

a public session beginning at 2:00 p.m. on May 9.

During the meeting, each Council Member will present its country's progress in implementing Chapter 17 obligations and the impacts of environmental cooperation in their respective countries. The Council will also receive a presentation from the CAFTA-DR Secretariat for Environmental Matters (SEM). For the public session of the meeting, the Council will highlight issues from the above discussion elements with a particular focus on Chapter 17 obligations and environmental cooperation successes.

All interested persons are invited to attend a public session where they will have the opportunity to ask questions and discuss implementation of Chapter 17 and environmental cooperation with Council Members. In addition, the SEM will present on the public submission process established under Chapter 17. More information on the Council is included below under Supplementary Information.

The Department of State and Office of the United States Trade Representative invite written comments or suggestions regarding the meeting. In preparing comments, we encourage submitters to refer to Chapter 17 of the CAFTA-DR, the Final Environmental Review of the CAFTA-DR and the Agreement among the CAFTA-DR countries on Environmental Cooperation (ECA) (all documents available at <http://www.state.gov/e/oes/env/trade/caftadr/index.htm>).

**DATES:** The Council will hold the meeting on May 9, 2013, in Santo Domingo. If you are interested in attending, please email Abby Lindsay at [LindsayA@state.gov](mailto:LindsayA@state.gov) for the specific time and place. To be assured of timely consideration, all written comments or suggestions are requested no later than April 19, 2013.

**ADDRESSES:** Written comments or suggestions should be submitted to both: (1) Abby Lindsay, U.S. Department of State, Bureau of Oceans and International Environmental and Scientific Affairs, Office of Environmental Quality and Transboundary Issues by email to [LindsayA@state.gov](mailto:LindsayA@state.gov) with the subject line "CAFTA-DR EAC Meeting" or by fax to (202) 647-5947; and (2) Sarah Stewart, Director for Environment and Natural Resources, Office of the United States Trade Representative by email to [Sarah\\_Stewart@ustr.eop.gov](mailto:Sarah_Stewart@ustr.eop.gov) with the subject line "CAFTA-DR EAC Meeting" or by fax to (202) 395-9517. If you have access to the Internet you can view and

comment on this notice by going to: <http://www.regulations.gov/#!home> and searching on docket number DOS-2013-0009.

**FOR FURTHER INFORMATION, CONTACT:**

Abby Lindsay, (202) 647-8772 or Sarah Stewart, (202) 395-3858.

**SUPPLEMENTARY INFORMATION:** Article 17.5 of the CAFTA-DR establishes an Environmental Affairs Council (the Council). Article 17.5 requires the Council to meet to oversee the implementation of, and review progress under, Chapter 17. Article 17.5 further requires, unless the governments otherwise agree, that each meeting of the Council include a session in which members of the Council have an opportunity to meet with the public to discuss matters relating to the implementation of Chapter 17.

In Article 17.9 of the CAFTA-DR, the governments recognize the importance of strengthening capacity to protect the environment and to promote sustainable development in concert with strengthening trade and investment relations and state their commitment to expanding their cooperative relationship on environmental matters. Article 17.9 also references the ECA, which sets out certain priority areas of cooperation on environmental activities that are also reflected in Annex 17.9 of the CAFTA-DR. These priority areas include, among other things: Reinforcing institutional and legal frameworks and the capacity to develop, implement, administer, and enforce environmental laws, regulations, standards and policies; conserving and managing shared, migratory and endangered species in international trade and management of protected areas; promoting best practices leading to sustainable management of the environment; and facilitating technology development and transfer and training to promote clean production technologies. The public is advised to refer to the State Department Web site at <http://www.state.gov> and the USTR Web site at [www.ustr.gov](http://www.ustr.gov) for more information.

*Disclaimer:* This Public Notice is a request for comments and suggestions, and is not a request for applications. No granting of money is directly associated with this request for suggestions on the Council meeting agenda. There is no expectation of resources or funding associated with any comments or suggestions.

Dated: April 8, 2013.

**George N. Sibley,**

*Director, Office of Environmental Quality and Transboundary Issues, U.S. Department of State.*

[FR Doc. 2013-08507 Filed 4-10-13; 8:45 am]

**BILLING CODE 4710-09-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) Transportation Airplane and Engine (TAE) Subcommittee to discuss transport airplane and engine issues.

**DATES:** The meeting is scheduled for Tuesday, May 7, 2013, starting at 9:00 a.m. Pacific Daylight Time. Arrange for oral presentations by April 30, 2013.

**ADDRESSES:** FAA—Northwest Mountain Region, conference room 130, 1601 Lind Ave. SW., Renton, WA 98057.

**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 email at [ralen.gao@faa.gov](mailto: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 May 7, 2013.

The agenda for the meeting is as follows:

- Opening Remarks, Review Agenda and Minutes
- FAA Report
- ARAC Report
- Transport Canada Report
- EASA Report
- Flight Controls Harmonization Working Group Report
- Aging Airplanes Working Group Report
- Engine Harmonization Working Group—New Tasking
- Flight Test Harmonization Working Group—New Tasking
- Action Item Review and Other Business

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 April 30, 2013. 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 the person listed in the **FOR FURTHER INFORMATION CONTACT** section by email or phone for the teleconference call-in number and passcode. Anyone calling from outside the Renton, WA, metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by April 30, 2013, 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 April 8, 2013.

**Brenda D. Courtney,**  
*Acting Designated Federal Officer.*

[FR Doc. 2013-08495 Filed 4-10-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2013-16]

#### Petition for Exemption; Summary of Petition Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary

is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number involved and must be received on or before May 1, 2013.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2013-0257 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.
- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.
- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Privacy:* We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

*Docket:* To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Theresa White, ANM-113, Standardization Branch, Transport Airplane Directorate, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057; email: [theresa.j.white@faa.gov](mailto:theresa.j.white@faa.gov); (425) 227-2956; Andrea Copeland, ARM-208, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; email: [andrea.copeland@faa.gov](mailto:andrea.copeland@faa.gov); (202) 267-3664.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on April 8, 2013.

**Brenda D. Courtney,**  
*Acting Director, Office of Rulemaking.*

#### Petition for Exemption

*Docket No.:* FAA-2013-0257.

*Petitioner:* L-3 Communications Integrated Systems, Mission Integration Division.

*Section of 14 CFR Affected:* §§ 26.11 and 26.47.

*Description of Relief Sought:* The petitioner requests an exemption for two Boeing Model 757-200 airplanes, modified in accordance with all future supplemental type certificates issued to L-3 Communications, for relief from developing instructions for continued airworthiness applicable to an airplane's electrical wiring interconnection systems (§ 26.11), and from developing damage tolerance data for repairs and alterations (§ 26.47).

[FR Doc. 2013-08496 Filed 4-10-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2013-14]

#### Petition for Exemption; Summary of Petition Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before May 1, 2013.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2013-0278 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground

# Transport Airplane and Engine ARAC Sub-Committee Meeting

FAA-NWR  
1601 Lind Ave. SW  
Renton, WA. 98057  
Conference Room 114

## Agenda All Times are Pacific Daylight Time

*DRESS: BUSINESS CASUAL*

**Tuesday, May 7, 2013** – *Call in number: (202-493-4180 passcode 1058#)*

9:00	Call to Order, Reading of the Procedures Statement, Review of Agenda, Meeting Logistics, Review of Action Items, Review of Minutes from previous meeting	C. Bolt/ J. Piccola
9:15	FAA Report	J. Piccola
9:45	ARAC Report	C. Bolt
10:15	Transport Canada Report	O. Rusch
10:30	EASA Report	C. Bolt for J. Hall
10:45	Flight Controls Working Group Report	B. Hance/D. Chatrenet
11:30	Lunch	
12:30	Airworthiness Assurance Working Group Report	S. Chisholm/M. Yerger
1:00	Engine Harmonization WG – New tasking	Chris Demers/Les McVey
1:30	Flight Test Harmonization WG – new tasking	Bob Park/Christine Thibaudat
2:00	Action Item Review / Any Other Business	C. Bolt

**-- ADJOURN --**

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

**Meeting Minutes**

**Date:** May 7, 2013  
**Time:** 9:00 AM  
**Location:** **FAA Northwest Mountain Region**  
1601 Lind Ave., SW, Conference Room130  
Renton, WA 98057

**Call to Order /Administrative Reporting**

Mr. Craig Bolt, Assistant Chair of TAE opened the meeting at 9:05 a.m. and asked Mr. John Piccola to read the Procedures Statement noting that John will be serving as the FAA Designated Federal Officer while Mr. Mike Kaszycki is on a special assignment.

Item	Wednesday October 17, 2012 Meeting Action Items	Status
1	Ralen Gao to provide the list of 24 voting members of ARAC (to Craig Bolt). Craig Bolt to provide the Bylaws instead.	Closed
2	AC20-170 coordinated with EASA	Closed
3		

Following the reading of the Statement, Mr. Craig Bolt shared the agenda (Handout 1) and noted the minutes from the October meeting are under review. He asked that additional comments be forwarded to him so that he could get the meeting minutes out in final. He then reviewed the action items from the October meeting.

**FAA Report (See Handout 1)**

Ms. Mary Schooley presented this report. She advised the group of rulemaking actions completed since the last meeting and provided updates of ongoing FAA rulemaking projects, guidance material and policy documents. She also covered new ARAC taskings and potential taskings that may be available for review before the next ARAC meeting, providing a summary description of each. See Handout #1 for overview of accomplishments and rulemaking and non-rulemaking activities.

Does FAA intend to work with industry on those portions of the

In response to a question on status of policy for 25.981, Ms. Schooley reported that lightning protection will be going out for comment in the next couple of weeks.

In response to a question on whether the FAA is applying the rulemaking prioritization tool to the actions underway, Ms. Courtney replied that the FAA is finalizing the tools, preparing training material and expect to begin using the tools very soon.

### **ARAC Report (See Handout 2)**

Mr. Craig Bolt reported on the two meetings of the restructured ARAC since the October TAE meeting. He reported that the meetings were well attended by the new members and participants were urged to be participatory.

Mr. Bolt provided an update on the activities of the Rulemaking Prioritization Working Group (RPWG), the tools it developed and tested using completed rulemaking projects from various FAA lines of business and the results of the test. As a result of the test, the tools were modified and guidance prepared for use in mapping the questions in the general documents to the numerical scoring. The RPWG report was submitted to ARAC and approved and forwarded to the FAA. The FAA is working out training and implementation. As an aside, the recommendation included an option to engage ARAC at the discretion of the FAA.

Mr. Bolt reported that the Low Speed Alerting Recommendation was approved at the March 5 meeting, noting that the ARAC reports will need a good executive summary for the less technical reviewers to facilitate ARAC review and approval of recommendations. He reported that two new tasks were approved: (1) Engine Bird Ingestion and (2) Airplane Performance and Handling Characteristics, both items on the agenda for separate discussion in the afternoon.

Mr. Bolt reported that an update of the Airman Testing and Training Standards Working Group effort was provided; and the ARC and ARAC Committee Manual has been issued which covers the new ARAC structure and recommendations from the Process Improvement Working Group. He noted the manual is available on the Committee website. He further noted the ARAC Bylaws were reviewed and issued and finally, the next meeting of ARAC is scheduled for June 20, 2013.

### **Transport Canada Report (See Handout 3)**

Mr. Oliver Rusch reported that TCCA will host the trilateral meeting in October. The last day of the meeting will include industry representation. This meeting of Transport Canada, FAA and EASA is a Certification and Operations Board (COB) meeting.

#### **EASA Report (See Handout 4)**

Mr. Bolt mentioned that Julian Hall was unable to attend and noted that briefing material was provided. Mr. Bolt offered to take any questions back to EASA for a response if there are any. He then mentioned for those on the telephone the content of the EASA briefing, namely, rulemaking, guidance, decisions and opinions being worked by EASA.

Mr. Rolf Greiner offered comments on activities in Europe. He commented that Operational Suitability Data is an opinion of the European Commission. This opinion is prepared by EASA to be delivered to EC at a later time, and there will be a binding regulation on cabin, cargo compartments, lavatory, etc. The regulations will affect manufacturers. The European Union has a General Directorate on Environment Protection and Climate that has issued binding regulation for deadline on use of halon. The regulations are binding on Europe for transport airplanes. The deadline for cargo compartments is December 2018 for compliance.

Mr. Greiner reported that CO<sub>2</sub> standards are in work at the European level. The standards are not necessarily related to part 25, but are expected to reduce CO<sub>2</sub> footprint for engines in the future. Both the Transport and Energy Directorate and the Environmental Protection on Climate Directorate -- green approach -- won't necessarily follow the technical constraints. The standards are expected to be more stringent than current standards. This issue is also being considered at ICAO level that may not be immediately binding; expect Europe and other countries may file differences.

#### **Flight Controls Harmonization Working Group (FCHWG) Report (Handout 5)**

Mr. Barry Hance reported on the two phases of the task to address rudder pedal sensitivity and rudder reversal (new design and existing airplane requirements), noting that it is the result of NTSB recommendations in response to accidents and events. He provided the plans for future meetings of the working group and expects the group will complete its task by the September 2013 Subcommittee meeting or shortly thereafter, noting the task is very challenging. For Phase I (new design), the working group focus is on a new rule addressing loads and advisory material. For Phase II (existing airplanes), the working group is considering use of the Airworthiness Directive process as the appropriate means to address existing airplanes although there is no consensus as of yet. After discussion between Mr. Hance and Mr. Bolt, agreement was reached that the June meeting will be critical to reaching consensus or documenting majority/minority opinions rather than spending a considerable amount of effort going back and forth trying to reach consensus if it appears consensus cannot be accomplished.

### **Airworthiness Assurance Working Group (AAWG) Report (Handout 6)**

Mr. Steve Chisholm and Mr. Walt Sippel reported out on this issue. The last meeting two weeks ago was held in Cologne to coincide with EASA meeting and TCCA was represented. Industry members were also well-represented with 4 of the 5 manufacturers and 12 operators. At that meeting, the four manufacturers reported out on respective Structures Task Group activities. There was considerable discussion on Replaceable Structural Components (RSC) and the lack of an industry standard procedure for maintenance requirements and the effect it is having on costs, incompatible methods of compliance, and the potential for non-compliance. The AAWG members have been asked to develop a proposal to address this concern.

Other topics not directly related to the AAWG task such as the corrosion prevention control program, the need to review and update the STC Guidelines Document for several programs, and provide assistance in updating the guidelines was discussed. The AAWG will consider an additional task related to limit of validity, inspection thresholds, and demonstration of large structural damage capability as relates to harmonization of § 25.571. The immediate goal is to host a telcon for design approval holders within the next 2 months. The EASA NPA on aging aircraft which is broad, including issues in several FAA rules is now out for comment.

Mr. Chisholm reminded the group that the current tasking ends with implementation of widespread fatigue damage requirements for Group III airplanes scheduled for late 2016. After some discussion on future taskings for the AAWG, Mr. Bolt asked the AAWG to discuss future role/value of continuing the AAWG forum to address issues such as harmonization of implementation issues, anticipated stumbling blocks appropriate for inclusion in advisory material, and need to preserve an avenue for continued STG consultation with AAWG. The recommendations going forward would be presented to FAA, including activities and milestones.

### **Engine Harmonization Working Group –New Tasking (Handout 7)**

Mr. Leslie McVey reported on the status of this new task: Engine Bird Ingestion Requirements. After providing some background on this issue, Mr. McVey spoke to the expertise and membership of the working group. He then discussed the four specific tasks and relevant information including available databases needed to understand the bird threat. The initial working group meeting is scheduled for June 18-19, 2013, at the Engine and Propeller Directorate, Burlington, MA. The working group will define the work plan for the Subcommittee review and acceptance and establish a notional schedule to complete the tasking. Mr. Bolt noted that the Subcommittee will review the work plan by telcon rather than wait for the next meeting scheduled for October.

### **Flight Test Harmonization Working Group—New Tasking (Handout 8)**

Mr. Robert Park reported on the status of this new task: Transport Airplane Performance and Handling Characteristics. He explained the task and subject areas the group would be considering for prioritizing topic areas, noting that as chartered the group may recommend additional topics that are not on the list provided by the FAA. He provided background on the three primary topics (1) Fly-by-wire Flight Controls, (2) Takeoff and Landing Performance, and Handling Characteristics. He noted that assistance from the Flight Controls Harmonization Working Group would be needed, particularly with the FBW Flight Controls topic. Mr. Park noted the first 9 months will consist of prioritizing the work effort and developing work plans, as appropriate; and many of the tasks that are not currently harmonized with EASA regulations. He then covered the members of the working group, including the expertise each would bring. He noted the first meeting is scheduled for May 22-24 at the Boeing Longacres site and additional meetings would be scheduled as part of development of the work plans for each focus area. He further noted that the initial task is expected to be completed in December 2013 and the FAA may subsequently task ARAC with follow-on phases.

Mr. Bolt advised that he would send the working group the recommendations from the Rulemaking Prioritization Working Group who developed prioritization tools in response to its task. He asked that the working group report on the usefulness of the tool and whether the working group finds it helpful.

A participant asked what the impact of sequestration will be on supporting working group meetings. Mr. John Piccola responded that currently, no furlough days are anticipated this year. However, travel will be limited to mission critical actions. He stated the FAA is accommodating travel through use of polycom where appropriate and has maintained that these meetings are mission critical. He further stated the FAA is looking at cost-cutting measures, but does not intend to cut completely this type of travel. Where two individuals from FAA have attended a working group meeting in the past, we will look at the impact of sending one.

The meeting was adjourned at 1:10 p.m.

### **Action Item Review/ Any Other Business**

Item	May 7, 2013 Meeting Action Items	Status
1.	Craig Bolt to send out ARAC bylaws	
2.	John Piccola to provide answer to question of whether ARAC will coordinate on “inaccessible areas” from the Materials Flammability recommendation, before the NPRM is issued.	
3.	Craig Bolt to send Robert Part the RPWG Model	



**Future Transport Airplane and Engine Subcommittee Meetings:**

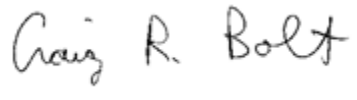
The next subcommittee meeting will be held on Tuesday, October 2, 2013 at the Boeing Building in Arlington, VA.

**Public Notification**

The *Federal Register* published a notice of this meeting on April 11, 2013.

**Approval**

I certify the minutes are accurate.

A handwritten signature in black ink that reads "Craig R. Bolt". The signature is written in a cursive style and is contained within a rectangular box.

Craig R. Bolt  
Assistant Chair, ARAC

Transport Airplane Issues Subcommittee Meeting - May 7, 2013 – Renton Washington

In Person Attendees:

<b>Name</b>	<b>Organization</b>
John Piccola	FAA-TAD
Mary Schooley	FAA-TAD
Brenda Courtney	FAA-ARM-200
Robert Park	Boeing Aero
Steve Chisholm	Boeing
Ray Holanda	NADA
Craig Bolt	Pratt & Whitney
Barry Hance	Boeing
Tom Groves	FAA-TAD
Doug Kihm	Boeing

Telephone Attendees:

<b>Name</b>	<b>Organization</b>
Bill Ertle	Pats Aircraft
Rolf Greiner	Airbus
Sarah Knife	GE
Leslie McVey	GE
Oliver Rusch	TCCA
Tom Peters	Embraer
Jill deMarco	Boeing
Ryan Aggergaard	Washington Aviation Group
Bob Mattern	Pratt & Whitney

# FAA Rulemaking Status

## Update to TAE

Presented to: TAE

By: John Piccola, Acting Manager,  
Transport Standards Staff

Date: May 7, 2013



Federal Aviation  
Administration



# May 2013 TAE Meeting

## Topics:

- Rulemaking project status
- Non-rulemaking project status



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

- **Part 25/26 related Final Rules**
  - Installed Systems and Equipment for Use by the Flight Crew, Amdt 25-137
    - Published May 3, 2013; effective July 3, 2013



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

- **Part 33/35 related Final Rules**
  - Critical Parts for Airplane Propellers, Amdt 35-9
    - Published January 13, 2013; effective March 19, 2013
- **Part 121 related Final Rules**
  - Lavatory Oxygen Systems, Amdt 121-362
    - Published January 28, 2013; effective March 29, 2013



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

- **Part 25/26 Notices of Proposed Rulemaking**
  - Requirements for Chemical Oxygen Generators Installed on Transport Category Airplanes
    - Published for comment January 9, 2013
    - Comment period closed March 11, 2013
  - Harmonization of Airworthiness Standards: Miscellaneous Structures Requirements
    - Published for comment March 1, 2013
    - Comment period closes May 30, 2013



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

- **Part 25/26 Notices of Proposed Rulemaking**
  - Harmonization of Airworthiness Standards: Gust and Maneuver Load Requirements
    - *Published for comment TBD*
    - *Comment period closes TBD*





# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

- **Part 33/35 Notices of Proposed Rulemaking**
  - Notice of Agency Information Collection (Part 35)
    - Published for Comment January 28, 2013
    - Comment period closed March 29, 2013
- **Part 121 Notices of Proposed Rulemaking**
  - None



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

### Final Rules (FR)

- **FRs in OMB/OST:**
  - None
- **FRs in Headquarters (HQ) for coordination:**
  - 1 part 25/33 project
- **FRs in directorate coordination:**
  - None
- **FRs in development:**
  - 1 part 25 project



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

### Notices of Proposed Rulemaking (NPRMs)

- **Open for Comment:**
  - 1 part 25 project
- **In OST/OMB:**
  - 1 part 25 project
- **In HQ for Coordination:**
  - 1 part 121 project
- **In Directorate for Coordination:**
  - 1 part 25 project

# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

### **Notices of Proposed Rulemaking (NPRMs)** **in Development**

- 5 part 25 projects
- No part 33 projects
- No part 121 projects related to part 25



# May 2013 TAE Meeting

## Rulemaking Project Status (*since Oct 2012*)

### New Tasking (part 25)

- Performance and Handling Characteristics
  - Published March 8, 2013

### New Tasking (part 33)

- Notice of New Bird Ingestion Task
  - Published March 8, 2013

### Potential Tasking (part 25)

- Crashworthy Fuel Systems
- Composite Structures

# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 25 Final Advisory Circulars (AC's):**
  - AC 25-1302 *Installed Systems and Equipment for Use by the Flight Crew*
    - Published May 5, 2013
  - AC 25-7C, *Flight Test Guide for Certification of Transport Category Airplanes*
    - Published October 16, 2012
  - AC 25.1329-1B, Change 1, *Approval of Flight Guidance Systems*
    - Published October 16, 2012

# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 25 Final Advisory Circulars (AC's):**
  - AC 25.1581-1 *Airplane Flight Manual*
    - Published October 15, 2012
- **Part 33/35 Final Advisory Circulars (AC's):**
  - AC 35.16, Propeller Critical Parts
    - Published January 17, 2013
- **Part 121 Final Advisory Circulars (AC's):**
  - None

# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 25 Draft Advisory Circulars (AC's):**
  - AC 25.795, *Chemical Oxygen Generator Standards*
    - Published January 9, 2013
    - Comment period closed March 11, 2013
  - AC 25-11x, *Electronic Flight Displays*
    - Published October 31, 2012
    - Comment period closed December 31, 2012





# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 33 / 35 Draft Advisory Circulars (AC's):**
  - AC 33.2C, General Type Certification Guidelines for Turbine Engines
    - Published December 12, 2012
    - Comment period closed March 8, 2013
  - AC 33.XX, General Statistical Considerations for Parts Manufacturer Approval of Turbine Engine and Auxiliary Power Unit Parts
    - Published March 12, 2013
    - Comment period closes July 11, 2013



# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 25 / 26 Final Policy:**
  - None
- **Part 33 / 35 Final Policy:**
  - None
- **Part 121 Final Policy:**
  - None



# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 25 / 26 Draft Policy:**

- Electromagnetic Compatibility Demonstration for Airplane Wireless Radio Frequency Networks
  - Published for Comments March 21, 2013
  - Comments Close June 21, 2013
- Type Certification Policy for Approval of Use of Type II, III, and IV Deicing/Anti-Icing Fluids on Small and Transport Category Airplanes
  - Comments Closed February 5, 2013



# May 2013 TAE Meeting

## Non-Rulemaking Project Status (*since Oct 2012*)

- **Part 33 / 35 Draft Policy:**
  - Power or Thrust Response Testing for Turbine Engines (33.73)
    - Published for Comments December 5, 2012
    - Comments Closed March 8, 2013
- **Part 121 Draft Policy:**
  - None

# May 2013 TAE Meeting

*Questions?*



## Draft - Transport Airplane Directorate Rulemaking Projects

ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status	Harmonization Working Method: <small>Former number system replaced with descriptors to broaden applicability and include add'l authorities (TCCA, etc)</small>
<b>Team Lead:</b> Robert Jones <b>Analyst:</b> Maria Delgado	Part 121 Activation of Ice Protection Systems	DONE	IPHWG	FR Issued Aug 2011	Collaboration
<b>Team Lead:</b> D. Stimson <b>Analyst:</b> Michael Menkin	Airworthiness Standards Flight Rules, Static Lateral-directional Stability, Speed Increase and Recovery Characteristics	DONE	FTHWG	FR issued Dec 2011	Reciprocal Information (Harmonization rule)
<b>Team Lead:</b> M. Wahi <b>Analyst:</b> Michael Menkin	Landing Gear Retracting Mechanisms, Pilot Compartment View	DONE	MSHWG	FR issued Jan 2012	Reciprocal Information (Harmonization rule)
<b>Team Lead:</b> Loran Haworth <b>Analyst:</b> Michael Menkin	Installed Systems and Equipment for Use by the Flight Crew - 25.1302 (Harmonization) - formerly listed as "Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process"	DONE	HFHWG	FR Issued April 22, 2013	Cooperation - EASA lead (Harmonization rule) FAA Harmonizing with CS-25
<b>Team Lead:</b> Robert Hettman <b>Analyst:</b> Kenna Sinclair	Supercooled Large Droplet Icing Conditions (plus Exiting Icing Conditions, part 121)	Final	IPHWG	FR in development	Collaboration
<b>Team Lead:</b> Robert Hettman <b>Analyst:</b> Kenna Sinclair	Part 121 Exiting Icing Conditions	NPRM	IPHWG	NPRM in development	Collaboration
<b>Team Lead:</b> Jeff Gardlin <b>Analyst:</b> Kenna Sinclair	Chemical Oxygen Generator Systems	HPEP2 FD	Lav O2	FR in development	Reciprocal Information
<b>Team Lead:</b> Linh Le <b>Analyst:</b> Maria Delgado	System Safety Assessments (formerly known as "Airplane-Level Safety Assessment - Specific Risk Analysis")	NPRM	ASAWG	NPRM in development. Incorporates the following projects from past inventory lists (now removed):  1) Revised General Function and Installation Requirements for Equipment and Systems on Transport Category Airplanes 2) Interaction of Systems and Structures 3) Flight Control Systems (25.671, 25.672)	Collaboration
<b>Team Lead:</b> Todd Martin <b>Analyst:</b> Maria Delgado	Harmonization of Airworthiness Standards - Miscellaneous Loads Requirements	NPRM	LDHWG / GSHWG	Harmonization rule. NPRM out for comment March 1, 2013). Incorporates a number of previously separate projects (now removed from inventory list): 1) Structural Integrity of Fuel Tanks 2) Fuel Tank Access Doors 3) Operations Test 4) 25.261 Casting Factors 5) Proof of structure (25.307)	Reciprocal Information (Harmonization rule)

## Draft - Transport Airplane Directorate Rulemaking Projects

ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status	Harmonization Working Method: <small>Former number system replaced with descriptors to broaden applicability and include add'l authorities (TCCA, etc)</small>
<b>Team Lead:</b> Todd Martin <b>Analyst:</b> Maria Delgado	Harmonization of Airworthiness Standards - Gust and Maneuver Loads	NPRM	LDHWG / GSHWG	Harmonization rule, expect NPRM in spring 2013. Incorporates a number of previously separate projects (now removed from inventory list): 1) Revised Checked Pitching Maneuver 2) Continuous Turbulence Loads 3) Engine Failure Loads	Reciprocal Information (Harmonization rule)
<b>Team Lead:</b> Joe Jacobsen <b>Analyst:</b> Maria Delgado	Low Airspeed Alerting	RAP	ASHWG	Rulemaking plan in work for parts 25 and 121. ARAC ASHWG recommendations received for Phase II and under review.	Reciprocal Information
<b>Team Lead:</b> Massoud Sadeghi <b>Analyst:</b> Theresa White	Fuel tank lightning protection	NPRM	N/A (ARC)	NPRM in development, expect to publish for comment in FY15	Reciprocal Information
<b>Team Lead:</b> Mike Dostert <b>Analyst:</b> Theresa White	Fuel Vent System Fire Protection	NPRM	None	NPRM in development, expect to publish for comment in mid FY14	Reciprocal Information
<b>Team Lead:</b> S. Happenny <b>Analyst:</b> Theresa White	Main Deck Class B & F Cargo Compartments	NPRM	CSHWG	NPRM in development, expect to publish for comment in early FY14	Reciprocal Information (Harmonization rule)
<b>Team Lead:</b> Mike McRae <b>Analyst:</b> TBD	Low Fuel Warning	In Waiting	PPIHWG	Rulemaking moved down to later year, TBD, after determining it was no longer a harmonization project	Reciprocal Information
<b>Team Lead:</b> Steve Happenny <b>Analyst:</b> Maria Delgado	Pressurization and Humidity	AFR	MSHWG	Rulemaking to begin in FY15	Cooperation - EASA lead FAA Harmonizing with CS-25
<b>Team Lead:</b> S. Clark <b>Analyst:</b> Michael Menkin	Turbine Auxiliary Power Unit (APU) Installations and New Appendix K	AFR	PPIHWG	Rulemaking to begin in FY16	Reciprocal Information (Harmonization rule)
<b>Team Lead:</b> Jeff Gardlin <b>Analyst:</b> Jan Thor	Part 25 Revised Appendix F Flammability	RAP	MFHWG	Rulemaking plan in development, expect NPRM to publish in FY14	Collaboration
<b>Team Lead:</b> Mike Dostert <b>Analyst:</b> Jan Thor	Engine Restart Envelope	AFR	None	Rulemaking to begin in FY14.	Reciprocal Information
<b>Team Lead:</b> Mike McRae <b>Analyst:</b> TBD	Engine Fail Indication	AFR	None	Rulemaking to begin in FY15	Reciprocal Information
<b>Team Lead:</b> Mike Collins <b>Analyst:</b> TBD	Fuel Filter Bypass Contamination Standards	AFR	None	Rulemaking to begin in FY15	Reciprocal Information
<b>Team Lead:</b> TBD <b>Analyst:</b> TBD	Flight Deck Certification Streamlining	AFR	None	Rulemaking scope under review, TBD	Reciprocal Information
<b>Team Lead:</b> Doug Bryant <b>Analyst:</b> Michael Menkin	Reverse Thrust and Propeller Pitch Settings Below the Flight Regime	AFR	PPIHWG	Rulemaking to begin in FY14.	Reciprocal Information (Harmonization rule)
<b>Team Lead:</b> Mike McRae <b>Analyst:</b> TBD	Thrust Reversing Systems, 25.933	DOM	PPIHWG	Rulemaking to begin in FY 17 or later.	Reciprocal Information
<b>Team Lead:</b> Robert Jones <b>Analyst:</b> TBD	Rudder Reversal Load Condition	AFR	FCHWG	Rulemaking to begin in FY14, pending recommendations from FCHWG.	Collaboration

## Draft - Transport Airplane Directorate Rulemaking Projects

ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status	Harmonization Working Method: <small>Former number system replaced with descriptors to broaden applicability and include add'l authorities (TCCA, etc)</small>
<u>Team Lead:</u> Joe Jacobsen <u>Analyst:</u> TBD	Flight Testing Streamlining and Update - Relief from Specified Requirement to Flight Test & FBW	AFR	None	Rulemaking to begin in FY15, pending recommendations from FTHWG (new tasking in FY 13)	Reciprocal Information
<u>Team Lead:</u> TBD <u>Analyst:</u> TBD	Battery Requirements (including lithium batteries)	AFR	None	Rulemaking to begin in FY 14.	TBD
<u>Team Lead:</u> Mike Dostert <u>Analyst:</u> Jan Thor	Design Requirements for Minimizing Airplane Hazards Associated with an Uncontained Engine Failure	DOM	PPIHWG	On rulemaking inventory. No scheduled start date yet. Currently on "do by other means" list.	Reciprocal Information
<u>Team Lead:</u> Todd Martin <u>Analyst:</u> TBD	Damage tolerance and fatigue -- harmonize 25.571. GSHWG	DOM	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.	Reciprocal Information (Harmonization rule)
<u>Team Lead:</u> Todd Martin <u>Analyst:</u> TBD	Pressurized compartment loads above 45K -- harmonize. GSHWG Task 13	DOM	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.	Reciprocal Information
<u>Team Lead:</u> Mike Dostert <u>Analyst:</u> TBD	Crashworthy Fuel Systems	CRD	TBD	New Tasking for ARAC in FY13, begin RM in FY 15. Addresses requirements for protection of fuel tanks during crash landing.	TBD
<u>Team Lead:</u> Greg Schneider <u>Analyst:</u> TBD	Composite Structures	CRD	TBD	New Tasking for ARAC in FY13, begin RM in FY 15. Generalize and add airframe requirements to account for non-metallic structure	TBD
<u>Team Lead:</u> Jeff Gardlin <u>Analyst:</u> TBD	Revised Ditching Standards	CRD	TBD	New Tasking for ARAC in FY14, begin RM in FY15 or FY16. Establish criterion for sink rate.	TBD
<b>Misc Harmonization Projects</b>					
J. Kirk Baker LA ACO	Takeoff Warning System	In Waiting	ASHWG	NPRM drafted, have draft AC 25.703-24, dated April, 2000	Reciprocal Information (Harmonization rule)
J. Claar	Stowage Compartments	In Waiting	EEIG	No draft NPRM prepared	Reciprocal Information (Harmonization rule)
J. Claar	Passenger Information Signs	In Waiting	EEIG	NPRM drafted	Reciprocal Information (Harmonization rule)
J. Claar	Emergency Egress Assist Means and Escape Routes	In Waiting	EEIG	No draft NPRM prepared	Reciprocal Information (Harmonization rule)
J. Claar	Emergency Egress Markings	In Waiting	EEIG	No draft NPRM prepared	Reciprocal Information (Harmonization rule)
M. McRae	Water Ingestion	In Waiting	PPIHWG	No draft NPRM prepared, HWG report indicates that the JAA ACJ 25.1091(d)(2) is to be adopted	Reciprocal Information (Harmonization rule)



## Draft - Transport Airplane Directorate Rulemaking Projects

ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status	Harmonization Working Method: <small>Former number system replaced with descriptors to broaden applicability and include add'l authorities (TCCA, etc)</small>
J. Kirk Baker	Direction Indicator	In Waiting	ASHWG	No draft NPRM prepared, but have Final Report of AVHWG, revised 8/21/00	Reciprocal Information (Harmonization rule)
J. Kirk Baker	Instruments Using Power Supply	In Waiting	ASHWG	NPRM drafted	Reciprocal Information (Harmonization rule)
J. Kirk Baker	Cockpit Instrument Systems	In Waiting	ASHWG	NPRM drafted, have draft AC 25.1333(b)-X, dated June, 2001	Reciprocal Information (Harmonization rule)
Ken Frey Seattle ACO	Pressurization and Low Pressure Pneumatic Systems	In Waiting	MSHWG	NPRM drafted	Reciprocal Information (Harmonization rule)
R. Hettman	Oxygen Systems	In Waiting	MSHWG	No draft NPRM prepared (ARAC WG drafted an NPRM)	Reciprocal Information (Harmonization rule)

## Draft - Transport Airplane Directorate Rulemaking Projects

ANALYST/ TEAM LEADER	Project Title	Rule Stage	ARAC WG	Current Status	Harmonization Working Method: <small>Former number system replaced with descriptors to broaden applicability and include add'l authorities (TCCA, etc)</small>
<b>Other RM / AC Items</b>					
<b>Team Lead:</b> Jeff Gardlin <b>Analyst:</b> Jan Thor	Emergency Evacuation Certification AC	DONE	EEIG	AC published	TBD
<b>Team Lead:</b> Todd Martin <b>Analyst:</b> 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.	TBD
<b>Team Lead:</b> Mike Dostert <b>Analyst:</b> Q	FAST TRACK HARMONIZATION PROJECT: AC 20-135X, Engine Case Burnthrough, (25.903(d)(1))	AC	PPIHWG	ON HOLD	TBD
<b>Team Lead:</b> M. McRae <b>Analyst:</b> Q	Ice Protection HWG Task 4. Propeller deicing and induction system ice protection AC 25.1093	AC	IPHWG	Plan is to incorporate draft ACJ25.1093(b)(1) material into Propulsion Mega AC.	TBD
<b>Team Lead:</b> Wahi <b>Analyst:</b> Q	Wheel Well Fire Detection	In Waiting		ON HOLD	TBD
<b>Team Lead:</b> Claar <b>Analyst:</b> Q	Emergency Exit Access (Type III exits)	In Waiting	EEIG	ON HOLD	TBD
<b>Team Lead:</b> Dostert <b>Analyst:</b> Q	PPIHWG Task 8: Negative acceleration, ATTCS	DOM	PPIHWG	Placed on "do by other means" list. 4 special conditions in past 4 years.	TBD
<b>Team Lead:</b> M. McRae <b>Analyst:</b> Q	Fire protection of engine cowling, 25.1193(e). PPIHWG	DOM	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.	TBD
<b>Team Lead:</b> S. Hapenny <b>Analyst:</b> TBD	Cargo compartment fire extinguishing or suppression systems	DOM	MSHWG	Placed on "do by other means" list.	TBD
<b>Team Lead:</b> Todd Martin <b>Analyst:</b> TBD	Ground Handling Conditions	In Waiting	LDHWG	ON HOLD	TBD

# ARAC Update For TAE

May 7, 2013

# ARAC Meetings – Dec 6, 2012 and March 5, 2013

- **First Meetings Under New ARAC Restructure**
- **Rulemaking Prioritization WG Part 2 Tasking Accepted**
  - Updated process based on 12 “test cases”
- **Low Speed Alerting Report Approved**
- **Two new tasks approved**
  - Engine Bird Ingestion
  - Airplane Performance and Handling Characteristics

# **ARAC Meetings – Dec 6, 2012 and March 5, 2013**

- **Airman Testing and Training Standards WG Update**
- **Updated ARC and ARAC Committee Manual Issued**
  - **New ARAC structure**
  - **Process Improvement WG recommendations**
- **Draft ARAC Bylaws reviewed**
- **Next meeting June 20, 2013**



# TCCA Report

TAE May7<sup>th</sup> 2013



# Bilateral and Trilateral Certification Management Meetings

- High level management meetings to discuss certification issues
  - Each authority takes a turn hosting the meetings
- Canada will host the meetings this year in Ottawa in October between:
  - FAA
  - EASA
  - TCCA
- Bilateral meetings followed by a trilateral meeting
- Last day will be open to industry





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# Update on existing remit

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# Initial Airworthiness deliverables

## Opinions/Decisions

- Decision 2012/009 Review and transposition of existing FAA TSO for parts and appliances into EASA ETSO, 5 July 2012
- Decision 2012/008 Halon update of CS's to comply to EU Regulations, 13 July 2012
- Decision 2012/001 Cabin safety –air quality, 15 January 2012
- Decision 2011/014 A-NPA Management of flight operations with known forecast volcanic cloud contamination, 12 December 2011
- Decision 2011/010 AMC and GM for Part 21, 1 December 2011
- Opinion 2011/007 Operational Suitability Data, 13 December 2011

## CRDs

- CRD 2011-14 Halon update of CSs in order to comply with EC Regulations CS-type specific data for cabin crew, 08 February 2012
- CRD 2011-13 Fuel system low level indication/fuel exhaustion 15 February 2012
- CRD 2011-12 Update of EASA ETSO, 3 May 2012
- CRD 2011-11 CS-type specific data for cabin crew, 10 July 2012
- CRD 2011-10 CS-MMEL for complex motor-powered aircraft, 10 July 2012
- CRD 2010-04 Damage Tolerance & Fatigue, 5 July 2012



# Initial Airworthiness deliverables

## Continued

### NPAs

- ▶ NPA 2012-11 Software considerations for airborne systems and equipment, 22 August 2012
- ▶ NPA 2012-09 CS-MMEL for other than complex motor-powered aircraft, 05 July 2012
- ▶ NPA 2013-02 Protection from debris impacts 22 January 2013
- ▶ NPA 2013-04 Rotorcraft AMC Revision 14 March 2013



# Continuing Airworthiness Deliverables

## Opinions/Decisions

- ▶ Decision 2012/004 amending the Annexes I, II, IV, V, VI, VII and VIII to Decision No 2003/19, 19 April 2012
- ▶ Decision 2011/008 Appendix 1 Aircraft type ratings for Part-66 Maintenance licence, 24 November 2011
- ▶ Decision 2011/011 Control of Contracted Maintenance personnel, 1 December 2011

## NPA's

- ▶ NPA 2012-03 Control of Suppliers of components and material used in maintenance, 12 April 2012
- ▶ NPA 2012-04 Critical Tasks, 12 June 2012
- ▶ NPA 2012-05 Certification Specification Flight Crew, 6 July 2012
- ▶ NPA 2012-08 Maintenance Check Flights, 30 July 2012
- ▶ NPA 2013-03 List of type ratings 25 February 2013
- ▶ NPA 2013-01 Embodiment of Safety Management System (SMS) requirements into Commission Regulation (EC) No 2042/2003 21 January 2013

## CRD

- ▶ CRD-2 2010-10 Alignment of 2042/2003 with Regulation 216/2008 and with Annex 6, 03 April 2012
- ▶ CRD 2011-19 GM related to aircraft Continuing Airworthiness monitoring, 19 July 2012



# Environmental Protection

## Opinions/Decisions

- ▶ Opinion proposing to implement CAEP/8 amendments for ICAO Annex 16 Volume 1 (Aircraft noise) and Volume II (Aircraft Engine Emissions) has been delivered to the European commission in early 2012. These will affect Regulation 216/2008 and 748/2012.
- ▶ Adoption is expected before end of 2012. At the same time associated EASA ED decisions will be taken to maintain consistency between Basic Regulation, Part 21, AMC and GM to Part 21, CS 34 and CS 36.

## CAEP/9 work programme

- ▶ EASA continuing to work in ICAO Committee on Aviation Environmental Protection (CAEP) to be proactively involved in the maintenance and further development of ICAO Annex 16.
- ▶ Particular issues are
  - ▶ Development of a CO2 aircraft certification standard
  - ▶ Cost effectiveness study of potential noise stringency
  - ▶ Development of a Particulate Matter (PM) certification requirement
  - ▶ Development of modelling capabilities and database
- ▶ EASA supporting European Commission and European CAEP members to prepare for next meeting of CAEP (February 2103)



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# **Flight Controls Harmonization Working Group Status**

Rudder Reversal/Sensitivity Issue

May 7, 2013

Barry Hance (Boeing)  
Dominique Chatrenet (Airbus)

# Flight Controls Harmonization Working Group

## Tasking Overview

- Consider whether changes to part 25 are necessary to address rudder pedal sensitivity and rudder reversals. Two phases, new aircraft and existing aircraft
- FCHWG to consider the following areas:
  - Loads
  - Maneuverability
  - System design
  - Control sensitivity
  - Warning
- Tasking driven by NTSB recommendation from AA587 accident
  - Two additional A300/A310 events, one A319 event, and a de Havilland event were also noted in tasking

# Flight Controls Harmonization Working Group

## Meeting Schedule

- Meeting 7 was hosted by ANAC in March, 2013
- Meeting 8 will be hosted by Airbus June 24-28, 2013
- Meeting 9 will be hosted in North America in September timeframe
  - Intent is that our work will conclude during this meeting



# Flight Controls Harmonization Working Group

## Status – Phase 1

- FTHWG is drafting report to address FCHWG actions for rudder system sensitivity
  - Unlikely to drive rule-making
  
- FAA proposed revisions to 25.351 during March meeting
  - Bi-weekly Loads task group meetings to refine this proposal
  - System features that deter reversals may be included in advisory material if new loads rule is adopted
  - Primary topic of discussion for June meeting

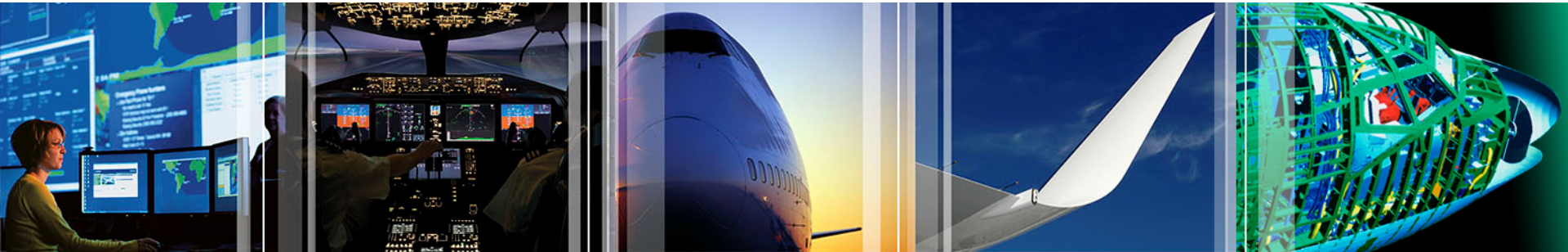
# Flight Controls Harmonization Working Group

## Status – Phase 2

- Group agreed that Airworthiness Directives are appropriate means to drive any required retrofit
  - No Part 26 or SFAR changes
- Factors to consider when determining need for retrofit
  - Service History
  - Design features that deter multiple reversals
  - Structural load capability
- Primary topic of discussion for June meeting

# Flight Controls Harmonization Working Group Conclusions

- Targeting September 2013 for completion
- Very challenging to meet this schedule



# Airworthiness Assurance Working Group (AAWG) Report

7 May 2013

Steve Chisholm

Boeing Commercial Airplanes – Chief Structures Engineer – AAWG Co-Chair

# AAWG Status

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- **The last AAWG meeting was April 22<sup>nd</sup> and 23<sup>rd</sup> in Cologne, Germany**
  - **35 Attendees**
    - 4 regulatory authorities
    - 4 manufacturers
    - 12 operators
  - **First meeting since February 2012**

# AAWG Members

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Manufacturers
Airbus
Boeing (Co-Chair)
Embraer
Lockheed-Martin
Bombardier
Regulators
FAA
TC
EASA
ANAC

Operators
AAL
ABX
ANA
BAB
CAL
DAL
FDX (Co-Chair)
JAL
LYC
UAL
UPS
USA
SWA
KLM*
DLH*

\*observers

# Meeting Agenda

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- **STG Reports**
  - **Airbus**
  - **Boeing**
  - **Bombardier**
  - **Embraer**
- **Replaceable Structural Components (RSCs) Discussion**
- **Corrosion Level Definition Discussion**
- **STG Guidelines Discussion**
- **General Harmonization Working Group Discussion**
- **EASA Notice of Proposed Rulemaking**
- **AAWG Future State**

# STG Reports - Airbus

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- **A300/310: No STG 2012**
  - **Compliance to FAR 26 granted for A300**
  - **Compliance to FAR 26 for A300-600 and A310 schedule for Jan 2015.**
- **A320: Sept 2012**
  - **Focus on Sharklet certification.**
  - **CPCP discussion**
- **A330/340: STG in June 2012**
  - **A340 ESG activities: Results presented during STG**
  - **WFD activities vs. FAR 26 compliance: Airbus presented to the customers the plans for FAR 26 compliance demonstration.**
- **A380: No STG in 2012**



# STG Reports - Boeing

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- **STG-1** February 1-2, 2011 - First all model WFD meeting
- **STG-2** May 4-5, 2011 - Pre-amendment 45 airplane meeting
- **STG-3** October 4-5, 2011 - Follow-on Pre amendment 45 STG
- **STG-3.5** January, 2012 – Follow-on Pre amendment 45 “Virtual STG”
- **STG-4** April 17-18, 2012 - Follow-on Pre amendment 45 STG
- **STG-5** October 16-17, 2012 - Group 2, Post Amendment 45 STG (First Meeting)
- **STG-6** May 8-9, 2013 – Group 1 and 2 Status, EASA Rulemaking, RSC Discussion
- **STG-7** February 2014 – Review of Group 2, ISPs and SMPs/LOVs

# STG Reports - Bombardier

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- All Models are CPCP & FAR 26 Subpart E compliant
- Oldest CRJ aircraft are starting AASR Records Reviews (1992 EIS)
- STG activities are being held as part of the regular SWG meetings (every six-months) to provide operators with feedback on FAR 26 compliance and AAWG activities.

# STG Reports - Embraer

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- **Intend to schedule STGs in 2015**
- **WFD Methodology Report: Still under discussion with ANAC and FAA, conference call scheduled for early May, 2013**

# RSC Discussion

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- **Lack of industry standardized procedures to deal with the maintenance requirements that RSCs are driving**
  - **Increased costs**
  - **A diversity of incompatible methods of compliance**
  - **The potential for non-compliance**
- **Target: Provide a systematic solution to enable utilization based maintenance of RSCs is achieved in a more cost effective manner**
- **Proposal: Initiate industry actions in 10 areas which would set the direction of the solution.**
- **Requesting AAWG members to develop proposal over next six months**

# CPCP Discussion

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- **Since 2004, original CPCP requirements are no longer fully required under FAA**
- **Between different regulatory materials, there are some inconsistencies of definitions, which also induced differences in the OEM documentation**
- **Proposal to the AAWG to review the corrosion Level 1 definition**
- **Action: AAWG took an action to respond and provide guidance on the corrosion level 1 definition, future harmonization efforts will be needed.**

# STG Guidelines Discussion

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- **AAWG Task – Assign a Task Group to review and provide an update to the STG Guidelines Document for the following programs:**
  - **Service Action Review /Mandatory Modifications**
  - **Supplemental Structural Inspection Program**
  - **CPCP – include recommendation for industry standards for corrosion level definitions**
  - **Repair Assessment/AASR**
  - **WFD**
- **AAWG members are requested to participate in a subcommittee to update guidelines – six month timeline**

# GSHWG Discussion

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- **FAA introduced discussion on General Structures Harmonization Working Group recommendations from 2003**
- **Discussion on potential revisions to CFR 25.571**
- **The recommendation has three aspects:**
  - **Establishment of an LOV (Completed)**
  - **Establish inspection thresholds to ensure that cracking will be detected before it results in a catastrophic failure**
  - **Demonstrate large structural damage capability**
- **Action: Re-tasking may be needed to resolve technical issues and harmonization of regulatory text. The goal will be to host a telecon for DAHs within the next two months (June timeframe).**

# EASA NPA Discussion

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- **EASA is still in the process of developing a rule package for Ageing Aircraft.**
  - **NPA released on April 23, 2013**
  - **Workshop for interested parties on April 24-25, 2013.**
- **DAH requirements for LOV, WFD evaluation and damage tolerance for repairs and changes (modifications/alterations) and revisions of CS25.571 and AMC 20-20**
- **The comment period is three months**



# AAWG Future

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- **Current tasking ends after WFD implementation in 2016**
- **The target would be to develop a proposal for the future of the AAWG to take forward to TAE**
- **Summary of discussion on future role/value of maintaining the AAWG forum**
  - **Harmonization of implementation issues**
  - **Cross model/OEM/Airworthiness Authorities**
  - **Industry tendency – global view, stakeholders, for implementation/problem solving**
- **Next step: Tasking discussion with TAE**

# Next AAWG Meeting

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- **The next AAWG meeting is planned for December 2013**
  - **WFD implementation OEM/STG report-out**
  - **Open action items – primarily WFD related**
  - **Plans/issues with next group for WFD implementation**
  - **RSC proposal**
  - **CPCP proposal**
  - **Future role of AAWG (beyond WFD)**
    - **STG guidance/oversight**
    - **STG “tasks” for non-aging airplanes**
      - CPCP – industry standards
      - Modification in lieu of on-going inspections
      - Supplemental fatigue inspections
      - AASR implementation
      - On-going review/oversight of airplane model specific fleet findings and service actions
      - Maintenance program oversight

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# BACKUP

# AAWG – History

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- Established in 1988 as the Airworthiness Assurance Task Force (AATF)
  - Under the oversight of the FAA's Research Engineering and Development Advisory Committee & Transport Airplane Safety Subcommittee
- Renamed Airworthiness Assurance Working Group in 1991
  - Tasked by the newly created Aviation Rulemaking Advisory Committee (ARAC) (established January 22, 1991)
  - ARAC established the Transport Airplane and Engine Subcommittee
    - AAWG oversight transferred to Transport Airplane Engine Subcommittee

\* Source is FR Vol. 57, No 230, 11/30/1992

# AAWG & STG Hierarchy

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Aviation Rulemaking Advisory Committee (ARAC)



Transport Airplane and Engine Subcommittee (TAE)



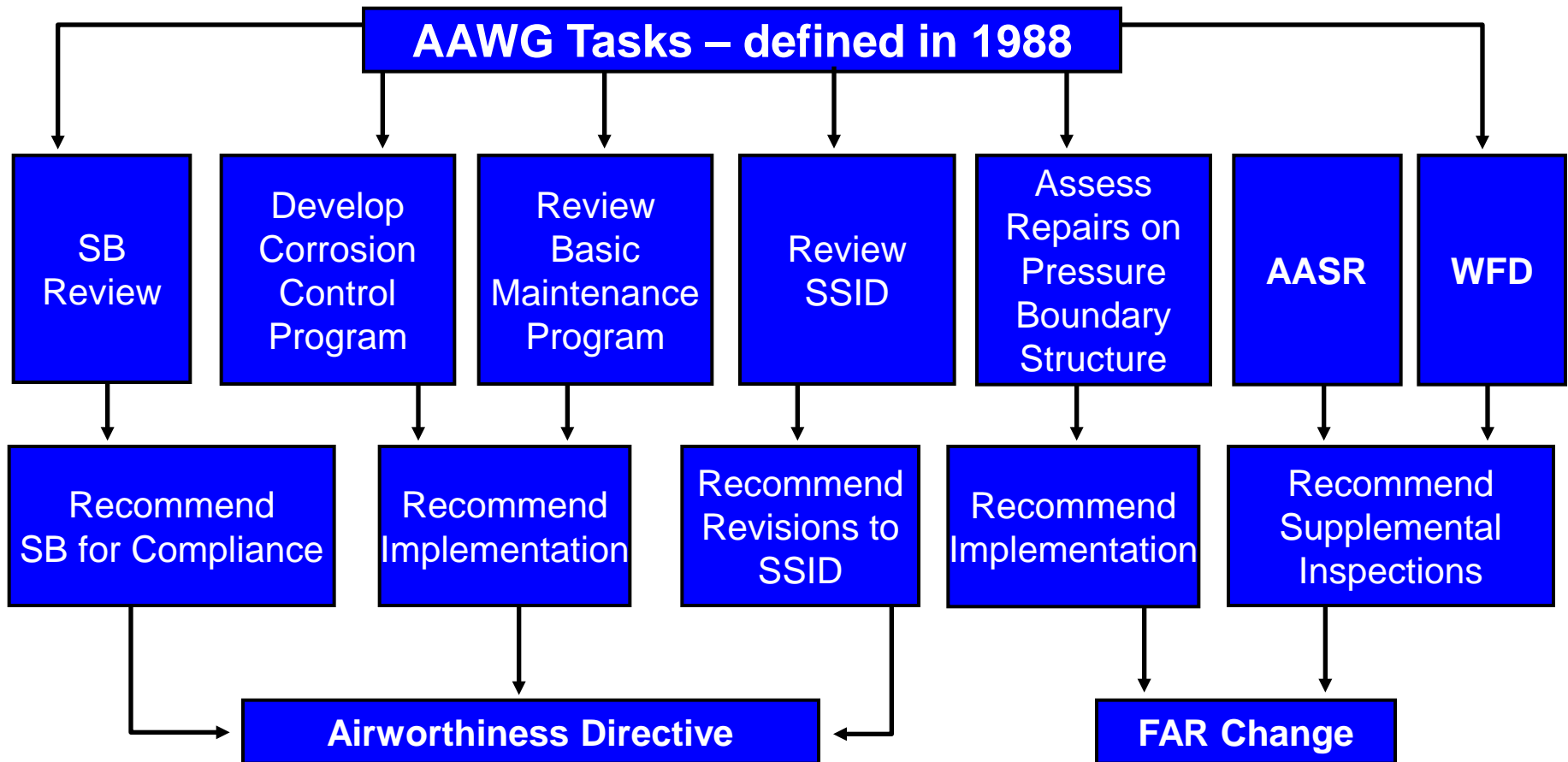
Airworthiness Assurance Working Group (AAWG)



OEM Structures Task Groups (STG)

# AAWG – Aging Airplane Initiatives

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# AAWG – Current Tasking

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- Existing Tasking from, May 13, 2004 Task 4 In Phase 2,
  - The Structures Task Groups, under the direction of the ARAC, should produce the model specific guidance material, Task 4, using the guidelines and procedures of the AC produced in Phase 1.
  - The ARAC will be responsible for coordinating and overseeing the STG's application of the AC.
  - Phase 2 documents should be completed by December 18, 2009.
    - AASR & WFD rules were released after the tasking and TAE has agreed to continued AAWG oversight through completion of Task 4

**AAWG 2004 tasking - development of guidance material for the FAA's Aging Airplane Safety Rule & Widespread Fatigue Damage rule and oversight of implementation via the STGs**

\* Source is FR Vol. 57, No 230, 11/30/1992

# ARAC TAE Engine Harmonization Working Group

## Task: Engine Bird Ingestion Requirements

ARAC accepted a new task to review and assess the standards and advisory material for bird ingestion requirements.

An EHWG Subcommittee has been formed with members (15) selected from across industry

The Working Group will use the Aerospace Industries Association engine bird ingestion database which was recently updated in coordination with FAA and the EASA in response to the US Air Flight 1549 Hudson River accident in January 2009 and the related NTSB safety recommendations.

The final report will include a summary of the overall work scope, conclusions and rationale for all recommendations related to the tasks.

Required completion is no later than March 31, 2015.



# ARAC TAE EHWG Engine Bird Ingestion

## Working Group Members:

Alan Strom (FAA-ANE Standards) FAA Representative

Les McVey (General Electric Aviation) WG Co-Chair

Chris Demers (Pratt & Whitney) WG Co-Chair

Angus Abrams (EASA)

Amy Anderson (FAA-Airports)

John Barton (SNECMA)

Mark Beauregard (Pratt & Whitney Canada)

Walter Drew (Airbus Industries)

Tom Dwier (Cessna)

Ken Knopp (FAA)

Brian Lesko (Air Line Pilots Association)

Dr. Julian Reed (Rolls Royce)

Russ Repp (Honeywell)

Terry Tritz (Boeing)

DC Yuh (Transport Canada)

# ARAC TAE EHWG Engine Bird Ingestion

## Four Specific Tasks:

- 1) Evaluate the core ingestion element for small and medium birds, and consider the large flocking bird threat in this assessment.
- 2) Evaluate large flocking bird requirements for Class “D” engines.
- 3) Consider the NTSB’s two bird ingestion related safety recommendations from the USAir 1549 investigation.
- 4) Define an industry process for periodic update and review of engine bird ingestion data to maintain awareness of the threat in service.

# ARAC TAE EHWG Engine Bird Ingestion

## Task 1

Evaluate the core ingestion element of small and medium bird requirements to determine if the intended safety objective of the current rule is adequate. Consider the threat from large flocking bird species in this assessment. Identify any deficiencies in the current rule, and provide the FAA with recommendations for changes as appropriate.

## Task 3 - Related NTSB recommendations

A-10-65 (Part 2) During the bird-ingestion rulemaking database (BRDB) working group's reevaluation of the current engine bird-ingestion certification regulations, specifically reevaluate the 14 Code of Federal Regulations (CFR) 33.76(d) large flocking bird certification test standards to determine whether they should .....include a requirement for engine core ingestion.

A-10-64 Modify the 14 Code of Federal Regulations 33.76(c) small and medium flocking bird certification test standard to require that the test be conducted using the lowest expected fan speed, instead of 100-percent fan speed, for the minimum climb rate.

# ARAC TAE EHWG Engine Bird Ingestion

## Task 2

Evaluate large flocking bird requirements, to determine the need for new large flocking bird requirements, or advisory material, or both, for Class D engines (1.35m<sup>2</sup>–2.5m<sup>2</sup> inlet areas). Identify any deficiencies of the current rule, and provide the FAA with recommendations for changes as appropriate.

## Task 3 - Related NTSB recommendation

A-10-65 (Part 1) During the bird-ingestion rulemaking database (BRDB) working group's reevaluation of the current engine bird-ingestion certification regulations, specifically reevaluate the 14 Code of Federal Regulations (CFR) 33.76(d) large flocking bird certification test standards to determine whether they should apply to engines with an inlet area of less than 3,875 square inches (2.5m<sup>2</sup>)

# ARAC TAE EHWG Engine Bird Ingestion

## Task 4

Define an industry led process for periodic update and review of engine bird ingestion data, such that industry and the authorities can maintain an awareness of the bird threat experienced in service.

# ARAC TAE EHWG Engine Bird Ingestion

## Current Status:

ARAC Accepted FAA Task Request

EHWG Subcommittee formed

Initial WG Meeting June 18 -19, 2013 at FAA Offices in Burlington, MA.

- Initial meeting will define Work Plan for ARAC Review/Acceptance
- Notional WG meeting/telcon schedules/locations will be established

# **Flight Test Harmonization Working Group Status**

## **Transport Airplane Performance and Handling Characteristics—New Task**

May 7, 2013

Bob Park

# Topics

- Task Definition
- Task Subject Areas
- Flight Test HWG Members
- FTHWG Schedule
- Draft First Meeting Agenda



# Task Definition

- The FAA tasked ARAC to consider several areas within the airplane performance and handling qualities requirements of the 14 CFR part 25 airworthiness standards and guidance for possible revision.
- The task includes prioritizing the list of topic areas provided in this notice based on prioritization criteria established by the FTHWG.
- The prioritization criteria should consider harmonization of regulatory requirements and associated guidance material for airworthiness certification of airplane designs.
- Recommendations may result in subsequent ARAC taskings for standards recommendations in follow-on phases.
- ARAC may also recommend additional topics in the general area of airplane performance and handling qualities that are not on the list provided in this notice.
- The working group will provide a draft report to ARAC recommending focus areas and work plans to address those areas the FTHWG identified as high priorities for airworthiness standards development relative to new airplane designs.

# Task Subject Areas

- The following subject areas should be considered:
  - Fly-by-wire (FBW) Flight Controls
    - Applicability/adaptation of Amendment 25-121 airplane performance and handling characteristics in icing conditions requirements.
    - Design maneuver requirements
    - Design dive speed
    - Side stick controls
    - Flight envelope protection
    - Interaction of airplane systems and structure
  - Takeoff and Landing Performance
    - Flight test methods used to determine maximum tailwind and crosswind capability
    - Wet runway stopping performance

# Task Subject Areas

- Takeoff and Landing Performance (continued)
  - Go-around performance (height lost in executing a go-around)
  - Performance standards and guidance regarding landing in abnormal configurations
  - Guidance regarding the function and use of the amber band on airspeed tapes.
  - Guidance on piloting procedures used to evaluate airplane tail clearance...
  - Landing distance performance for autoland and landing distance performance using heads-up displays (HUD)
  - Steep approach landing performance
  - Narrow runway operations
  - Reduced and derated thrust procedures (limit number of derates?)
  - Guidance material for pressure error measurement during takeoff until out of ground effect to ensure proper data reduction...
  - Guidance material addressing the adverse effects on stall speed in ground effect



# Task Subject Areas

## – Handling Characteristics

- Guidance material for assessing handling qualities. Advisory Circular 25–7C, “Flight Test Guide for Certification of Transport Category Airplanes,” provides an FAA Handling Quality Rating Method (HQRM) that is intended to provide a systematic way of determining appropriate minimum handling qualities requirements and evaluating those handling qualities for failure conditions affecting an airplane’s flying qualities. The FAA handling quality rating system is not universally accepted within industry, nor is it accepted by EASA.
- Guidance for assessing susceptibility to pilot-induced oscillations/airplane-pilot coupling (PIO/APC). Guidance provided in AC 25–7C for evaluating PIO/APC is also not well accepted by airplane manufacturers, is not harmonized with EASA, and has been superseded to some extent in recent certification programs. Modified guidance is needed to both simplify and standardize the methods for evaluating an airplane’s susceptibility to PIO/APC.

# Flight Test HWG Members

Organization	Member(s)	Expertise
Airbus	Christine Thibaudat (co-chair) *Laurent Capra / Dominique Chatrenet (Alt)	Flight, Propulsion, Icing Certification HQ and Flight Control Laws / Flight Controls Executive Expert
ALPA	*Christopher Baum (Final name TBD)	Manager, Engineering & Operations
ANAC	*Diego Muniz Benedetti / Luiz Jether (Alt)	Performance and Flight Qualities
Boeing	Robert Park (co-chair) *Brian Lee	Aerodynamics ATF and Sr. AR Advisor Handling Qualities
Bombardier	*Hany Sadek Mike Hinson / Brent Storrer (Alt)	Senior Engineering Advisor Aero - Flight Sciences Engineer / Pilot
Cessna	*Kurt Laurie	Flight Test
Dassault Aviation	*Alain Boucher Christian Camihort / Philippe Eichel (Alt)	Navigation, Flight Guidance Systems Takeoff and Landing
EASA	*John Matthews Massimo Barocco	Flight Test Engineer Flight Test Pilot
Embraer	*Murilo Pinto Ribeiro	Performance and Handling Qualities
FAA	*Joe Jacobsen Don Stimson	Airplane Performance & HQ Specialists
Honeywell	*Larry Gardner / Dean Wilkens (Alt)	Fly-by-Wire Flight Controls Specialists
Transport Canada	*John Wiseman	Flight Test

\*Voting Member

# FTHWG Schedule

- ARAC tasking published in Federal Register on March 8
- Formal team selection started April 5
- First meeting scheduled for May 22-24 at the Boeing Longacres site
- Additional meetings are to be scheduled
- Task completion date is December 8, 2013

# Draft First Meeting Agenda

- Welcome – FAA and Co-chairs
- Working Group Introductions
- ARAC Process Briefing – Office of Rulemaking
- Working Group Tasks and Deliverables – FAA
- Working Group Ground Rules – Co-chairs
- Task Prioritization Methodology Discussion
- Subject Areas Detailed Discussion
- Develop Draft Work Plan and Schedule
- Document Action Items
- Adjourn