes, then the FAA would prefer some solid numbers and analyses. Since rulemakings needs to be reviewed by economists and these quantitative assessments will have to be done later anyways, doing them early on would lessen delay.

Mr. Wineman replied that the group is already conducting cost assessment. The report will be capturing the resulting numbers. There will not be too much actual cost, because people are already doing the work; this proposal primarily intends to ensure uniformity.

Mr. Kihm asked whether the final report will have a list of all the detailed changes to the regulation.

Mr. Wineman replied there will be a summary of changes. Details will be ironed out in the actual recommendation. However, § 25.1309 will definitely change, both the AC & actual regulatory text.

EXCOM Report (See **HANDOUT #5**)
Mr. Craig Bolt presented this report.

This group made 11 recommendations, submitted January 2009. They proposed some high level changes, and rule changes to part 147. (Please see handout.)

This is the first tasking to work right out of the EXCOM, and is intended to lead to more such taskings in the future. The effort in general went very smoothly.

Mr. Derosier stated that most of the ideas for continuous improvement are not even ARAC processes, but a government-wide process (including OMB, OST, etc.), such as definitions of "significant," "non-significant."

Mr. Bolt discussed FAA Regulatory Agenda and harmonization with EASA.

He added there are two new EXCOM members: Walter Derosier and Dan Zuspan.

Mr. Lotterer stated they having trouble responding to congressional inquiries about where the FAA is on the following: one had to do with standards for fire fighting gear. The recommendation is for this to be incorporated into rulemakings. They asked FAA legal for an opinion because if they actually put this standard into a rule, the rule might become a changing standard, which is awkward.

Mr. Kaszycki stated that this is outside the scope of this group. The Airports ARAC group gave a recommendation.

Mr. Lotterer stated that if the FAA would better define their position regarding these recommendations, then they could better respond to congressional inquiries.

Mr. Derosier stated they could follow up on this issue in EXCOM.

Transport Canada Report (See **HANDOUT #6**)
Mr. Oliver Rusch presented his report.

Mr. Lotterer asked, Is the electrical wiring similar to what the FAA did? When Canadian operators implement this, is handled by an operating rule or by ADs?

Mr. Rusch said he will get back to Mr. Lotterer for further clarification.

Post meeting response was provided by Mr Rusch as follows:

"TCCA published, on February 27, 2009, NPA 2008-013 to adopt FAR Amendment No. 25-123 as published in the Federal Register / Vol.72, No. 216, dated 8 November 2007, for "Electrical Wiring Interconnection Systems" requirements into the Canadian Airworthiness Manual Chapter 525.

FAR Amendment 25-123 includes requirements for "approval" of EWIS ICAs (Section H25.5), however TCCA does not yet have internal procedures regarding how we will handle these approvals. This procedure is currently being worked on and I will update the group on progress as it occurs."

Mr. Kihm asked, Does TCCA have something similar to Part 26 at the FAA?

Mr. Rusch said he would get back to the group with the approach TCCA is using to handle Part 26 type issues.

Mr. Derosier asked whether there is a related requirement mandating type certificate holders develop this for previous-certificate holders?

Mr. Kaszycki replied the Canadian intent is to adopt the text, including the retro-fit portion, with similar applicability and approach.

Mr. Kihm asked how the rest of the community was handling Part 26.

Mr. Kaszycki replied that the FAA received much feedback from foreign authorities saying they can't adopt this in part 21, which was why the FAA put in a separate part 26.

Mr. Kihm asked how would TCCA implement 521. Mr. Derosier mentioned that EASA proposed a new regulation on this issue

Mr. Rusch replied that he would need further research on it, but they typically rely on advisory material.

Mr. Grenier asked whether 521 is closer to thee European or FAA system?

Mr. Rusch replied that 521 is closer to the European system.

Propeller HWG Report (See HANDOUT #7)
Jay Turnberg and Richard Edinger presented this report.

The group submitted final report on December 11, 2008. (See handout.)

Mr. Kaszycki asks that, in the proposed critical parts assessment, how would ongoing maintenance and continued airworthiness of these critical parts be adequately controlled now that there is no longer a clearly-defined limit?

Mr. Edinger stated the group is not proposing to change the black-and-white-ness of the limit. Clear maintenance requirements exist for both life-limited and non-lift-limited propellers. It would be provided in the ALS section of the ICAs.

Mr. Kaszycki asked, When you looked at an installation manual, are these maintenance requirements aren't absolute limitations as far as the propeller installation manuals?

Mr. Edinger replied that it depends on the type of operator. A part 91 operator flying on a Piper would not have to overhaul the propeller; it would just have to perform annual inspections.

Mr. Kaszycki said his concern was more for parts 23 & 25 compliance of overall installation, more then from the operator's standpoint compliance. For example, § 25.1529.

Mr. Turnberg replied the proposal isn't intended to affect that.

Mr. Derosier stated, Either way, wouldn't the installation approval reference incorporate the propeller ALS anyways? Under this proposed requirement, would there be ALS entries for inspection intervals for the critical parts?

Mr. Edinger replied, Not more than what exists now. The rule is structured that certain parts needed to be identified as critical parts. Some parts do not have mandatory life-limits or inspection intervals. If their manuals states these are not necessary, then such do not need to be published. For example, a certain propeller has a certain part in the assembly. Since this part is a single-point failure, it is a critical part. However, it doesn't have life-limits or inspection intervals because the likelihood of something happening to it is very low. Then, under the rule, it would simply be identified as a critical part. Any

manufacturer's critical maintenance action for a part, if it goes into the airworthiness section, apply to all operators.

Mr. Bolt called for a vote on the report and the recommendations.

Attending members all voted for approval.

Ice Protection HWG Report (See **HANDOUT #8**)
Mr. Jim Hoppins presented this report. They are at the phase 4 review of Task #2.

Mr. Kaszycki asked if we went forward with the proposed rule, which airplane would try to go down the unrestricted path? The majority?

Mr. Hoppins stated that the 60,000 lbs discriminator is the cut-off. Aircraft greater than 60,000 lbs (with irreversible flight controls, do not have to comply. These large aircraft were the most likely to be certified as unrestricted, (but they are no longer applicable). As such, the applicable aircraft are part 25 business jets, regional turbo props, and small regional airliners (turbofans). The majority of these will likely be certified for restricted operations in SLD. There will probably be very few unrestricted SLD certifications.

Mr. Kihm asked, what harmonization category does this fall under in regards to EASA harmonization? Would the working group discuss this issue with EASA?

Mr. Hoppins stated the group has kept EASA aware via email, but the EASA contact is a compliance person not involved in rulemaking. This issue is not on the EASA rulemaking agenda yet.

Mr. Kaszycki said, if EASA has not made their intentions known, then the FAA simply proceeds with the rulemaking, harmonize afterwards.

Mr. Barnett stated that EASA would wait to get involved after their NPA is published, if they have an NPA.

Mr. Hoppins stated that some group members were concerned about EASA's concurrence. If EASA does not agree with the 60,000 lb exclusion, then there will be large airplanes seeking unrestricted approval, with limited compliance methods (simulation tools). As such, natural SLD flight testing would be necessary for compliance.

Mr. Barnett stated he was concerned the 60,000 lbs discriminator may be challenged.

Mr. Hoppins replied that there hasn't been that many challenges within the IPHWG.

Ms. Lynn Davies from Boeing stated they had discussed with the FAA about this discriminator.

Mr. Derosier asked does it exclude aircraft less or more than 60,000 lb? The answer is that it excludes aircraft over 60,000 lbs with irreversible flight controls.

Mr. Lotterer asked a question regarding smaller aircraft. Mr. Hoppins responded that there is a scale issues with smaller airplanes. There are technical reasons why smaller airplanes have more problems in icing situations.

Mr. Barnett requested clarification about the applicability of this rule.

Mr. Hoppins responded, All aircraft weighing 60,000 lbs or less must comply. All aircraft greater than 60,000 lbs with reversible controls must comply.

Mr. Kaszycki stated that, the FAA originally could not go forward with this regulation as proposed because of cost-benefit. This 60,000 lbs factor is just a number that seemed to jump out after reviewing related incidents and accidents, to use as a cost-benefit break point that would allow the FAA to the move forward with this rulemaking.

Mr. Bracken asked, given the Q-400 accident, is it worth the 60,000 lbs number?

Mr. Kaszycki stated that the Q-400 airplane was certified at such a time that it went through much scrutiny, such as part 121 Activation of Ice Protection. This airplane would be compliant today based on the way it was certified and has been operated. Therefore, he does not foresee any change in how that airplane would be certified today. The FAA is currently considering this issue.

Mr. Barnett stated he is nervous of significant comments regarding the 60,000 lbs discriminator, from entities like Bombardier.

Mr. Hoppins stated there was a minority position that discussed the use of thermal systems instead of a weight discriminator.

Mr. Lotterer stated it seems the turbo jets were in effect exempted from this rule.

Mr. Hoppins stated that, right now, any aircraft under 60,000 lbs must comply.

Mr. Kaszycki stated that, from his perspective, the focus of this discussion is wrong. Comments should not focus on why 60,000 lbs below have to comply, but why 60,000 lbs above are exempted.

Mr. Hoppins presented Chart 5.

Engine HWG Report (See **HANDOUT #8**)
Ms. Jean Mason presented this report.

Since last presentation, the group wrote in a compliance paragraph for the "ice crystals" issue. They believe that it's better to start showing compliance and consider the issue, than to wait for technology to catch up.

Ms. Mason stated the group was concerned that there was all these technology-related projects inside, although the EHWG is coming to an end. They are in the process of approaching AIA, hoping that AIA would support their meetings so they can continue to be a forum for these issues. It may become a consortium with paying members.

Mr. Bob Young stated that he realized EHWG is going through legal issues now. He will consult with his organization but he believes AIA is fine with it.

Mr. Grenier asked how would non-AIA members such as EASA and European industry participate in this consortium or in this issue?

Ms. Mason replied that although the working group has attempted to contact EASA on this issue, EASA never responded and never participated in this working group. However, that the proposed consortium will be open to non-AIA members. In fact, Airbus is contemplating joining.

Mr. Derosier stated if industry is looking for broader forum that could house this kind of consortium, I would suggest your associations to work with ICCAIA. That would include Europe, Canada, Brazil, and USA.

Airworthiness Assurance HWG Report (See **HANDOUT #9**)
Mr. Rao Varanasi presented this report.

He stated Embraer wished to join AAHWG as a member.

Mr. Varanasi stated the group has one major issue left: How do you find compliance with Aging Plane safety rule from operator perspective, for replaceable components? The technical community believes the AC that provided guidance to this issue isn't do-able in some cases. The FAA has agreed in principle, but have not reached any solution yet. Second, there are still some non-harmonization between EASA and the FAA in this area, and harmonization is imperative for OEMs and operators.

Mr. Kaszycki stated that he knows the FAA AAHWG representative is working on this, and is proposing changes to the AC.

Mr. Derosier asked the issue that there is no harmonization in the DAH and operator portion of the requirement, or in the airworthiness requirement? Mr. Varanasi replied, OEMs and DAH.

Mr. Kaszycki replied the FAA hasn't met with EASA for rulemaking harmonization for several months. He has not discussed specifically about AASR for some time.

Mr. Varanasi stated that AC 120-93 has some guidance on this issue, but it is not implementable and produces huge hardship on the operators. They would like to revise the AC, but they need quicker solution, because operators, etc., needs guidance by as early a time as September 2009. The group may instead submit a general issue paper to accept the technical approach.

Mr. Kaszycki responded that the only issue he sees is, this issue also involves AFS. AIR does not have the power to make these changes (to AC 120-93) by itself.

Avionics HWG

Clark Badie presented this report.

Mr. Badie stated that the group discussed submitting an updated recommended change to the AC 25-11 in the form of two appendices in March 2010. They also discussed how to keep the amount of member travel down, and increase efficiency. The group is also looking to address new capabilities and new technologies that may require new guidance.

Mr. Kaszycki asked does the group have everything it needs from the TAEIG? Mr. Badie replied, Yes.

Mr. Derosier asked whether the group has full participation?

Mr. Badie replied, Yes. The group has agreed not to include SVS and EVS, because that is another issue, although AHWG will review for overlap.

Any Other Business

Mr. Derosier has two questions for Mr. Kaszycki: Are you familiar with the legal response at AFS-300 regarding the term "current" as regarding ICAs and ICNs? When AGC-200 provide guidance or respond to a policy office question, what is the status of that response? Is that response considered policy?

Mr. Kaszycki replied that AGC-200 response is considered to be policy by all the regional offices. Sometimes the response is further discussed; however, it is not open for the regional counsel to negotiate.

Mr. Derosier stated that this statement given to AFS-300 is the definition of what "current" means regarding ICAs and AFNs that are applicable to a particular product /operator. The current interpretation is, "current' refers to the date of manufacture & delivery. Is FAA discussing what the final outcome is or should be? He does not believe the scope of everything that will be affected has been fully considered. The question was narrow, but legal's response was extremely broad.

Mr. Kaszycki responded that he will make further inquiries.

Mr. Derosier asked, If this is the interpretation, what would that mean for part 26? Mr. Barnett asked further about how broad does this go.

Mr. Derosier replied that, according to AGC-200 interpretation, "current" only applies to a particular product at date of delivery. This raises two questions. One: this doesn't fit into the current safety system. Two: Does not using the ten-year-old ICA/AFN mean incompliance? Can an operator voluntarily use a more recent version? When the FAA define "current" as at the time of manufacture/delivery (unless changed by AD). Delivery is defined as the point of purchase.

Mr. Peters replied that using updated ICA/AFN is acceptable practice according to 91409. He believes the intent is not that operators are prevented from using updated ICA/AFN.

Mr. Derosier stated that they wouldn't want to be under the misapprehension that they are addressing potential issues by using updated ICAs when they should not be. This is particularly vital to the GA and air carrier world, while maintenance at least would still have the approved-maintenance program requirement.

Mr. Tom Peters mentioned the importance of revisions to the POIs.

Mr. Derosier stated, I could understand this interpretation in other revisions other than in the "approved sections."

Mr. Kaszycki found some emails that addressed this issue. This apparently stemmed from an AOPA question. The FAA noticed the operator needs only to adopt the manufacture's inspection program that is "current" as of the time he adopts it. There is a benefit to this.

Members also discussed limitation changes, and how interpretation can affects adoption and compliance.

Mr. Greiner asked about the new EASA NPA 2009-01. Mr. Kaszycki replied that this is an FAA Flight Standards issue. FAA-AFS has an EASA POI who may have more information.

Mr. Barnett asked about aircraft Part 26 applicability statements.

Mr. Peters asked, If the FAA is going to give an exemption for this issue, why not simply change the interpretation to exclude certain aircraft? The word can be interpreted in different ways. They have a situation similar to Bombardier in that they have an aircraft well below threshold, but is on the same type certificate as the regional airplane. If the solution is an exemption, then why is changing the interpretation or applicability not an equally-valid solution?

Mr. Kaszycki replied that regulations apply to most aircraft, with a few exceptions that the FAA missed during the rulemaking evaluation process.

Mr. Barnett said that an exemption seems to be difficult process. In this instance, how would a petitioner characterize "public interest"? Could they simply state that the rule was never meant to apply to this type of aircraft?

Mr. Kaszycki replied that it might well have to, since the rule unintentionally captured a few types of aircraft.

Mr. Derosier stated that the petitioner could go to the section of rule preamble that discusses distinction and rationale, and use that as basis for an exemption.

Members questioned whether they will have to request exemptions from all part 26 rules in the future? However, they conclude this is probably better resolved through comments submitted during rulemaking, to ensure the rulemakings would not be over-broad and capture that which they should not.

Mr. Peters stated that they do not object to an exemption in principle. However, adjusting interpretation should be an easier way.

Members have no further questions.

The meeting is adjourned.

Action Item Review

Item	March 11, 2009 TAEIG Meeting Action Items	Status
1.	Review October 1, 2008 minutes.	

Future TAEIG Meetings
The next meeting will be held in June 11, 2009, in Seattle, WA.
The meeting after that will be held in September 23, 2009, at Boeing, Arlington, VA.

Meeting adjourned at 2:45 PM.

Public Notification
The *Federal Register* published a notice of this meeting on February 19, 2009.

Approval
I certify the minutes are accurate.

Craig R. Bolt

Craig R. Bolt
Assistant Chair, ARAC

HANDOUT #1

NAME	ORGANIZATION	EMAIL	TELEPHONE
Craig Bolt	Pratt & Whitney	craig.bolt@pw.utc.com	860-565-9348
Joe Bracken	Air Line Pilots Assoc. Int'l		
Walter Derosier	GAMA		
Ralen Gao	FAA ARM-200	ralen.gao@faa.gov	202-267-1368
Ray Holenda	NADA		
Doug Kihm	Boeing	douglas.j.kihm@boeing.com	425-717-2356
Mike Kaszycki	FAA	mike.kaszycki@faa.gov	425-227-2137
Oliver Rusch	Transport Canada		
James Wilborn	FAA	james.wilborn@faa.gov	425-227-2772
Ed Wineman	Gulfstream	ed.wineman@gulfstream.com	912-963-6688
Bob Young	AIA		
CALL-IN			
Keith Barnett	AIAC /Bombardier	keith.barnett@aero.bombardier.com	1-514-855-7567
Rolf Greiner	Airbus	rolf.greiner@airbus.com	494074373392
Sarah Knife	GE Aviation	sarah.knife@ge.com	513-552-2113
Hals Larsen	FAA	Hals.larsen@faa.gov	425-917-6582
Paul Mangler	GE		
Mike McRae	FAA	Mike.mcrae@faa.gov	425-227-2133
C.W. Roberts	Cessna	cwrobertson@cessna.textron.com	316-517-1891
Richard Edinger	Hartzell		
Jay Turnberg	FAA	Jay.turnberg@faa.gov	781-238-7116
Clark Badie	Honeywell		
Tom Peters	Embraer		

Jim Hoppins	Cessna	jhoppins@cessna.textron.com	316-517-8926
Jean Mason	Boeing		

HANDOUT #2
Transport Airplane and Engine Issues Group Meeting

Boeing
1200 Wilson Blvd. Room 234
Arlington, Va. 22209

AGENDA

DRESS: BUSINESS CASUAL

Wednesday, March 11, 2009 – *Call in number:* (TBD)

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
9:15	FAA Report	M. Kaszycki
9:45	Airplane-level Safety Analysis WG Report • Task 4 Status	E. Wineman/R. Knepper
11:00	EXCOM Report	C. Bolt
11:15	Transport Canada Report	E. Lucas
11:30	***-- LUNCH --***	
12:30	Propeller Harmonization WG – **Vote on Final Report**	R. Edinger
1:00	Ice Protection HWG Report	J. Hoppins

1:30	Airworthiness Assurance HWG Report	R. Varanasi
2:00	Avionics HWG	C. Badie
2:30	Any Other Business	All
3:00	Action Item Review	C. Bolt
3:15	**-- *ADJOURN* --**	

March 2009
FAA Status Update

Transport Airplane and Engine Issues Group

Federal Aviation Administration

Presented to: TAEIG

By: Mike Kaszycki, Manager, Transport Standards Staff

Date: March 11, 2009

March 2009 TAEIG Meeting

Topics:

- Rulemaking project status
- Non-rulemaking project status
- Rulemaking harmonization

March 2009 TAEIG Meeting

Rulemaking Project Status: (since October 2008)

- Part 25/26 related Final Rules
  - Reduction in Fuel Tank Flammability
    - Final Rule issued on 7/19/08***
  - Security Related Considerations in the Design and Operation of Transport Category Airplanes
    - Final Rule issued on 10/17/2008

- Part 33/35 related Final Rules
  - Airworthiness Standards; Propellers
    - Final Rule issued on 10/12/2008

March 2009 TAEIG Meeting

Rulemaking Project Status: (since October 2008)
continued

- Part 25/26 related Notices of Proposed Rule Making
  - None since October 2008
- Part 33/35 related Notices of Proposed Rule Making
  - None since October 2008

March 2009 TAEIG Meeting

Rulemaking Project Status: (since October 2008)

continued

- FRs on "Regulatory Hold"
  - 1 part 25 project
- FRs in OMB/OST:
  - 1 part 25 project
- FRs in Headquarters (HQ) for coordination:
  - 2 part 33 projects
  - 1 part 25/26 projects
- FRs in directorate coordination:
  - None
- FRs in development:
  - None

March 2009 TAEIG Meeting

Rulemaking Project Status: (since October 2008)

continued

- **NPRMs in OST/OMB:**
  - 1 part 25 project
- **NPRMs in HQ for coordination:**
  - 2 part 25 projects
- **NPRMs in ARAC WG Phase 4 Review:**
  - 1 part 25 project
- **NPRMs in Directorate for coordination:**
  - None
- **NPRMs in development:**
  - 1 part 25 project
  - 1 part 33 project
- **New tasking in development:**
  - Fuel System Lightning Protection
  - Certification Standards for Composite Airframes

March 2009 TAEIG Meeting

Non-Rulemaking Project Status:
(since October 2008)

- Part 25/26 Final Advisory Circulars (AC) issued:
  Design for Security*
  - AC 25.795-1A: Flightdeck Intrusion Resistance
  - AC 25.795-2A: Flightdeck Intrusion Resistance
  - AC 25.795-3: Flightdeck Protection (Smoke and Fumes)
  - AC 25.795-4: Passenger Cabin Smoke Evacuation
  - AC 25.795-5: Compartment Fire Suppression
  - AC 25.795-6: Least Rick Bomb Location (LRBL)
  - AC 25.795-7: Survivability of Systems
  - AC 25.795-8: Design for Ease of Search
    - Issued 10/24/08
- Part 33/35 Final ACs issued:
  - AC 35-1, Certification of Propellers:
    - Issued 12/29/08

March 2009 TAEIG Meeting

Non-Rulemaking Project Status:

(since October 2008) ***continued***

- Part 25/26 Final Policy issued:
  - Access to and Opening of Type III and IV Exits on Airplanes with Passenger Seating Capacities of 19 or Fewer
    - Issued October 17, 2008

- Part 33/35 Final Policy issued:
  - None

March 2009 TAEIG Meeting

Non-Rulemaking Project Status: (since October 2008) *continued*

- Part 25 Draft ACs issued:
  - None
- Part 25 Draft Policy issued:
  - Policy on Issuance of Special Conditions and Exemptions Related to Lightning Protection of Fuel Tank Structure
    - Comment period closed 2/13/09

March 2009 TAEIG Meeting

Non-Rulemaking Project Status: (since October 2008)

continued

- Part 33/35 Draft ACs issued:
  - Engine Fire Protection § 33.17
    - Comment period closed 12/31/08
- Part 33/35 Draft Policy issued:
  - Continued Airworthiness Assessment Methodology for Turbine Engine Rotating Life-limited Parts Life Shortfall
    - Comment period closes March 30, 2009.
  - Guidance for Rain and Hail Ingestion Testing for Turbine Engines, § 33.78
    - Comment period closed January 11, 2009.

March 2009 TAEIG Meeting

- **Rulemaking Harmonization**
  - Increased EASA participation in IPHWG
  - Regular communication with EASA on Flightcrew Alerting
    - Have not yet achieved harmonization
    - NPA and NPRM will have some differences
  - The AIR/EASA “Working Together” team has not met since 9/17/08
  - FAA and EASA meeting in Cologne the week of April 27, 2009 to discuss certification, maintenance, and rulemaking

ASAWG Task#4 Status

TAEIG 11 Mar 09

Table of Content

Reminder:
- ARAC Specific Risk Tasking
- Task#3 Executive Summary

Overview:
- ASAWG Task#4 Planning
- ASAWG Task#4 Report Common Format Template

Each Task Group:
- Task#4 Status
- Task#4 Planning

Statement of Issue

- Previous ARAC harmonization working groups, and regulatory agencies, 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 non-standardized system safety assessments across various critical systems making it hard to properly evaluate 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 Status - Task#3
(Executive Summary)

- The ASAWG reviewed during Task#3 the results of Tasks#1 & 2 and assessed the appropriateness, adequacy, and consistency of the relevant existing regulations, existing guidance material, ARAC recommendations, and industry practices for airplane-level safety analysis.

- The key approaches to addressing Specific Risk were identified as “fundamental issues”.

- For each fundamental issue recommendations for Task#4 were developed and reviewed by industry and regulators.

- This review generated comments, the disposition of which is documented in the report.

- The recommendations give rationales to go forward to Task#4 and announce, if the change of regulations/guidances are expected or not.

ASAWG Status - Task#3
(Executive Summary)

The final recommendations from Task#3 focus on establishing consistent guidance / regulation for:

- Conducting specific risk evaluations of latent and active failures.
- Conducting specific risk evaluation for dispatch under a MEL.
- FHA development when dealing with intensifying factors such as flight length, flight phase and diversions.
- Documenting component life limits that are necessary to protect against aging and wear out.

These recommendations for Task#4 demonstrate where a more consistent approach across systems is necessary to:

- Assure a warranted level of specific risk regulation, i.e. inconsistency potentially results in over- or under-regulation, and
- Avoid undue burden on the applicant and regulatory authorities.

ASAWG Way Forward - Task#4

TASK	DESCRIPTION	DATE
3	Determine adequacy of the existing/proposed standards and if a change is warranted	MAR 2008
4	Prepare a report identifying recommendations	**JUL 2009**

Task#4 schedule:

- Meeting #8 — complete
- Meeting #9 — complete
- Meeting #10 Hamburg — complete
- Meeting #11 Phoenix — 07 to 09 Apr, 2009
- Meeting #12 Cedar Rapids (Final Meeting) — 16 to 18 Jun, 2009 (Tentative to be fixed on M#11)
- Final Report to TAEIG — Jul, 2009
- ASAWG Report presented to TAEIG — Oct, 2009

Deliverables / Potential change areas

Prime Responsibility

Flight Time Task Group	**AC 1309**	**ETOPS AC1535-1X**

Latent/Active Task Group	**671**	**901**	**933**
	981	**33-X**	**AC 25-19**
	629	**783**	**1309**

MMEL Task Group	**Recommendation to Flight Standards**
ASAWG	**TASK 4 REPORT**

ASAWG Task#4 Report
Common Format Template

I. Executive Summary

II. Benefits of the Recommended Changes

III. Applicability of the Recommended Rules/ACs

IV. The Recommendations

V. General Comments on Costs and Benefits (beyond Section II above) of the Recommendations.

VI. Alternatives Considered

VII. Dissenting Opinions

ASAWG Status – Task#4

Material that follows is in draft

Proposals to be reviewed internally by SMEs prior to final Task #4 release

ASAWG Status – Task#4

Flight Time Task Group

Planning - Flight Time Task

Two change recommendations were established:

- Clarify Section 10, 11 and Appendix 4 Tables of AC 25.1309 Arsenal
- Incorporate the use of mission time and diversion time in ETOPS safety analysis defined in AC 1535-1X

Task #4 Report Drafted:

Microsoft Word Document

April 2009 Tasking:

- Complete Industry and Regulator review
- Final review of comments
- Determine at-risk time vs. Normalizing (AC 25.1309-1A vs. Arsenal) for specific risk based Latent Team input

ASAWG Status – Task#4

MMEL Task Group

Status – MMEL

Two change recommendations were established:

- Recommendations to Industry and the Authorities (FAA Flight Standards, EASA, TCCA, etc.) for potential incorporation into MMEL Development Process
- Potential Change to AC 25.1309 Arsenal

  (Tentative, the need for this change is still under discussion)

Task#4 Report drafted:

Microsoft Word Document

April 2009 Tasking:

- Complete Industry and Regulator review
- Final review of comments
- Finalize Task #4 Report

MMEL proposed change to Arsenal wording to para. 12.b.(1)

- Current wording:
  - (1) Annunciated failures will be corrected before the next flight, or a maximum time period will be established before a maintenance action is required. If the latter is acceptable, the analysis should establish the maximum allowable interval before the maintenance action is required. These maximum allowable intervals should be reflected in either the MMEL or the type certificate.

MMEL proposed change to Arsenal wording to para. 12.b.(1)

- Proposed change:
  - (1) Annunciated failures will be corrected before the next flight, unless dispatch with the inoperative item is allowed by the Master Minimum Equipment List (MMEL). If listed in the MMEL, the allowed dispatch time will be given, along with any flight crew procedure, flight limitation, and/or maintenance action that must be accomplished prior to that dispatch. Maintenance intervals established for the purpose of MMEL dispatch operations are accomplished by the FOEB/JOEB MMEL development process, and need not be modeled for type certification compliance with FAR/JAR 25.1309(b).

  - The MMEL sub-group wants to make the separation between “type certification of the airplane” and development of the MMEL clearly stated in the AC and our SR report.

ASAWG Status – Task#4

Aging & Wear Sub-Task Group

Status – Aging & Wear

Two change recommendations were established:

- Add the following words to AC 25.1309 Arsenal: "For components whose probability of failure may be associated with non constant failure rates within the operational life of the aircraft, reliability analysis may be used to determine component replacement times. Replacement times necessary to mitigate the risk due to aging/ wear of those parts whose failures could lead directly or in combination with one other to a catastrophic or hazardous failure conditions within the operational life of the aircraft should be assessed through the same methodology as other scheduled maintenance tasks required to satisfy 25.1309 and documented in the Airworthiness Limitation Section as appropriate."
- The above recommendation may require a revision of 25.1529 and/or App. H25.4. This potential revision encompasses many issues outside the scope of the Specific Risk tasking.

April 2009 Tasking:

- Final review of [1]comments and finalize recommendation
- Prepare Task #4 Report

[1]At least one airframer is having problem with this wording especially when coupled with the 25.1529 and App. H25.4 requirements.

ASAWG Status – Task#4

Latent/Active Task Group

Status - Latent/Active

General Tasking:

- Generate a single methodology that controls specific risk through limiting latency and limiting residual risk.
  - Existing simple proven mechanical / hydro systems must be encompassed within the methodolgy

Status:

- The task group has two remaining "sensitive" issues to resolve
  - Controlling work load required by the analysis
  - Summing of latent events and controlling remaining residual risk
- A detailed plan was developed but after several weeks it was apparent that there was still underlining issues across airframers, major tier 1 suppliers and the rugulators

Planning - Latent/Active

- **Alternate Plan**
  - Prepare a revised flow chart
    - Based on the chart developed in Hamburg
    - Release by 13 March
  - Industry and regulators review
    - Provide detail comments with substantiation
    - Complete review by 25 March
  - Review / Revise entry criteria
    - Conduct meeting on 6 April with as many of the ASAWG and SME members attending
    - Finalize flow chart including entry and exit criteria –
      - Concensus must be reached to proceed with flow chart
      - document desenting opinions

Planning - Latent/Active

- **Monday, April 6 Tasking (Phoenix):**
  - Open to all ASAWG and SME members
  - Finalize flow chart including entry and exit criteria
    - Concensus must be reached to proceed with flow chart
    - document desenting opinions

- **April 2009 Meeting #11 Tasking:**
  - Prepare recommendations to regulation change and guidance change
  - Prepare Preliminary Task #4 Report

- **June 2009**
  - Finalize Task #4 Report

Regulations / advisory material affected

Latent team proposes that all relevant regulations and advisory material be revised to “point to” 25.1309 (rule and advisory material) in regards to how specific risk is addressed:

- 25.671(c)(2)
- 25.1309(b)
- 25.629(d)
- 25.783
- 25.901(c)
- 25.933
- 25.981(a)(3)
- ARAC 25.671 – (single plus 1/1000)
- ARAC 25.933 Rule and AC – (Limits latency, and triple redundancy)
- AC 25-19 – CMRs
- AC 25.629-1A
- AC 25.1309-1A
- AC/AMJ 25.1309 - Arsenal
- FAA Policy 25.901(c)

SUMMARY

- **Flight Time:**
  - **Task #4 report drafted**
  - **Waiting input of Latent/Active Task Group**
- **MMEL:**
  - **Task #4 report drafted**
  - **Determining need to change AC25.1309 Arsenal**
- **Aging & Wear:**
  - **Recommendations in review by SMEs**
  - **Task #4 Report prepared in Phoenix**
- **Latent/Active:**
  - **Working two open issues**
  - **Plan developed to achieve closure prior to Summer break**
  - **Medium to high risk to achieve success**

Final Task #4 Report Issued by July 2009

EXCOM Update For TAEIG

March 11, 2009

EXCOM Meeting – Dec 10, 2008

- **AVIATION MAINTENANCE TECHNICIAN SCHOOLS CURRICULUM AND OPERATION REQUIREMENTS WORKING GROUP REPORT**
  - **Final report and recommendations presented**
  - **Tasking summary**
    - Generate basic, consistent, requirements for implementation and oversight of part 147 programs.
    - Recommend easier means to keep current training curriculums, training criteria, and hours of training.
    - Clarify specific operating rules for attendance and enrollment, tests, and credit for prior instructions or experience.
    - Make recommendations regarding the appropriateness of adjusting § 65.75(a) to allow students enrolled in part 147 aviation maintenance technician schools to take the aviation maintenance written tests after completing the corresponding portion of the curriculum, but before meeting the experience requirements of § 65.77.

EXCOM Meeting – Dec 10, 2008

- **AVIATION MAINTENANCE TECHNICIAN SCHOOLS CURRICULUM AND OPERATION REQUIREMENTS WORKING GROUP REPORT**
  - **Tasking (continued)**
    - Study the four appendixes to identify core and desired content considering the instructional level and hours for each. Subject and content delivery methods will be considered with an emphasis on identifying content suitable for alternate methods of delivery.
    - Examine the specific operating rules for attendance and enrollment, tests, and credit for prior instruction or experience that could be applicable to meeting the requirements of §§ 147.21 and 147.31.
    - Review §§ 65.75(a) and 65.77 and provide recommendations whether what is allowed under an exemption should be broadly allowed under the rule.
    - Review advisory circular (AC) 147–3A and suggest revisions based on the working groups recommendations.
    - Review and suggest revisions, additions, and deletions to the PMI handbook related to part 147.

EXCOM Meeting – Dec 10, 2008

- **AVIATION MAINTENANCE TECHNICIAN SCHOOLS CURRICULUM AND OPERATION REQUIREMENTS WORKING GROUP REPORT**
  - Final report makes 11 recommendations
    - Part 147 Rule Changes
    - Create Maintenance Training Review Board (biennial review of curriculum)
    - Include Part 147 in draft AC “Alternatives to Classroom Training”
    - Create specific school surveillance training course for FAA principal inspectors
    - Review and update AC147.3A, Certification and Operation of Aviation Maintenance Technician Schools
    - Review and Update of the Practical Test Standards and Knowledge Tests
    - Review and Update of FAA Order 8900.1, Flight Standards Information Management System
  - EXCOM Approved Final Report
  - Submitted to FAA as an ARAC Recommendation

EXCOM Meeting – Dec 10, 2008

- Other Discussion Topics
  - Continuous Improvement Of the FAA Rulemaking Process
  - FAA Regulatory Agenda
  - Rulemaking Harmonization

EXCOM Meeting – Dec 10, 2008

- New EXCOM Members
  - Aircraft Certification Procedures
    - Walt Derosier (GAMA) replaces Mike Romanowski
  - Occupant Safety-
    - Dan Zuspan (Boeing) replaces Courtney Makela

- Next EXCOM Meeting – June 10, 2009

Transport Canada update to TAEIG
March 11, 2009

Oliver Rusch, AARTC

Transport Canada Briefing Issues

1. Civil Aviation Reorganization Update
2. Rewrite of regulations for product certification (Canadian Aviation Regulation 521)
3. NPA 2008-013 “Electrical Wiring Interconnection Systems”

Transport Canada update to TAEIG
March 11, 2009

Civil Aviation Reorganization Update

- Now in Phase 3 – Detailed design
  - Phase 2 (of 3 phases) complete
  - Scheduled completion date – 2010

Canadian Aviation Regulation 521 Background

- Rewrite of regulations for product certification
  - Consolidation / simplification of existing material
  - Conforms to “Smart Regulation”
    - Efficiency, effectiveness, timeliness, transparency, accountability and performance
  - Harmonization with International partners

Canadian Aviation Regulation 521 Status and Associated Activities

- Status
  - Last draft is being reviewed by Department of Justice
- Associated Activities
  - Development of Advisory and Guidance Material Near Completion
  - Awareness training under development
    - to be available when regulation is published
  - CAR 521 specialist training to be offered
    - Transport Canada Staff
    - Delegates
    - Other Authorities

NPA 2008-013

- TCCA has now published NPA 2008-013 to adopt FAR Amendment No. 25-123
  - "Electrical Wiring Interconnection Systems“
  - Harmonizes TCCA with FAA and EASA

Propeller Harmonization Working Group for Critical Parts

TAEIG Final Report

March 11, 2009

Topics

- Task
- Working group members
- Schedule
- Safety issue
- Current standards
- Current advisory
- Proposed regulations
- Alternative considered
- Definitions
- Implementation
- Proposed advisory
- Consensus
- Harmonization

Propeller Harmonization Working Group for Critical Parts - Task

Federal Register document FR Doc E6-21651 dated **December 20, 2006** (Volume 71, Number 244), pages 76422-76423

- The Propeller Harmonization Working Group (PHWG) will:
- **Review the background and intent of relevant existing requirements,** existing guidance material, related ARAC recommendations on part 35, and the current EASA requirements for propeller critical parts integrity.
- **Develop a report containing recommendations for rulemaking or guidance material**, or both, and explain the rationale and safety benefits for each proposed change. The report will define a standardized approach for applying specific propeller critical parts integrity in the appropriate circumstances. The FAA will define the report format to ensure the report contains the necessary information for developing a Notice of Proposed Rulemaking (NPRM), Advisory Circular (AC), or both.
- **Make recommendations** to ARAC for acceptance and submission to the FAA.
- If a NPRM or proposed AC is published for public comment as a result of the recommendations from this tasking, the FAA may ask ARAC to **review the comments received and provide a recommendation** for disposition of comments for each issue.

Working Group Members

Richard Edinger	Hartzell Propeller (chair)
Jay Turnberg	FAA, Engine/Propeller Directorate
Stuart Browning	Hamilton Sundstrand
Tom Knopp	McCauley Propeller
Gerd Mühlbauer	MT-Propeller
Chuck Swanson	Sensenich Propeller
Michael Trott	Dowty; monitor by phone or e-mail
Pascal Lair	EASA; monitor by phone or e-mail
Tim Smyth	FAA, Chicago ACO, partial attendance

Schedule

- 1st meeting; Jul 18-19 2007; complete
- 2nd meeting; Nov 6-7 2007; complete
- 3rd meeting; Feb 27-28 2008; complete
- 4th meeting; May 21-22 2008; complete
- Submitted final report; Dec 11 2008
  - Draft NPRM
  - Draft Advisory Circular
  - Report to ARAC

Safety Issue

- Propellers contain components whose primary failure can result in a hazardous propeller effect.
- It is appropriate for a manufacturer to have, and to impose requirements on those components that relate to flight-safety.

Current Standards - EASA

- Propellers
  - CS-P160; Propeller Critical Parts Integrity
    - References an Engineering Plan, a Manufacturing Plan, and a Service Management Plan
  - CS-P150; Safety Analysis
    - Refers to a Critical Part
- Engines
  - CS-E515; Engine Critical Parts
    - Nearly identical to CS-P160
  - CS-E510; Safety Analysis
    - Nearly identical to CS-P150

Current Standards - FAA

- Engines
  - NPRM Docket No. FAA-2006-23732; Notice No. 06-03;
  - Proposes § 33.70 Engine life-limited parts
    - Similar to the EASA CS-E Critical Parts regulation, except it applies the requirements to “engine life-limited parts” rather than to “critical parts”.
    - It also requires an engineering plan, a manufacturing plan and a service management plan.
- Propellers
  - § 35.xx does not have a similar requirement

Current Advisory - EASA

- AMC P 150; Propeller Safety Analysis
- AMC P 160; Propeller Critical Parts

- AMC E 510; Safety Analysis
- AMC E 515; Engine Critical Parts

Current Advisory - FAA

- FAA has not published advisory material for § 33.70 addressing engine life-limited parts.

Proposed Regulations

- Purpose of revising § 35.15 Safety Analysis:
  - To require the Safety Analysis to identify Propeller Critical Parts.
- Purpose of adding § 35.16 Propeller Critical Parts:
  - To establish criteria for maintaining the integrity of Propeller Critical Parts.

Proposed Regulations

§ 35.15 Safety Analysis *(revised)*

……

(c) The primary failures of certain single elements (for example, blades) cannot be sensibly estimated in numerical terms. If the failure of such elements is likely to result in hazardous propeller effects, **they will be identified as Propeller Critical Parts and reliance must be placed on meeting the prescribed integrity specifications of § 35.16.** These instances must be stated in the safety analysis.

Proposed Regulations

§ 35.16 Propeller Critical Parts *(new)*

The integrity of the Propeller Critical Parts identified under CFR 14 Part 35.15 must be established by:

a. A defined Engineering process for ensuring the integrity of Propeller Critical Parts throughout their service life.

b. A defined Manufacturing process that identifies the requirements to consistently produce Propeller Critical Parts as required by the Engineering process.

c. A defined Service Management process that identifies the Continued Airworthiness Requirements of Propeller Critical Parts as required by the Engineering process.

Alternative Considered

- During much of the PHWG deliberations; there was an expectation that “critical attributes” would be clearly identified as such on the propeller engineering, manufacturing and support documentation.
- In fact the PHWG believed that the specific identification of “critical attributes” was the central role of a robust critical parts rule.

Alternative Considered

- The PHWG considered and attempted to draft, a requirement to specifically identify and control the “critical attributes” of Propeller Critical Parts.

Alternative Considered

- The EASA contacts saw the identification of “critical attributes” as a significant and unwelcome departure from the CS-P.
- Several other committee members or consultants were unsupportive of a requirement that went beyond the EASA CS-P.
- Consensus was eventually reached to harmonize with the CS-P by eliminating the development of a “critical attributes” requirement.

Definitions

- The proposed rule required the definition of several key terms:
  - Propeller Critical Part
  - Primary Failure
  - Fixed Process
  - Engineering Process
  - Manufacturing Process
  - Service Management Process
  - Approved Life

Definitions

- Propeller Critical Part
  - A part of the propeller whose primary failure can result in a hazardous propeller effect, as determined by the safety analysis required by § 35.15.
- Primary Failure
  - Failure of a part that is not the result of prior failure of another part or system.

Definitions

- Fixed Process
  - Processes that should not be changed without proper validation and approval as defined in the engineering plan.
- Engineering Process
  - The requirements, technical data and actions necessary to establish and maintain the integrity of propeller critical parts throughout their service life.
- Manufacturing Process
  - The portion of the overall process intended to deliver propeller critical parts that are consistent with the design intent, as defined by the engineering process.
- Service Management Process
  - A compilation of the requirements for in-service maintenance, overhaul, and repair to ensure that a propeller critical part achieves the design intent, as defined by the engineering process.

Definitions

- Approved life
  - The mandatory replacement life of a part that is approved by the Administrator and is listed in the Airworthiness Limitation Section (ALS) of the Instructions for Continued Airworthiness (ICA).

Implementation

- All propeller companies under direct FAA or EASA supervision are believed to already have in place procedures that meet much of this requirement.
- Some additional effort is expected to modify those existing procedures to demonstrate compliance.

Proposed Advisory

- The PHWG has prepared advisory material that is substantially based on the EASA AMC-P160.
- The PHWG believed the EASA AMC-P160 advisory material, although reasonably good, required clarification.
- The PHWG believes the proposed advisory helps clarify the proposed regulation and will bring a more consistent interpretation of the regulation.

Consensus

- All PHWG team members agree with the proposed materials.

Harmonization

- The proposed action is intended to be equivalent to the EASA CS-P150 and CS-P160.
  - However, the PHWG replaced the term “plan” used in the EASA CS-P160 advisory material with the term “process”.
  - This change resulted from a concern that the use of the term “plan” might infer a requirement that a “part-specific” document would be required.
  - The PHWG deliberately intended to keep the form of compliance flexible.
    - For example, the PHWG believes that compliance could consist of a company procedure manual that describes that company’s procedure governing propeller critical parts.

Harmonization

- Although the rule is considered harmonized with the EASA CS-P, for better clarity and consistency of application, it is recommended that EASA adopt the proposed rule and advisory contained in this report.

Summary

- The PHWG has:
  - Reviewed the background and intent of the relevant existing requirements.
  - Developed a report containing recommendations for rulemaking and guidance material.
  - Submitted a report to ARAC for acceptance and submittal to FAA.
- The PHWG stands ready:
  - To review the public comments FAA receives and to provide a recommendation for dispositioning of those comments.

Ice Protection HWG Status

Presentation to ARAC TAEIG
March 11 - 2009

Task 2 Phase IV Review

- All IPHWG tasking completed except:
  - ⇨ Task 2 – Phase IV review (SLD/Mixed Phase Icing Rule)
    - Simulation methods, acceptable means of compliance (SLD)
- Met at EASA Feb 9-13
  - ⇨ Completed interim compliance materials on best use of available simulation methods
    - Icing tunnels, CFD codes & Icing tankers
    - Considering applicable rules
  - ⇨ Completed review of draft regulatory evaluation
    - Provided recommendations
- Could not complete final edits & actions in time to provide required 30 day review period for TAEIG vote
- Should be able to submit to TAEIG this week

Recommendations

IPHWG

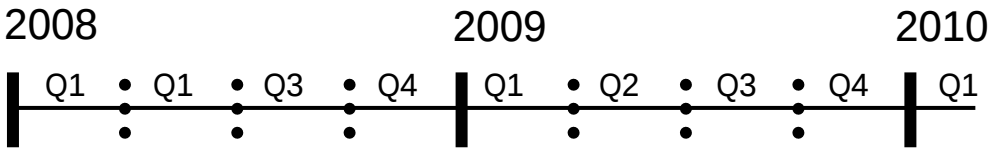
- Drafted Appendix to proposed AC materials which discusses limits of tools and provides guidance for compliance
  - ⇨ Using interim methods, engineering standard approach where applicable
  - ⇨ Focused on the “detect & exit” option
    - Limited exposures, limited accumulations
    - Compliance with simulation methods provides sufficient accuracy when used in a conservative manner.
  - ⇨ For aircraft operating unrestricted (all or portion)
    - Longer exposures, larger accumulations
    - Would likely require natural SLD testing

Recommendations (continued)

- Current draft of rule has exclusion for aircraft > 60k lbs
  - ⇨ Some HWG members concerned that EASA may not concur with the limits on applicability
  - ⇨ Unable to reconcile with available EASA representatives (informal discussions)
- Reviewed draft economic analysis, and provided comments
- Will recommend TAEIG approval of the interim materials

IPHWG Task 2/Phase IV Review

IPHWG



IPHWG - Meeting on interim MOC/Economic Factors — May ■ (dates tbd)

FAA - NPRM sent to Directorates (ACO's) for review — 7/15 ●

IPHWG - Meeting (if required to wrap up MOC/Economics) — 10/22 ■ 10/25 FAA Tech Center

FAA - Economic Analysis — 10/15 ■□ 1/30

IPHWG - Meeting for wrap-up of Task 2/Phase IV Review — 2/9 ■ 2/13 EASA/Cologne

IPHWG - Submittal of Phase IV recommendations to TAEIG — 3/11? ○

TAEIG - vote/Transmittal to FAA — 4/10? ○

FAA - ARAC Phase IV Review Completed — 5/30 ○

FAA - NPRM Published — 1/15 ○

Engine HWG Status

Presentation to ARAC TAEIG
March 11, 2008

EHWG Update to TAEIG March 11, 2009

Technology plan update:

- Task 1- instrumentation development: progress in new probe development to support flight program.
- Task 2 – flight program to characterize atmosphere: NASA still has many hurdles to overcome to achieve flight program of July 2010 for first flight in Puerto Rico, Jan 2011 Darwin – mainly dealing with getting airplane ready
- Task 3 – consortium contract nearly in place, industry only with "government observers". Research planned for cascade test at NRC in 2009
- Task 4 – facility development: recent Boeing/NRC collaborative test demonstrated that a rig-level engine model could produce similar icing conditions as full engine: warm airflow and cold ice crystals forming ice

After EHWG

- EHWG will not exist when NPRM is issued
- Members desire some kind of forum to keep up momentum toward technology plan
- Consortium is not open to non-paying individuals
- What is the mechanism for knowledge to be incorporated into the rules so that we can improve means of compliance in the future?
- Need a forum for discussing what work is needed beyond what is currently contemplated
  - Example – breakthrough needed for measuring amount of melt on an ice crystal
- Forum for supporting the government funded testing
- Proposal:
  - Engine Icing working group under auspices of AIA

AAWG Report to TAEIG March 11, 2009

Dr. Rao Varanasi

Co Chair

Airworthiness Assurance Working Group

Airworthiness Assurance Working Group

- Membership
- Meetings
- Current Task
- Status

AAWG Membership

- Embraer wishes to join the AAWG as a member
- AAWG outlined the process for adding new members to AAWG, after AAWG has commenced working on a task
  - The new member's organization writes to AAWG requesting to join the AAWG and participate in the discussions;
  - Each organization names a member representing the organization.
  - The organization mentions the engineering and other skills and experience that would be pertinent to the AAWG's tasking, and to the benefit of the industry.
  - AAWG co-chairs review the application and forward to TAEIG (Transportation and Engine Issues Group) with their recommendation.
  - Until this process is completed, the prospective members can attend as Observers.

AAWG Membership: some changes

Name	Company	AAWG Member	E-mail Address
Rao Varanasi	Boeing	Yes (Co-Chair)	rao.varanasi@boeing.com
Roger Skinner	Boeing	No	roger.a.skinner@boeing.com
Andreas Behrmann	Airbus	Yes	andreas.behrmann@airbus.com
Ralph Sykes	LMCO	Yes	r.sykes@LMCO.com
Mark Yerger	FedEx	Yes (Co-Chair)	Mdyerger@fedex.com
Phil Ashwell	British Airways	Yes	phil.b.ashwell@britishairways.com
Joe Moses	Continental Airlines	Yes	joe.moses@coair.com
Greg Pattison	Northwest Airlines	Yes	greg.pattison@nwa.com
Ed Walton	UPS	Yes	emwalton@ups.com
Harry Demarest	American Airlines	Yes	H.a.demarest@aa.com
Jon Oberdick	US Airways	Yes	jober@usairways.com
Larry Williams	United Airlines	Yes	Larry.Williams@united.com
Jun Yamanaka	Japan Airlines	No	jun.yamanaka@jal.com
Joe Freese	ABX Air	Yes	joe.freese@abxair.com

AAWG Membership (cont'd)

Greg Schneider	FAA	Yes	greg.schneider@faa.gov
Rusty Jones	FAA	No	Rusty.Jones@faa.gov
Paul Tang	Transport Canada	Yes	TANGP@tc.gc.ca
Richard Mintor	EASA	Yes	richard.minter@easa.europa.eu
Michael Tallarico	US Airways	No	michael.tallarico@usairways.com
Don Bethel	Embraer	No	don.bethel@embraer.com.br
Ethan Brandon	Lynden Air Cargo	No	ebrad@lynden.com
Mitch Lineberry	US Airways	No	Mitch_lineberry@usairways.com
Rafael Marques	Embraer	No	rafael.marques@embraer.com.br
Ron Pekny	American Airlines	No	Ron.Pekny@aa.com
Ian Won	FAA	No	Ian.Y.Won@faa.gov
Phil Yannacone	American Airlines	No	Phil.Yannaccone@aa.com
Mark Eldred	Continental Airlines	No	Mark.Eldred@coair.com

Meetings

- There were two meetings of the AAWG to provide technical guidance on some issues of the AASFR and the Part 26 DAH Subpart E rule
  - October 7, 2008 in Seattle WA
  - February 18, 2009 in Miami FL
- Member Representatives from the following organizations were in attendance
  - Airbus, AA, ABx, BA (10/7/08 meeting only), Boeing, CA, JAL, UPS, FAA, FedEx, NW, UA, US Air, Lockheed-Martin, Embraer

Meetings (con't)

- Next Meeting is tentatively scheduled in September 2009 at a TBD location of Embraer in the USA

Current Tasks

- AASFR Task:
  - Tasked - May 13, 2004;
  - Status - In work and on schedule;
  - Two Phases:
    - Phase 1 is complete as of April 2007
    - Scheduled Completion for Phase 2 is December 2009- Task 4
      - Development of model specific programs
      - AAWG to provide oversight function and guidance for some STG technical issues

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Task 4
AAWG Discussions

- Technical Guidance Completed
  - AAWG endorsed the proposal contained in the Boeing presentation on Allowable Damage Limits-Boeing Perspective. This proposed a rational way to deal with the subject of Part 26 Subpart E compliance for Non Reinforcing Repairs (blend-outs, trim-outs, dents etc)
  - At the request of AAWG for FAA/EASA harmonization, Rao Varanasi made a presentation on FAA approved Three Stage Repair approvals to the EASA Working Group on Aging Airplane Programs, at the EASA November 2008 meeting

Task 4
AAWG Discussions (cont'd)

- Technical Guidance (in progress)
  - A presentation on Replaceable Components to show the current situation for Part 26 compliance based on January Boeing STG meetings was discussed.
  - AAWG believes that the existing AC 120-93 guidance may be difficult in some cases, and that an approach based on Equivalent Safety Finding (ESF) is the fastest way to deal with this issue.

Task 4
AAWG Discussions (cont'd)

- Rule Issues:
  - Non harmonized elements of draft EASA Aging Airplane Rules and Plans for DAH and Operators remains a concern

Questions?

Transport Airplane Directorate Rulemaking Projects

Priority	ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status
A	**Team Lead:** Walt Sippel **Analyst:** Annette Kovite	Aging Aircraft Program: Widespread Fatigue Damage	Final	N/A	Public meeting comment dispo. Est. FR TBD
A	**Team Lead:** Kathi Ishimaru **Analyst:** Jan Thor	Part 25 Activation of Ice Protection	Final	IPHWG	FR in OST Est. FR 06/2009
A	**Team Lead:** Alan Sinclair **Analyst:** Jan Thor	Special Requirements for Private Use Transport Category Airplanes	Final	N/A	Awaiting S-1 approval to publish rule Est. FR soon
A	**Team Lead:** Loran Haworth **Analyst:** Kenna Sinclair	Flightcrew Alerting (Formerly Warning, Caution and Advisory Alerts) 25.1322	NPRM	ASHWG	NPRM in OST Est. NPRM 06/2009
A	**Team Lead:** Kathi Ishimaru **Analyst:** Kenna Sinclair	Supercooled Large Droplet Icing Conditions (plus Exiting Icing Conditions, part 121)	NPRM	IPHWG	NPRM in ARAC WG Phase 4 review. Est. NPRM 01/2010
A	**Team Lead:** Kathi Ishimaru **Analyst:** Annette Kovite	Part 121 Activation of Ice Protection Systems	NPRM	IPHWG	NPRM in HQ coordination. Est. NPRM 05/2009
B**	**Team Lead**: Steve Happenny **Analyst:** Maria Delgado	Pressurization and Humidity	NPRM	MSHWG	TAD drafting the NPRM.
B	**Team Lead:** Don Stimson **Analyst:** Maria Delgado	Maneuvering Speed Limitation Statement (25.1583(a)(3))	NPRM	N/A	NPRM in HQ coordination.
B	**Team Lead:** John McConnell **Analyst:** Annette Kovite	Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process	NPRM	HFHWG	TAD drafting the NPRM.
U	**Team Lead**: Greg Dunn **Analyst:** TBD	Fuel tank lightning protection	RPR	N/A (ARC)	ARC charter in interdirectorate coordination
U	**Team Lead**: Mahinder Wahi **Analyst:** Kenna Sinclair	Main Deck Class B & F Cargo Compartments	NPRM	CSHWG	"EASA Lead" project -- waiting for EASA rulemaking
U	**Team Lead:** Linh Le **Analyst: TBD**	Revised General Function and Installation Requirements for Equipment and Systems on Transport Category Airplanes	NPRM /AC	SDAHWG	TAD drafting the NPRM and AC. This will be worked as time permits. Unscheduled.
U	**Team Lead:** D. Stimson **Analyst:** Menkin	Airworthiness Standards Flight Rules, Static Lateral-directional Stability, Speed Increase and Recovery Characteristics	NPRM	FTHWG	NPRM drafted, draft revision to AC 25-7A prepared.
U	**Team Lead:** M. Wahi **Analyst:** Menkin	Landing Gear Retracting Mechanisms, Pilot Compartment View	NPRM	MSHWG	NPRM drafted, have draft AC 25-729-1X, dated 9/3/02. RPR to be presented at March RMC.

Transport Airplane Directorate Rulemaking Projects

Priority	ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status
U	**Team Lead:** T. Martin **Analyst:** Menkin	Revised Checked Pitching Manuever Requirements for Transport Category Airplanes, Ground Gust Conditions	NPRM	GSHWG	NPRM drafted, have draft AC 25.415-1 dated 9/26/00
U	**Team Lead:** S. Clark **Analyst:** Menkin	Turbine Auxiliary Power Unit (APU) Installations and New Appendix K	NPRM	PPIHWG	NPRM drafted
U	**Team Lead:** M. McRae **Analyst:** Menkin	Reverse Thrust and Propeller Pitch Settings Below the Flight Regime	NPRM	PPIHWG	NPRM drafted, have draft AC 25-1155-1X, dated July, 2001
U	**Team Leads:** Many: See below **Analyst:** TBD	Miscellaneous Harmonization Projects: See below	NPRM		Plan to break up into smaller packages.
	S. Slotte	Lightning Protection		EEHWG	NPRM drafted. AC 25-21 revision?
	T. Martin	Operation Tests		GSHWG	NPRM drafted, no advisory material needed.
	J. Kirk Baker LA ACO	Takeoff Warning System		ASHWG	NPRM drafted, have draft AC 25.703-24, dated April, 2000
	J. Claar	Stowage Compartments		EEIG	No draft NPRM prepared
	J. Claar	Passenger Information Signs		EEIG	NPRM drafted
	J. Claar	Emergency Egress Assist Means		EEIG	No draft NPRM prepared
	J. Claar	Emergency Egress Markings		EEIG	No draft NPRM prepared
	M. McRae	Water Ingestion		PPIHWG	No draft NPRM prepared, HWG report indicates that the JAA ACJ 25.1091(d)(2) is to be adopted
	J. Kirk Baker	Direction Indicator		ASHWG	No draft NPRM prepared, but have Final Report of AVHWG, revised 8/21/00
	J. Kirk Baker	Instruments Using Power Supply		ASHWG	NPRM drafted
	J. Kirk Baker	Cockpit Instrument Systems		ASHWG	NPRM drafted, have draft AC 25.1333(b)-X, dated June, 2001
	S. Slotte	Electrical Generating System		ESHWG	NPRM drafted
	S. Slotte	External Power		ESHWG	NPRM drafted
	S. Slotte	Operations without Normal Electrical Power		ESHWG	No draft NPRM prepared, May be withdrawn; ask S. Slotte (5 special conditions since 2003)
	S. Slotte	Electrical Distribution System		ESHWG	NPRM drafted
	S. Slotte	Electrical System Tests		ESHWG	NPRM drafted, have draft AC 25.1363-1X
	Ken Frey Seattle ACO	Pressurization and Low Pressure Pneumatic Systems		MSHWG	NPRM drafted
	K. Ishimaru	Oxygen Systems		MSHWG	No draft NPRM prepared (ARAC WG drafted an NPRM)
U	**Team Lead**: Todd Martin **Analyst:** Jan Thor	Interaction of Systems and Structure	NPRM	LDHWG	11 special conditions since 1/1/2000
U	**Team Lead:** Todd Martin **Analyst:** Jan Thor	Continuous Turbulence Loads		LDHWG	Rule change and guidance material has been adopted in CS-25, so we can add this to the enveloping "Category 1" harmonization.
U	**Team Lead:** Mike McRae **Analyst:** Susan Boylon	Thrust Reversing Systems, 25.933	Alt Rulemaking	PPIHWG	On hold pending publication of the "Delegated Rulemaking Process"
U	**Team Lead:** Todd Martin **Analyst:**	Flight Control Systems (25.671, 25.672)	Alt Rulemaking	FCHWG	On hold pending publication of the "Delegated Rulemaking Process." Current use: Certain portions of ARAC proposal are being utilized; for example, the 1/1000 residual risk criterion is being used as ESF to 25.671(c)(2) via issue paper.

Transport Airplane Directorate Rulemaking Projects

Priority	ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status
U	**Team Lead:** Todd Martin **Analyst:** Jan Thor	Fuel Tank Access Doors (25.963(E))	Alt Rulemaking	GSHWG	The ARAC working group was not able to achieve a harmonized recommendation. Working group has ceased working on this issue. Additional work would require new tasking. This project is on hold and unscheduled.
U	**Team Lead:** Todd Martin **Analyst:** TBD	Ground Handling Conditions	Alt Rulemaking	LDHWG	On hold pending publication of the "Delegated Rulemaking Process"
U	**Team Lead:** Todd Martin **Analyst:** TBD	Structural Integrity of Fuel Tanks	Alt Rulemaking	LDHWG	On hold pending publication of the "Delegated Rulemaking Process"
U	**Team Lead:** Mike Dostert **Analyst:** Jan Thor	Design Requirements for Minimizing Airplane Hazards Associated with an Uncontained Engine Failure	Alt Rulemaking	PPIHWG	Project on hold and unscheduled pending management direction to continue.
U	**Team Lead**: Jeff Gardlin **Analyst:** Jan Thor	Emergency Evacuation Certification AC	AC	EEIG	AC package on hold pending action on policy statement (PL-99-18) which is in AIR/AVS for review.
U	**Team Lead:** Jeff Gardlin **Analyst:** Jan Thor	Flight Attendants Direct View AC	AC	DVHWG	Final AC being revised and will be returned to TAD coordination for issuance.
U	**Team Lead:** Todd Martin **Analyst:** Q	Fire Protection of Structure (25.865)	AC	LDHWG	The rule (25.865) is acceptable as-is, and no changes will be made. The advisory material submitted by the ARAC working group is not sufficient to address the problem. The FAA will continue to develop advisory material in-house. This project is unscheduled.
U	**Team Lead:** Mike Dostert **Analyst:** Q	FAST TRACK HARMONIZATION PROJECT: AC 20-135X, Engine Case Burnthrough, (25.903(d)(1))	AC	PPIHWG	No work being done on this AC due to higher priorities.
U	**Team Lead:** Linh Le **Analyst:** Q	Airplane-Level Safety Assessment - Specific Risk Analysis	RPR	ASAWG	
Closed	**Team Lead:** Todd Martin **Analyst:** Q	Engine Failure Loads (Transient load time history resulting from engine failures)	RPR	LDHWG	HQ considers this one closed; however, TAD currently writes special conditions (SC) to address this issue on all new programs. 10 SCs since 2002.
U	**Team Lead:** Don Stimson **Analyst:** Q	Harmonize requirements for operations on contaminated runways		FTHWG	
U	**Team Lead:** M. McRae **Analyst:** Q	Ice Protection HWG Task 4. Propeller deicing and induction system ice protection AC 25.1093	AC only	IPHWG	Plan is to incorporate draft ACJ25.1093(b)(1) material into Propulsion Mega AC. (Mike McRae has draft info)
U	**Team Lead:** Wahi **Analyst:** Q	Wheel Well Fire Detection	TOR		Not tasked to ARAC yet. Awaiting EASA input on TOR
U	**Team Lead:** Claar **Analyst:** Q	Emergency Exit Access (Type III exits)		EEIG	WG couldn't reach agreement. EASA trying to go fwd, FAA to wait and see how that goes
U	**Team Lead:** Pinkstaff/Dostert **Analyst:** Q	PPIHWG Task 8: Negative acceleration, ATTCS		PPIHWG	Placed on "do by other means" list. 4 special conditions in past 4 years.

Transport Airplane Directorate Rulemaking Projects

Priority	ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status
U	**Team Lead:** M. McRae **Analyst:** Q	Fire protection of engine cowling, 25.1193(e). PPIHWG		PPIHWG	Placed on "do by other means" list. Use of the ARAC rec as basis for an Exemption is voluntary on the part of the applicant.
U	**Team Lead:** T. Martin **Analyst:** Q	Harmonize 25.261, casting factors. GSHWG		GSHWG	Placed on "do by other means" list. Use of the ARAC rec as basis for ESF is voluntary on the part of the applicant.
U	**Team Lead:** T. Martin **Analyst:** Q	Damage tolerance and fatigue -- harmonize 25.571. GSHWG		GSHWG	Placed on "do by other means" list. Use of the ARAC rec as the basis for an ESF is voluntary on the part of the applicant.
U	**Team Lead:** T. Martin **Analyst:** Q	Proof of structure -- harmonize 25.307 GSHWG		GSHWG	Placed on "do by other means" list. Use of the ARAC rec as the basis for an ESF is voluntary on the part of the applicant.
U	**Team Lead:** McRae **Analyst:** Q	Harmonize The FAR/JAR 1.1 Definitions Of Fireproof And Fire Resistant. PPIHWG		PPIHWG	Placed on "do by other means" list. "Interpretive Rulemaking"
U	**Team Lead:** Hapenny **Analyst:** Q	Cargo compartment fire extinguishing or suppression systems. MSHWG		MSHWG	Placed on "do by other means" list.
U	**Team Lead:** T. Martin **Analyst:** Q	Pressurized compartment loads above 45K -- harmonize. GSHWG Task 13		GSHWG	Officially placed on "do by other means" list. WG couldn't reach consensus on implementation altitude, so nothing has been done to address this issue. To address would require rulemaking.