

the foregoing also designated as X-011" is deleted;

(I) In subdivision (b)(xxii)(D), "sulfur—0.35" is deleted and "sulfur 0.035" is inserted in lieu thereof;

(J) In subdivision (b)(xxiii), "HRB of 87;" is deleted and "HRB of not over 87;" is inserted in lieu thereof; "tensile strength of 500 N/mm²" is deleted and "tensile strength of 500 N/mm² or greater" is inserted in lieu thereof; "elongation of 30 percent" is deleted and "elongation of 30 percent or more" is inserted in lieu thereof; and "yield ratio of 80 percent;" is deleted and "yield ratio of not over 80 percent;" is inserted in lieu thereof;

(K) In subdivision (b)(xxiv), "X-139 or" is deleted;

(L) In subdivision (b)(xxvii)(A), (i) "silicon 0.03" is deleted and "silicon of not over 0.03" is inserted in lieu thereof, (ii) "phosphorus 0.02" is deleted and "phosphorus of not over 0.02" is inserted in lieu thereof, and (iii) "sulfur 0.023 (aim 0.018)" is deleted and "sulfur of not over 0.023" is inserted in lieu thereof;

(M) In subdivision (b)(xxvii)(B), the language after "by weight):" and ending with "molybdenum 0.01;" is deleted and the following new language is inserted in lieu thereof: "carbon of not over 0.08, silicon of not over 0.03, manganese of not over 0.45, phosphorus of not over 0.02, sulfur of not over 0.02, aluminum of not over 0.08, arsenic of not over 0.02, copper of not over 0.05, nitrogen of not over 0.004, chromium of not over 0.05, nickel of not over 0.05 and molybdenum of not over 0.01;" "elongation: 25%" is deleted and "elongation of 25 percent or more" is inserted in lieu thereof; and "nonmetallic inclusions: 0.20 pcs./m²" is deleted and "nonmetallic inclusions of not over 0.20 pcs/m²" is inserted in lieu thereof;

(N) In subdivision (b)(xxxii)(B), "7209.17.00," is inserted in numerical sequence in the parenthetical enumeration of subheadings;

(O) In subdivision (b)(xxxiv)(C), "12.63 mm" is deleted and "12.6365 mm" is inserted in lieu thereof;

(P) In subdivision (b)(xxxiv)(D), "7.01 mm—11.98 mm" is deleted and "7.00 mm—12.00 mm" is inserted in lieu thereof, and "with narrow tolerances +/-0.03985 mm—0.05990 mm" is deleted and "with tolerances +/-0.04 mm—0.06 mm" is inserted in lieu thereof;

(Q) In subdivision (b)(xxxiv)(E), "39.8" is deleted and "40.0" is inserted in lieu thereof, "3.05" is deleted and "3.0" is inserted in lieu thereof, "121.3" is deleted and "120.0" is inserted in lieu thereof, "44.9" is deleted and "45.0 mm" is inserted in lieu thereof, "2.53" is deleted and "2.5" is inserted in lieu thereof, and "114" is deleted and "112.5" is inserted in lieu thereof;

(R) In subdivision (b)(xxxix)(E), "20 g/mm² (minimum 17 g/mm², maximum 26 g/mm²)" is deleted and "20 g/m² (minimum 17 g/m², maximum 26 g/m²;" is inserted in lieu thereof;

(S) In subdivision (b)(xl)(A), the phrase "zinc-nickel alloy electroplating," is deleted;

(T) In subdivision (b)(xli), "22.4 g/m² box equivalent" is deleted and "11.2 g/m²" is inserted in lieu thereof; "5.38 mg/m²" is deleted and "5.4 mg/m²" is inserted in lieu thereof; "CAT 5" is deleted and "CA T-5" is inserted in lieu thereof; "22.4/2.24 g/m² coating" is deleted and "11.2/1.1 g/m² coating" is inserted in lieu thereof; "2.24 g/m² coating side" is deleted and "1.1 g/m² coating side" is inserted in lieu thereof; "0.208 mm thickness and 887.4 mm by 806.4 mm scroll cut dimensions" is deleted and

"0.21 mm thickness and 887 mm by 806.4 mm scroll cut dimensions" is inserted in lieu thereof; "0.208 mm thickness and 868.4 mm by 738.5 mm scroll cut dimensions" is deleted and "0.208 mm thickness and 868 mm by 738.5 mm scroll cut dimensions" is inserted in lieu thereof; and "0.300 mm thickness and 776.3 mm by 866.8 mm scroll cut dimensions" is deleted and "0.30 mm thickness and 776 mm by 866.8 mm scroll cut dimensions" is inserted in lieu thereof;

(U) In subdivision (b)(xlvi), "457.2 mm or more" is deleted and "457.0" is inserted in lieu thereof;

(V) In subdivision (b)(lii)(A), "0.279 mm to 0.300 mm" is deleted and "0.274 mm to 0.295 mm" is inserted in lieu thereof; and

(W) In subdivision (d)(ii)(D), "India and Romania" is deleted and "India, Romania and Thailand" is inserted in lieu thereof.

10. Effective on and after March 20, 2002, the following modifications are made in subchapter III of chapter 99:

(A) Subheading 9903.72.74 is modified by deleting "X-139 or";

(B) The superior text to subheadings 9903.72.85 through 9903.73.04 is modified by deleting "if not in coils of a thickness of less than 4.75 mm (provided)" and by inserting in lieu thereof, "and if not in coils then of a thickness of less than 4.75 mm (all the foregoing provided)";

(C) Subheading 9903.73.76 is deleted; and

(D) The following new subheadings are each inserted in numerical sequence, with the material inserted in the columns headed "Heading/Subheading", "Article Description", "Rates of Duty 1-General", "Rates of Duty 1-Special" and "Rates of Duty 2", respectively:

	[Bars,]				
	[Goods]				
9903.73.45	Enumerated in U.S. note 11(b)(xi) to this subchapter and designated as X-083.	No change	No change	No change	No change
9903.73.46	Enumerated in U.S. note 11(b)(xxii) to this subchapter and designated as X-134.	No change	No change	No change	No change
	[Bars]				
9903.74.09	Goods excluded from the application of relief by U.S. note 11(b)(lvii) to this subchapter, designated as X-177.	No change	No change	No change	No change

[FR Doc. 02-13991 Filed 6-3-02; 8:45 am]
BILLING CODE 3190-01-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 June 18-19, 2002, beginning at 8:30 a.m. Arrange for oral presentations by June 14.

ADDRESSES: Boeing Commercial Airplane Group, 535 Garden Avenue North, Building 10-16, Room 12-C4, Renton, WA

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.

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 June 18-19 in Seattle Washington.

The agenda will include:

June 18, 2002

- Opening remarks
- FAA/Joint Aviation Authorities Conference report
- FAA report
- JAA report, including status of Single Worldwide Certification Code and establishment of 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

**Aviation
Rulemaking Advisory Committee (ARAC)**

Transport Airplane and Engine (TAE) Issues

Meeting Minutes

DATE: June 18-19, 2002

TIME: 8:30 a.m.

LOCATION: Boeing

535 Garden Avenue, Room 12-C4

Building 10-16

Renton, Washington

Call to Order/Administrative Reporting

Craig Bolt, Assistant Chair, called the meeting to order and offered congratulations to Mike Kaszycki, Assistant Executive Director, on the birth of his new baby. Mr. Kaszycki read the required statement for conducting the meeting, and attendees introduced themselves (see attached attendance sheet). Mr. Bolt reviewed the agenda (handout 1), making a few changes in the order of presentations, and indicated that there would be no report from Transport Canada (TCAA). Mr. Bolt reviewed the Items of Interest Since March 2002 Meeting (handout 2), E-mail update Since March 2002 Meeting (handout 3), and the Open/Completed Tasking Charts (handout 4); he requested that attendees provide him any corrections to the charts. He then reviewed the Action Items from the March 2002 TAE meeting (handout 5):

March 2002 Action Items	
Item	Status
1	Completed
2	Completed
3	Completed
4	Mr. Schultz indicated tht the DO-254 project related to phase I of 25.1309 (qualification of hardware) had

	been set aside
5	FAA Office of Policy has indicated that estimated completion date of HIRF economic analysis package is July 2002
6	Completed
7	Incomplete
8	Reportd out in Human Factors working group section
9	Completed
10	Completed
11	Completed

FAA/Joint

Aviation Authorities (JAA) Conference

Thaddee Sulocki reported that, among the topics discussed at the conference, there were three main issues of interest to TAE Issues Group: (1) Transition from the JAA to the European Aviation Safety Agency (EASA), which is expected to be in place within a couple of months); (2)

Rulemaking activity prioritization and future taskings; and (3) A single worldwide certification code. Mr. Schultz remarked that the conference had been well attended, and Bob Robeson remarked on the movement away from harmonization issues to integration of safety issues

JAA Report

Mr. Sulocki indicated that the JAA was continuing

to publish NPAs and final rules based on harmonization. He expects a number

of NPAs to be published as a result of a Regulation Sectorial Team meeting scheduled the week after the TAE meeting. He anticipates the last package of NPAs to be reviewed at the regular Regulation Sectorial Team meeting in September, explaining that the JAA would have an opportunity to publish the NPAs, review the comments, and publish the final rule before the institution of EASA. Seven NPAs were published the first of June, and about 12 were published

the first of April (handout 6).

Mr. Sulocki indicated the

report on a single worldwide certification code had been completed. The activity on the certification process has not yet started. He indicated that the report, with recommendations, was circulated at the FAA/JAA Conference. The report proposes a phased-in approach starting with achieving the harmonization process and encouraging countries that have not adopted the FAR/JAR codes to do so. He stated that the JAA would continue to hold workshops to promote harmonization in other countries.

Mr. Sulocki stated that the amendment establishing

EASA, as proposed by the European Parliament, has been agreed to. Formal agreement, which is the next step, can be done at any Council meeting. The agreement will be published in the Journal of the European Commission; after 20 days, it will be applicable. The Commission will then hire the executive

director and set up a management board. The first management board meeting

should be held in September. The location of EASA still needs to be resolved.

Mr. Sulocki stated that the relationship with the United States will continue and that he doesn't expect any decrease in relations. The biggest impact caused by the transition on harmonization is, on a short term, a decrease in resources and a reluctance to start or initiate new activities except those based on safety.

FAA Report

Mr. Kaszycki provided a status of rulemaking projects that had been published since the March TAE meeting, were in coordination, or were being worked in the directorate; he also provided a similar status of rulemaking project records (handout 7). The Regulatory and Non-Regulatory Project Reports were distributed earlier (handout 8) via e-mail. Mr. Kaszycki said the Transport Airplane Directorate (TAD) was looking at bundling several projects to minimize the number of rulemaking packages and duplication of cost benefits in separate rulemaking packages.

Mr. Kaszycki indicated that AIR has prioritized its rulemaking lists, including the Administrator's priorities, the Safety Board's top recommendation list, and Safer Skies Initiatives. Nick Sabatini has instructed the Regulation and Certification (AVR) organizations (Flight Standards, Aerospace Medicine, and AIR) to combine their individual lists into one. OST has delegated the review of nonsignificant rulemaking to its General Counsel's Office (C-50).

Mr. Kaszycki also discussed the process, which

was developed with input from the FAA, JAA, TCCA and industry, for prioritizing

rulemaking projects. He indicated that the prioritization process will recognize about 30 projects, and in addition, the agency will look at alternatives to rulemaking. Discussion items included ways to make rulemaking project information, including historical background, available to the public.

Mr. Kaszycki announced a plan to develop and allow public access to a list of rulemaking projects (to include summary and background information of each) followed by a public meeting for industry to provide comments on its priorities.. The first meeting is expected to take place in the fall, followed by meetings every 2 years. Discussion items included categories proposed by industry based on safety enhancements, public perception, compatibility with International Civil Aviation Organization standards, rulemaking as a result of emerging technology, and certification process efficiencies.

Mr. Bolt distributed a list of working group tasks (handout 9). He indicated that approximately 30 items were being worked by the TAE issues group, which represented about 75 percent of all ARAC taskings. Discussion items included lack of activity for working groups that had completed their tasking, type of assistance that working group could offer the FAA, assignment of disposition of comments, and having working groups look at taskings to identify those that are CAST related.

Mr. Kaszycki indicated that the TAD has added a new staff position, Flight Standards Liaison; Mike Zielinski) was selected for the position. The

purpose of the position is to help promote better communication between AFS and AIR. AFS named Gary Davis as its rulemaking focal point., According to Mr. Kaszycki, AFS and AIR plan to have some common business goals in the future.

Harmonization Management Team Report

No meeting has been held since the last TAE meeting.

Executive Committee Report

No meeting has been held since the last TAE meeting.

Avionics System Harmonization Working Group

Clark Badie, reporting by telephone, stated

that the working group had finalized the work plan for § 25.1322, and AC/ACM

25-11, and that it is working on the draft rule for § 25.1322 and the accompanying

ACs. At its last meeting, the working group addressed new issues--management

of alerting systems, certification, and retrofit work. He indicated that

the working group was working closely with the Human Factors HWG on alerting

and potential breakdown of work on AC 25-11.

Mr. Badie indicated that

Airbus had provided a new co-chair for the working group as well as an Airbus representative. He indicated that no new members were needed to work on § 25.1322, but he would like to see more participation when the group starts work on AC 25-11.

Design for

Security HWG

Mark Allen provided a status report (handout 10). Highlights of his presentation included:

Mark Allen's status report	
Item	Discussion/Action
Interior Search AC	Almost completed; word i changes made
Cabin Smoke Extraction AC	--Discussion held with FAA legal; --Work pretty much completed
Flight Deck Smoke Protection	--Overall approach still intact; --Can show compliance by analysis or demonstration --Unanimous approval to forward to the FAA
Cargo Compartment Fire Suppression AC	Developed three approaches that show compliance --Unanimous approval to forward to the FAA
System Survivability AC	--No change within the last year --Unanimous approval to forward to the FAA
Least Risk Bomb Location AC	Discussion items included: --the need to address operational action, --revelation of too much security information, and --areas of vulnerability Unanimous agreement to forward to the FAA

Flight Controls

HWG

Larry Schultz provided a status report (handout 11). He indicated that no meetings were planned, but the working group would like to leave open its option for reviewing the proposed rulemaking document. Following a review of the harmonization and revision activity to § 25.671, discussion items included coordination process with the Flight Guidance HWG, use of a 25-knot rather than a 15-knot cross wind value, and the need to define issues raised by Raytheon and Cessna in their dissenting opinions in relation to small airplanes. Members agreed unanimously to forward the package to the FAA.

Electrical Systems

HWG

Mr. Bolt indicated that the working group had completed its ARAC taskings and members were reviewing some phase 4 documents. The working group primarily has been working with the Wiring Systems HWG of the Aging Transport Systems Rulemaking Advisory Committee on the following tasks:

Wiring Systems HWG tasks	
Task No.	Description
6.4	Final agreement reached; ready to submit to ATSRAC
6.5	Final agreement reached; ready to submit to ATSRAC
6.6	Working on advisory material; expect to go to July working group meeting
6.7	Final agreement reached; ready to submit to ATSRAC
6.8	Final agreement reached; ready to submit to ATSRAC
6.9	80 percent completed; plan to cover at July working group meeting

Mr. Bolt indicated that the group would be meeting July 22-26 in Seattle, at which time the working group planned to finish the advisory material, and would try to get economic material to support the proposal. Mr. Sulocki expressed concern about commented on the envisage numbering proposal and creation of a new subpart H.

System Design and Analysis

David

Armstrong provided a status report and summarized the working group's activities (handout 12). He indicated that FAA legal issues had been resolved following meetings with several FAA representatives. Discussion items included deliberate

intent of working group not to include deviation from average risk in the preamble. The tasking to address the FAA's desire for qualitative deviation from average risk was dispositioned by the group by adding a requirement to highlight all significant latent failures that left the aircraft one failure away from a catastrophic failure condition.

The

AC for DO-254 is actually a industry written proposal requested by FAA, but at the time of the committee's decision it was the only direction available from the FAA and it significantly deviated from the JAA direction. The SD&A decided not to incorporate a specific reference to DO-254 at this time due to the apparent disharmonized approaches; the working group requested that a harmonization effort on DO-254 start as soon as possible.

Other discussion items related to the recommendation that the IPHWG determine any further refinement on the probability of specific icing conditions rather than the SD&A; addition of human factors to the list of potential phase II tasking items; the extent the FAA is required to look at one level of safety for air carriers and non-air carriers; the need to elevate the issue to a higher management level for a decision in the FAA; and taking a look at the AC to insure that the issue of "rulemaking by AC" is eliminated. Members unanimously agreed to forward the phase one report to the FAA.

Loads and Dynamics

HWG

Larry Hanson, reporting by telephone, provided a status report (handout 13). Highlights of the presentation included:

Highlights of Larry Hanson's report	
Item	Discussion/Action
Ground Handling and Towing Task	--Delayed by the need to reorganize and regroup the affected sections to provide a more cohesive set of requirements. --Expect package to be submitted at the October TAE meeting
Ground Loads Task	To be submitted at the October TAE meeting for approval
Landing Descent Velocity Task	--Expect to complete at October working group meeting --Since no ARAC meeting schedule for December, meeting can be done by telephone
Flight Loads Validation	--No rule changed needed; current rules are adequate --Draft AC is consistent with current industry practice --Unanimous agreement to forward package to FAA

Human Factors HWG

Brian Kelly, reporting for Curt Graeber, provided a status report (handout 14). Mr. Kelly indicated that he had received confirmation on the technical plan and schedule at the May working group meeting, although there is concern about participation by the United Kingdom-Civil Aviation Authority (UKCAA). He indicated that the work plan milestones had been revised, noting that the AC material is expected to be extensive, and that he expects to have the regulatory text approved by the full working group by June 2003. The working group expects to have a final report to TAE by February 2004. Issues that have been raised included concerns about the reduction of JAA participants, withdrawal of the Fairchild-Dornier representative, uncertainty about Bombardier representation, and lack of support by one airframer. Mr. Sulocki indicated that one JAA member has been promoted to another job and that the current UKCAA representative would be retiring soon.

Discussion items included JAA's acceleration of schedules and use of temporary guidance; the need to get work done rather quickly in light of related work being done by the FAA through its Certification Process Study (CPS) and CAST; work being done by working group should be in line with the CPS and CAST; effect of team size (too large) on its effectiveness; and relieving pressure on JAA by having draft rule and outline of AC by January 2003.

Mr. Kelly was instructed to present a schedule in a chart format and to send it to Mr. Bolt electronically by June 19 for distribution to TAE members.

General Structures HWG

Amos Hoggard, reporting for Andrew Kasowski, distributed a status report (handout 15). Mr. Hoggard indicated that the working group had made significant progress on §§ 25.571, 25.1529, Appendix H, and § 25.621. He expects the working group to complete its current taskings by the June working group meeting. Highlights of his presentation included:

Highlights of Amos Hoggard's report	
Item	Discussion/Action
Fuel Tank Access Covers	--Powerplant issue related to fire protection; working group unable to get response from the FAA powerplant specialists --Disagreement with FAA powerplant specialists and Powerplant Installation HWG
Bird Strike Damage	--Working group reviewing FAA study on assessment of wildlife strike risk to airframe --Working group has a commitment to review University of Illinois report by end of July --JAA has withdrawn support of previously submitted work product and requested the issue

	of cutback speed be addressed during reassessment
Fatigue and Damage Tolerance	<p>--Airbus has a dissenting opinion on single path load structure; unable to reach compromise; positions being documented</p> <p>--Expect to have unreconcilable issues with the Technical Oversight Group re Aging Aircraft (TOGAA), which supports Airbus' position on single path load structure; Boeing supports working group position; all the regulators support working group</p> <p>--Plan to meet with Chuck Huber in August; will have positions at that time</p> <p>--Have revised text to Appendix H so that it is compatible with § 25.571 changes</p> <p>--TOGAA meeting in Washington, DC in September; expect issue to be raised</p> <p>--Expect to have all issues resolved by end of July; expect to submit by March 2003 to TAE</p>
High Altitude Flight	<p>--Expect to reach technical agreement in October and submit to TAE in April 2003</p> <p>--Significant technical shift in position; FAA made finding re § 25.571 which will fix problem area</p> <p>--Expect to get technical agreement in October</p> <p>--Will need to coordinate with Mechanical Systems HWG</p>
Materials Properties	--Working group plans to update fast track report to be consistent with TOR and FAA to review NPA 25D-256 for adoption into AC 20-107A
Operational Tests	--Little work done; having problems with JAA representation

Airworthiness Assurance Working Group

Mr. Hoggard distributed a status report (handout 16). He indicated that little had changed since the last TAE meeting. Highlights of his report included:

Summary of Amos Hoggard's status report	
Task	Discussion Action
Bridging	<p>--No change</p> <p>--Task group members are almost finished with</p>

--Multiple Element Damage --Training for WFD --NDI --Mandatory Modification	training outlines --Tech Center to brief task group at June 28 meeting --NPA expected to be out before September
Multiple Complex Supplemental Type Certificates (STC)	--Date due to FAA extended from September 2002 to February 2003 -Working group has yet to define complex STC's

**Powerplant Installation
(HWG)**

Andrew Lewis-Smith distributed a status report (handout 17).
Highlights of his presentation included:

Summary of Andrew Lewis-Smith's report.	
Section	Action/Discussion
25.1187/863	Working group expected to be completed in July; will be ready for TAE August 2002
25.903(d)	Expect to be completed by November 2003
25.975	No activity at last working group meeting
25.1305	Tasking needed to allow group to continue its momentum
25.841	PPIHWG having ongoing meeting with MSHWG
25.904, Appendix I	Members agreed unanimously to forward technical report and advisory material to FAA

Seat Test HWG

Bill Schultz indicated that AC 25-562-1A had been returned to the working group as a result of the FAA's policy review of 16-g seats; the review evolved from a congressional mandate. Parallel efforts also looked at streamlining seat certification. The chair of the working group, Nick Caldron, is retiring and another member has taken over to reassemble the group. The working group will need to evaluate how to go forward. If there are changes, should document be returned to TAE in view of significant change?

Discussion items included schedule for review and need for JAA coordination since JAA has no NPA on seat test. Working group instructed to proceed using e-mails and telecons to communicate. Mr. Bolt will ensure

that TAE members have an opportunity to see changes resulting from the review.

Engine HWG

Mr. Bolt reported for Jerry McRoberts who had submitted a status report (handout 18) for the two tasks currently assigned to the working group. The Bird Ingestion task is expected to be submitted to TAE in September for the October TAE meeting. The working group is not as far along with the second task, Critical Parts, but is making good progress. The working group expects to submit a package to TAE in December or no later than the first quarter of 2003.

Discussion items included another tasking by the Engine and Propeller Directorate. The task would address icing and the amount of time that engines should be run in those conditions.

Ice Protection HWG

Jim Hoppins, reporting by telephone, reviewed the status report (handout 19), He provided the following highlights:

Highlights of Jim Hoppins report	
Item	Discussion/Action
Task 1, Part 121 Operational rule and advisory materials Part 25 Certification Rule and advisory material	--Economic analysis due from FAA by June --Legal review completed except for review of economic analysis --Expect to have ready for TAE vote at October meeting --Economic analysis in progress; expect to have completed by June --FAA reportedly has made decision to combine both parts into one package --May not be able to show that task 2 is cost beneficial because benefits used in task 1 would not be allowed to be reused in task 2
Task 2, Review of NTSB recommendation and advances in ice protection state-of-the-art	--Discussion in working group have included use of current icing envelopes, continued applicability to large aircraft, and requirement for validation of large droplet icing conditions (unable to resolve; will probably result in minority/majority opinion) --Working group has started drafting report and advisory material --Still have major issues to be resolved

Task 5, Windshield, Pitot/Static Requirements	--Similar issues as task 2; looking at pulling the standard operating procedures aspects of task 5 into task 2 to require consistent requirements across the entire aircraft
---	--

**Electromagnetic Effects
HWG**

No working group activity. Economic analysis expected sometime in July.

Flight Test HWG

No working group activity.

**Mechanical Systems
HWG**

Bob Kelley Wickemeyer reported that the working group is addressing §§ 25.831(c) and 25.841(a) and (c). He indicated that the group is working well together and that it had been divided into four special areas. Participation by the medical community is sparse, doctors have indicated that they cannot afford the travel expenses. And, CAMI management has been unable to agree on an approach. Schedule for final report is sliding and it is not expected to be ready in December. The FAA representative reported that JAA representative has not participated in some of the meetings.

Flight Guidance HWG

Nothing to report

**Extended Range Operations
for Multi-Engine Aircraft (ETOPS) Tasking Update**

The ETOPS working group is expected to have a consolidated document on the website by June 21; working group members will have until July 19 to provide comments and concurrence. The Air Carrier Operations Issues Group will have 30 days for review, followed by an issues group meeting.

Mr. Kaszycki indicated he had heard there is a serious disconnect in the group over the definitions for Long Range Operations and ETOPS, and that the JAA and FAA may have differing opinions. The difference is not safety related, but is more of a marketing issue. Mr. Bolt indicated that he would request a copy of the report for circulation within the TAE core member organizations.

Wrap-up

Action Items: Mr. Bolt reviewed the Action Items. The list will be sent to members electronically.

Next Meeting: Members agreed to move the October 15-16 meeting to October 16-17, adjourning at noon on October 17. The meeting is tentatively scheduled to held in Washington DC.

Meeting Scheduled for 2003:

Meeting schedule for 2003	
Date	Location
February 4-5	Washington, DC
June 17-18	Seattle, Washington
October 15-16	Washington, DC

Public Notification

The *Federal Register* published an announcement notice of this meeting on June 4, 2002 (handout 20).

Approval

I certify minutes are accurate.

June
18-19, 2002 TAEIG Meeting Action Items

1.
Thaddee
Sulocki to provide C. Bolt with a list of recently published NPA's for distribution to TAEIG. – Done

2.
FAA
(Mike Kaszycki/Dionne Krebs) to develop process by which ARAC recommendation (that there is consensus on) is made available to applicants so they can determine if they want to use them in cert programs via equivalent safety finding.

3.
Mike
Kaszycki/C. Bolt to coordinate John Hickey action item relating CAST/ARAC synergy with WGs.

4.
Dionne
Krebs to update list of proposed TOR's and C. Bolt to send it out to WGs for confirmation that this reflects current WG views. – Done

5.
Bill
Schultz to contact Cessna and Raytheon representatives to see if they wish to add clarifying info on the FCHWG minority opinion on disconnects. – Done

6.
Mike
Kaszycki to work to resolve FAA position on fuel tank access cover fire requirements.
Need position to move forward with 25.963(e)(g) for General Structures HWG.

7.
Amos
Hoggard to provide copy of U of Illinois bird strike study to C. Bolt. C. Bolt

to ensure exchange of data between GSHWG and EHWG. – Done

8.

Mike

Kaszycki to help with effort to get FAA Tech Center, NDI evaluation of specimens with natural cracks provided by Delta Airlines.

9.

C.

Bolt to get copy from Bill Edmunds of ETOPS WG submittal to Air Carrier Operations Issues Group and circulate to TAEIG. (Status is that ETOPS WG decided to have an additional meeting so package is not available yet)

10.

Mike

Kaszycki to look at FAA system on subpart separation and numbering regarding ESHWG ATSRAC task.

Open March 2002 Action Items

1.

Jim

Hoppins to draft letter to PPIHWG, EHWG and FTHWG identifying need to support Ice Protection HWG. C. Bolt to then help coordinate with WG's. - Done

- Flight Controls HWG report and approval
- Loads & Dynamics HWG report and approval
 - Human Factors Harmonization Working Group (HWG) report
 - System Design and Analysis HWG report
 - Electrical Systems HWG report and update on Aging Transport Systems Rulemaking Advisory Committee activity

June 19

- General Structures HWG report and approval
 - Airworthiness Assurance Working Group report
 - Powerplant Installation HWG report and approval
 - Ice Protection HWG report
 - Written reports, as required, from the following HWGs: Electromagnetic Effects, Flight Test, Engine, Mechanical Systems, Avionics, Seat Test, Flight Control, and Flight Guidance
 - Extended Range with Two-Engine Aircraft tasking update

Five working groups will be seeking approval of working group reports:

1. The Design for Security HWG for a report addressing the following areas in Amendment 97 to Annex 8 to the Convention on International Civil Aviation: survivability of systems, fire suppression, cabin smoke extraction, direction of smoke from the cockpit, least risk bomb location (identification), and least risk bomb location (design);
2. The Flight Controls HWG for a report addressing flight control system failures or jamming;
3. The Loads and Dynamics HWG for a report addressing flight loads validation;
4. The General Structures HWG for a report addressing damage-tolerance and fatigue evaluation of structures; and
5. The Powerplant Installation HWG for a report addressing the automatic takeoff thrust control system.

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 June 14. 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) 655-4990, Passcode 6975#. 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 June 14. Anyone participating by telephone will be responsible for paying long-distance charges.

The public must make arrangements by June 14 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 May 29, 2002.

Tony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 02-13966 Filed 6-3-02; 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 for June 20, 2002, beginning at 8:30 a.m. Arrange for oral presentations by June 14.

ADDRESSES: Boeing Commercial Airplane Group, 535 garden Avenue North, Building 10-16, Room 12-C4, Renton, WA.

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: 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 June 20 in Renton, WA.

The agenda will include:

- Opening remarks
- Membership update
- Action Item review
- FAA report
- Joint Aviation Authorities report
- Transport Canada report
- Executive Committee report
- Cabin Safety Harmonization Working Group report
 - Draft Terms of Reference for Cabin Environment tasking
 - Passenger Safety Card discussion

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