

Committee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: William J. (Joe) Sullivan, Executive Director, General Aviation and Business Airplane Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, telephone: (202) 267-9562; FAX: (202) 267-9562.

ADDITIONAL INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, 11/22/91) which held its first meeting on May 23, 1991 (58 FR 20492, 5/23/91). The General Aviation and Business Airplane Subcommittee was established at that meeting to provide advice and recommendations to the Administrator, Aircraft Certification Service, regarding the airworthiness standards for standard and commuter category airplanes and engines in part 23 of the Federal Aviation Regulations, and the parallel provisions of parts 91 and 135 of the Federal Aviation Regulations. The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee its current ongoing objective to "harmonize" the Joint Aviation Authorities (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the General Aviation and Business Airplane Subcommittee those rulemaking projects related to JAR/FAR Harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of a Notice of Proposed Rulemaking—an objective comparable in kind and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The General Aviation and Business Airplane Subcommittee, consequently, established the JAR/FAR Harmonization Working Group. Specifically, the Working Group's tasks are the following: The JAR/FAR 23 Harmonization Working Group is charged with making recommendations to the General Aviation and Business Airplane Subcommittee concerning the disposition of the following rulemaking subjects recently coordinated between the JAA and the FAA:

Task 1-Review JAR Issues: Review JAR Issue No. 4 (which excludes

commuter category airplanes) and No. 5 (which includes commuter category airplanes), and compare them with Amendment 23-42 to FAR 23, and the proposals in Notices 3 and 4 from the Part 23 Airworthiness Review. Identify technical differences between JAR 23 and FAR 23 which can be harmonized.

Task 2-Systems and Equipment: Based on the results of the Task 1 review, identify the changes to Subparts D and F of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

Task 3-Powerplant: Based on the results of the Task 1 review, identify the changes to Subpart E of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

Task 4-Flight Test: Based on the results of the Task 1 review, identify the changes to Subparts A, B and G of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

Task 5-Airframe: Based on the results of the Task 1 review, identify the changes to Subparts C and D of FAR 23 that are appropriate for harmonization, and those provisions that should not be harmonized, if any.

Reports

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed presentation to the subcommittee of the results of Task 1 before proceeding with Tasks 2-5.

C. Give a detailed conceptual presentation on Tasks 2-5 to the Subcommittee before proceeding with the work stated under item D, below. Each presentation should identify what proposed amendments will be included in each notice, and whether any additional notices will be need to be drafted in addition to the four identified in item D, below. These reports may be combined or presented separately at the discretion of the working group chair.

D. Draft a separate Notice of Proposed Rulemaking for Tasks 2-5 proposing new or revised requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

E. Give a status report on each task at each meeting of the Subcommittee.

The JAR/FAR 23 Harmonization Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A

working group member need not necessarily be a representative of one of the organizations of the parent General Aviation and Business Airplane Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption "FOR FURTHER INFORMATION CONTACT" expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the JAR/FAR 23 Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 19, 1992.

William J. Sullivan,

Executive Director, General Aviation and Business Airplane Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-28931 Filed 11-27-92; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Airworthiness Assurance Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of the airworthiness assurance working group.

SUMMARY: Notice is given of the establishment of an Airworthiness Assurance Working Group by the Transport Airplane and Engine Subcommittee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591,

Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport category airplanes and engines in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33, 35).

Before the establishment of the Aviation Rulemaking Advisory Committee, the agency's Research, Engineering, and Development Advisory Committee established a Transport Airplane Safety Subcommittee. In turn that subcommittee established the Airworthiness Assurance Task Force to deal with issues arising out of the tragic aircraft accident in Hawaii involving an Aloha Airlines B-737. The ARAC Transport Airplane and Engine Subcommittee was tasked with assuming jurisdiction over the Airworthiness Assurance Task Force. This was accomplished, and this notice renames the Task Force as the Airworthiness Assurance Working Group and restates its tasks.

Specifically, the Airworthiness Assurance Working Group's tasks are:

Task 1-Corrosion: Develop recommendations concerning whether new or revised requirements and compliance methods for corrosion prevention and control programs should be instituted and made mandatory for the Airbus A-300, British Aerospace BAC 1-11, Boeing B-707, B-727, B-737, B-747, Douglas DC-8, DC-9/MD-80, DC-10, Fokker F-28, and Lockheed L-1011.

Task 2-Repairs: Develop recommendations concerning whether new or revised requirements and compliance methods for structural repair assessments of existing repairs should be instituted and made mandatory for the Airbus A-300, British Aerospace BAC 1-11, Boeing B-707, B-727, B-737, B-747, Douglas DC-8, DC-9/MD-80, DC-10, Fokker F-28, and Lockheed L-1011.

Task 3-Structural Fatigue Audit: Develop recommendations on whether new or revised requirements for structural fatigue evaluation and corrective action should be instituted and made mandatory as the airplane ages past its original design life goal.

Task 4-Supplemental Structural Inspection Programs: Conduct a review of existing supplemental structural inspection programs to determine whether any new or revised requirements should be instituted and made mandatory as the airplane ages past its original design life goal. This review should cover the following airplanes: Airbus A-300, British Aerospace BAC 1-11, Boeing B-707, B-727, B-737, B-747, Douglas DC-8, DC-9/MD-80, DC-10, Fokker F-28, and Lockheed L-1011.

Reports

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held after the publication of this notice.

B. Give a detailed conceptual presentation to the Subcommittee, and receive its concurrence, before proceeding with the work stated under item D, below.

C. Draft a Notice of Proposed Rulemaking proposing requested or modified new or revised requirements, a supporting economic, and other required analysis, with any other collateral documents the Working Group determines to be needed.

D. Give a status report on each task at each meeting of the Subcommittee.

The Airworthiness Assurance Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section

10(d) of the Federal Advisory Commission Act. Meetings of the Airworthiness Assurance Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 19, 1992.

William J. Sullivan,
Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-28936 Filed 11-27-92; 8:45 am]

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Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Small Transport and Commuter Airworthiness Assurance Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of the small transport and commuter airworthiness assurance working group.

SUMMARY: Notice is given of the establishment of a Small Transport and Commuter Airworthiness Assurance Working Group by the Transport Airplane and Engine Subcommittee.

DATES: William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-9954; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standard for transport category airplanes, engines, and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33, 35).

Before the establishment of the Aviation Rulemaking Advisory Committee, the agency's Research, Engineering, and Development Advisory Committee established a Transport Airplane Safety Subcommittee. In turn that subcommittee established the Airworthiness Assurance Task Force

Gerald R. Mack
Director
Certification &
Government Requirements

Boeing Commercial Airplane Group
P.O. Box 3707, MS 67-UM
Seattle, WA 98124-2207

January 20, 1995
B-T01B-ARAC-95-001

Mr. Anthony J. Broderick
Associate Administrator for Regulations and Certification, (AVR-1)
Department of Transportation
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington DC 20591

BOEING

Dear Mr. Broderick:

**Subject: Supplemental Structural Inspection Documents (SSIDs)
ARAC/Airworthiness Assurance Working Group (AAWG) Task**

One of the concerns expressed at the 1988 FAA International Conference on Aging Airplanes was whether the SSID Programs were adequate and complete. The AAWG and more specifically, the Structural Task Groups (STG) assumed the task to assess the various SSID programs by aircraft model type. This review covered the following airplanes and resulted in the following recommendations:

Airbus A-300: Updated A300 SSID, dated September 1989 (AD 93-01-24)

British Aerospace BAC 1-11: British Aerospace Document ASB 51-A-PM5830 - each critical area reexamined; STG concluded that this document met the maintenance surveillance objectives.

Boeing B-707: Boeing Document No. D6-44860, Rev. O (pending) - reevaluation increased number of candidate airplanes; expanded on the inspection area (AD 85-12-01, R1 references to Rev. M or document)

B-727: Boeing Document No. D6-48040, Rev. G (pending) - reevaluation increased number of candidate airplanes; expanded on the inspection area (AD 84-21-05) references to Rev. E of document)

B-737: Boeing Document No. D6-37089, Rev. C - reevaluation increased number of candidate airplanes; expanded on the inspection area (AD 91-14-20).

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B-747: Boeing Document No. D6-35022, Rev. D - reevaluation increased number of candidate airplanes; revises the inspection intervals (AD 93-06-01)

McDonnell Douglas DC-8: McDonnell Report L26-011, Rev.3 (Vol. I); Rev 5 (Vol. II); reevaluation increased number of candidate airplanes; revised procedures on repair (AD 93-01-15)

DC-9: McDonnell Douglas Report L26-008; Rev. 3 (Vol. I); Rev. 4 (Vol. II), reevaluation increased number of candidate airplanes; expanded on the inspection area (FAA Docket 93-NM-08-AD)

DC-10: McDonnell Douglas Report L26-012, Rev. 1; reevaluation increased number of candidate airplanes; revised inspection procedures (FAA Docket 92-NM-221-AD; proposed rule to supersede AD 92-02-08).

Fokker F-20: Fokker Document 28438, Revision October 15, 1992; extends area of inspection (FAA Docket 91-NM-121-AD)

Lockheed L-1011: A draft document which was developed in coordination with the L-1011 STG, has been submitted to FAA-Atlanta ACO. A final document approved by the FAA, is expected shortly for publication.

The STG for each aircraft type will periodically review the applicable SSID documents to ensure that the effectiveness of this program is maintained. However, since the initial review for all aircraft types has been completed and recommendations have been made for the issuance of Airworthiness Directives, the AAWG views Task No. 4 as complete, and is therefore requesting that this task be removed from their agenda. The FAA's response to the AAWG request is appreciated.

Sincerely,



G. R. Mack
Assistant Chairman, ARAC
Transport Airplane & Engine Issues Group
Tele: (206) 234-9570, Fax: 237-0192

cc: ARAC TAEIG Members
AAWG Chairman

BOEING



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 24 1995

Mr. Gerald R. Mack
Aviation Rulemaking Advisory Committee
Boeing Commercial Airplane Group
P.O. Box 3707, M/S 67-UM
Seattle, WA 98124-2207

Dear Mr. Mack:

Thank you for your January 20 letter in which you asked that the task assigned to the Aviation Rulemaking Advisory Committee (ARAC) regarding Supplemental Structural Inspection Documents be removed from its agenda.

Based on our information and the information you presented in your letter, we have reconsidered whether anything further needs to be done by ARAC on this issue. We agree with you that there is no need for ARAC to pursue it further. Therefore, we are removing the task from your agenda, and consider the matter closed.

I would like to thank the aviation community, and particularly the Airworthiness Assurance Working Group, for its commitment to ARAC and for its interest and effort in reviewing this matter. The Structural Task Groups are an industry function; and we will be happy to consider any future recommendations they have.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony J. Broderick".

Anthony J. Broderick
Associate Administrator for
Regulation and Certification