

Federal Aviation Administration
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
Powerplant Installation Harmonization Working Group
Task 13 – Uncontained Engine Failure Review

Task Assignment

[Federal Register: November 9, 2001 (Volume 66, Number 218)]
[Notices]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and
Engine Issues--New Task

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

ACTION: Notice of new task assignment for the Aviation Rulemaking
Advisory Committee (ARAC).

SUMMARY: The **FAA** assigned the Aviation Rulemaking Advisory Committee a
new task to review the acceptable design precautions for showing
compliance with 25.903(d)(1), 23.903(b)(1), and 25.905 as described in
AC 20-128A/ACJ25.903 and develop additional design precautions to
mitigate shortfalls previously identified by ARAC.

FOR FURTHER INFORMATION CONTACT: Mike Kaszycki, Federal Aviation
Administration, Northwest Mountain Region Headquarters, 1601 Lind
Avenue, SW., Renton, Washington, 98055, mike.kaszycki@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The **FAA** established the Aviation Rulemaking Advisory Committee to
provide advice and recommendations to the **FAA** Administrator on the
FAA's rulemaking activities with respect to aviation-related issues.
This includes obtaining advice and recommendations on the **FAA**'s
commitments to harmonize Title 14 of the Code of Federal Regulations
(14 CFR) with its partners in Europe and Canada.

The Task

Review the acceptable design precautions for showing
compliance with 25.903(d)(1), 23.903(b)(1), and 25.905 as described in
AC 20-128A/ACJ 25.903, and develop additional design precautions to
mitigate shortfalls previously identified by ARAC.

Develop a report that recommends the requirements for
minimizing the hazards from uncontained engine, auxiliary power unit
(APU) and propeller debris. This report should describe how to develop
methods to determine ``practicability'' of controversial design
precautions, recommend the location of these requirements within the
rule or interpretive materials, and provide cost estimates using a
format to be prescribed by the **FAA**.

Recommend the necessary revisions to AC 20-128A and any further development of advisory materials necessary to address issues that may arise as a result of changes to the regulations.

If as a result of the recommendations, **FAA** publishes an NPRM and/or notice of availability of proposed advisory circular for public comment, **FAA** may ask ARAC to review all comments and provide the agency a recommendation for the disposition of those comments.

Schedule: Required completion is no later than November 7, 2003.

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ARAC Acceptance of Task

ARAC accepted the task and assigned the task to the Powerplant Installation Harmonization Working Group, Transport Airplane and Engine Issues. The working group serves as staff to ARAC and assists in the analysis of assigned tasks. ARAC must review and approve the working group's recommendations. If ARAC accepts the working group's recommendations, it will forward them to the **FAA**.

Working Group Activity

The Powerplant Installation Harmonization Working Group must comply with the procedures adopted by ARAC. As part of the procedures, the working group must:

1. Recommend a work plan for completion of the task, including the rational supporting such a plan for consideration at the next meeting of the ARAC on transport airplane and engine issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations prior to proceeding with the work stated in item 3 below.
3. Draft the appropriate documents and required analyses and/or any other related materials or documents.
4. Provide a status report at each meeting of the ARAC held to consider transport airplane and engine issues.

Participation in the Working Group

The Powerplant Installation Harmonization Working Group is composed of technical experts having an interest in the assigned task. A working group member need not be a representative or a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire. The individual should describe his or her interest in the task, and state the expertise he or she would bring to the working group. We must receive all request by December 7, 2001. The requests will be reviewed by the assistant chair, the assistant executive director, and the working group co-chairs. Individuals will be advised whether or not their request can be accommodated.

Individuals chosen for membership on the working group must represent their aviation community segment and actively participate in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). The must devote the resources necessary to support the working group in meeting any assigned deadlines. Members

must keep their management chain and those they may represent advised of working group activities and decisions to ensure that the proposed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval. Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director, and the working group co-chairs.

The Secretary of Transportation determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the **FAA** by law.

Meetings of the ARAC will be open to the public. Meetings of the Powerplant 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. The **FAA** will make no public announcement of working group meetings.

Issued in Washington, DC, on November 2, 2001.
Anthony F. Fazio,
Executive Director, Aviation Rulemaking Advisory Committee.
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BILLING CODE 4910-13-M

Recommendation – Not Available



**U.S. Department
of Transportation**

**Federal Aviation
Administration**

**Transport Airplane Directorate
Aircraft Certification Service**
Boeing Certificate Management Office
2500 East Valley Road, Suite C2
Renton, Washington 98055

Mr. Craig R. Bolt
Assistant Chair, Transport Airplane Engine Issues Group
Pratt & Whitney
400 Main Street
East Hartford, CT 06108

Dear Mr. Bolt,

This letter is to inform you of the Federal Aviation Administration's (FAA) decision with respect to instituting a moratorium on certain Aviation Rulemaking Advisory Committee (ARAC), Transport Airplane and Engine Issues Group (TAEIG) taskings. During the November 2002 Harmonization Management Team Meeting, industry requested that the FAA consider placing a moratorium on certain lower priority ARAC taskings while the FAA, Joint Aviation Authorities (JAA) and Transport Canada (TCCA), worked to develop a joint rulemaking priority list. Industry requested this moratorium to conserve resources until a final rulemaking priority list could be implemented.

The FAA agreed with industry's request and has worked with the JAA and TCCA to identify appropriate ARAC TAEIG tasks to be placed under a moratorium. The taskings were identified based on the relative priority of these projects within the FAA, JAA and TCCA as well as the maturity of the project. Also, the FAA considered that addressing working groups as a whole, rather than just specific taskings, would best address industry's concern with respect to resource conservation. The working groups and taskings that have been identified for the moratorium are the following:

- General Structures Harmonization Working Group
 - 25.365(d) High Altitude Flight
 - 25.631, 25.571, 25.775 Bird Strike
 - 25.571 Fatigue and Damage Tolerance
 - 25.683 Operational Tests
 - 25.603 Material Properties
- Power plant Installations Harmonization Working Group
 - 25.903(d) Rotorburst
 - 25.975 Fuel Tank Vent Fire Protection

The FAA requests that these two working groups hold one more meeting to document the discussions, agreements, and outstanding issues or actions for each of their taskings. This information should be documented using the attached working group report format,

which is typically used by working groups to document completed TAEIG harmonization recommendations for submittal to the FAA. When the reports have been completed, they should be forwarded to the TAEIG for transmittal to the FAA.

The FAA also requests that these two working groups identify the date of their last meeting, as well as a schedule for submitting their working group report to the TAEIG and FAA.

It should be noted that this moratorium only suspends the schedules and activities associated with the working groups and taskings listed above. It does not serve to disband the working groups or revoke the related taskings. Once the joint rulemaking prioritization list is finalized and implemented, the FAA will advise TAEIG as to any further action with respect to all harmonization-working groups and their respective tasks.

Any questions regarding this issue can be directed to Mr. Mike Kaszycki at 425-227-2137 or Mike.Kaszycki@faa.gov or Ms. Dionne Krebs at 425-227-2250 or Dionne.Krebs@faa.gov.

Michael Kaszycki
Manager

cc: ARM (Tony Fazio, Florence Hamn, and Effie Upshaw)

FAA Action: Design Considerations for Minimizing Hazards Caused by Uncontained Turbine Engine and Auxiliary Power Unit Rotor Failure; Advisory Circular 20-128A -- [Regulatory and Guidance Library](#)