

Federal Aviation Administration
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
Engine Harmonization Working Group

Task 9 – Windmilling Without Oil

Task Assignment

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Installation Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of installation harmonization working group.

SUMMARY: Notice is given of the establishment of the Installation Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

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 (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 airplanes, engines and propellers in parts 25, 33, and 35 of the Federal Aviation Regulations (14 CFR parts 25, 23 and 35).

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 structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 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 either a Notice of Proposed Rulemaking or an advisory circular—an

objective comparable to and compatible with the assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Installation Harmonization Working Group.

Specifically, the Working Group's tasks are the following:

The Installation Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subjects recently coordinated between the JAA and FAA:

Task 1—Installations (Engines):

Develop recommendations concerning new or revised requirements for the installation of engines on transport category airplanes and determine the relationship, if any, of the requirements of FAR 25.1309 to these engine installations (FAR 25.901).

Task 2—Windmilling Without Oil:

Determine the need for requirements for turbine engine windmilling without oil (FAR 25.903).

Task 3—Non-contained Failures:

Revise advisory material on non-contained engine failure requirements (FAR 25.903 and related provisions of FAR Parts 23, 27, 29, 33, and 35, as appropriate; AC 20-128). The working group should draw members for this task from the interests represented by the General Aviation and Business Airplane, and Rotorcraft Subcommittees.

Task 4—Thrust Reversing Systems:

Develop recommendations concerning new or revised requirements and guidance material for turbojet engine thrust reversing systems (FAR 25.933).

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 conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C and D, below. If tasks 1, 2, and 4 require the development of more than one Notice of Proposed Rulemaking, identify what proposed amendments will be included in each notice.

C. Draft a Notice of Proposed Rulemaking for tasks 1, 2 and 4 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.

D. Draft a change to Advisory Circular 120-128 for task 3 providing appropriate advisory material for each task. When the detailed briefing under item B, above, and this report are presented to the subcommittee, the Subcommittee and Working Group Chairs should arrange for a joint meeting with the General Aviation and Business Airplane and Rotorcraft Subcommittees to consider and join in the consensus on the results of those reports.

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

The Installation Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. 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 and Working Group Chairs and the individual will be 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 of 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 Installation 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 December 4, 1992.

William J. Sullivan,

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

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TASK # 9

Recommendation

August 21, 1997
B-T000-ARAC-97-008

BOEING

Mr. Guy Gardner
Associate Administrator for
Regulation and Certification
Department of Transportation
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20591

Dear Mr. Gardner:

This is to inform you of the status of the activities concerning JAR 25.903(c)(1), *Windmilling Without Oil*, and to request closure. On July 6, 1996, Amendment 19 to FAR 33 introduced FAR §33.74 addressing the above activity and revised the test requirements in FAR §33.92, *Rotor Locking Test*. JAA has released corresponding changes to JAR-E and JAR 25 per letter, R. W. Boning to Y. Morier, 5 August, 1996.

All actions required by the Terms of Reference (ToR), Task #2, for the Power Plant Installation Harmonization Working Group (PPIHWG) have been completed and no further action on the part of the FAA or JAA is required to Harmonize the requirements. PPIHWG recommends that Task #2 be closed and recorded as being completed in all respects. The Transport Airplane and Engine Issues Group (TAEIG) of ARAC concurs with that recommendation, and hereby requests closure and recording as recommended.

The members of ARAC TAEIG appreciate the opportunity to participate in the FAA rulemaking process.

Sincerely,



Gerald R. Mack
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Transport Airplane and Engine Issues Group
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Mr. Guy Gardner

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