

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
General Structures Harmonization Working Group

Task 4 – Proof of Structure

Task Assignment

[Federal Register: January 20, 1995 (Volume 60, Number 13)]
[Notices]
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DEPARTMENT OF TRANSPORTATION

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

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

ACTION: Notice of new task assignments for the Aviation Rulemaking
Advisory Committee.

SUMMARY: Notice is given of new tasks assigned to the Aviation
Rulemaking Advisory Committee (ARAC). This notice informs the public of
the activities of ARAC.

FOR FURTHER INFORMATION CONTACT:

Stewart R. Miller, Manager, Transport Standards Staff, ANM-110,
Transport Airplane Directorate, Federal Aviation Administration, 1601
Lind Avenue SW, Renton, Washington, 98055-4056; telephone (206) 227-
2190; (206) 227-1320.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (**FAA**)
has established an Aviation Rulemaking Advisory Committee (56 FR 2190,
January 22, 1991; and 58 FR 9230, February 19, 1993). One area the ARAC
deals with is transport airplane and engine issues. These issues
involve the airworthiness standards for transport category airplanes
and engines in parts 25, 33, and 35 of the Federal Aviation Regulations
(FAR) and parallel provisions in parts 121 and 135 of the FAR.

The **FAA** announced at the Joint Aviation Authorities (JAA)-Federal
Aviation Administration (**FAA**) Harmonization Conference in Toronto,
Canada, June 2-5, 1992, that it would consolidate within the ARAC
structure an ongoing objective to ``harmonize'' the Joint Aviation
Requirements (JAR) and the Federal Aviation Regulations (FAR).

Tasks

The following three new harmonization tasks are being assigned to
ARAC:

Task 1--Material Strength Properties and Design Values

Review Title 14 Code of Federal Regulations, Section 25.613,
corresponding Paragraph 25.613 of the European Joint Aviation
Requirements (JAR), and supporting policy and guidance material, and
recommend to the **FAA** appropriate revisions for harmonization, including
advisory material.

Task 2--Proof of Structure

Review Title 14 Code of Federal Regulations, Section 25.307, corresponding Paragraph 25.307 of the JAR, and supporting policy and guidance material, and recommend to the **FAA** appropriate revisions relative to the issue concerning limit load tests, ultimate load tests, and structural testing for harmonization, including advisory material.

Task 3--Damage Tolerance and Fatigue

Review Title 14 Code of Federal Regulations, Section 25.571, [[Page 4223]] corresponding Paragraph 25.571 of the JAR, and supporting policy and guidance material and recommend to the **FAA** appropriate revisions for harmonization, including advisory material.

ARAC recommendations to the **FAA** should be accompanied by appropriate documents. Recommendations for rulemaking should be accompanied by a complete draft of the notice of proposed rulemaking, including the Benefit/Cost Analysis and other required analyses. Recommendations for the issuance of guidance material should be accompanied by a complete draft advisory circular.

ARAC normally forms working groups to analyze and recommend to it solutions to issues contained in assigned tasks. If ARAC accepts the working group's recommendations, it forwards them to the **FAA**. At this point, ARAC has not identified working groups for these tasks.

ARAC working groups are comprised of technical experts on the subject matter. A working group member need not necessarily be a representative of one of the member organizations of ARAC. 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 by the ARAC assistant chair and working group leader, and the individual will be advised whether or not the request can be accommodated.

Working Group Reports

Each working group formed to consider ARAC tasks is expected to comply with the procedures adopted by ARAC and given to the working group chair. As part of the procedures, the working group is expected to:

A. Recommend time line(s) for completion of the tasks, including rationale, for consideration at the meeting of the ARAC to consider transport airplane and engine issues held following publication of this notice.

B. Give a detailed conceptual presentation on the tasks to the ARAC before proceeding with the work stated under item C below.

C. Give a status report on the tasks at each meeting of ARAC held to consider transport airplane and engine issues.

The Secretary of Transportation has determined that the formation and use of the ARAC are necessary 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 except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the 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 January 13, 1995.
Chris A. Christie,
Executive Director, Aviation Rulemaking Advisory Committee.
[FR Doc. 95-1539 Filed 1-19-95; 8:45 am]
BILLING CODE 4910-13-M

Recommendation – Not Available

FAA Action

[AE1]

Mr. Ron Priddy
President, Operations
National Air Carrier Association
1100 Wilson Blvd., Suite 1700
Arlington, VA 22209

Dear Mr. Priddy:

The Federal Aviation Administration (FAA) recently completed a regulatory program review. That review focused on prioritizing rulemaking initiatives to more efficiently and effectively use limited industry and regulatory rulemaking resources. The review resulted in an internal Regulation and Certification Rulemaking Priority List that will guide our rulemaking activities, including the tasking of initiatives to the Aviation Rulemaking Advisory Committee (ARAC). Part of the review determined if some rulemaking initiatives could be addressed by other than regulatory means, and considered products of ARAC that have been or are about to be forwarded to us as recommendations.

The Regulatory Agenda will continue to be the vehicle the FAA uses to communicate its rulemaking program to the public and the U.S. government. However, the FAA also wanted to identify for ARAC those ARAC rulemaking initiatives it is considering to handle by alternative actions (see the attached list). At this time, we have not yet determined what those alternative actions may be. We also have not eliminated the possibility that some of these actions in the future could be addressed through rulemaking when resources are available.

If you have any questions, please feel free to contact Gerri Robinson at (202) 267-9678 or gerri.robinson@faa.gov.

Sincerely,

Anthony F. Fazio
Executive Director, Aviation Rulemaking Advisory Committee

Enclosure

cc:

William W. Edmunds, Air Carrier Operation Issues
Sarah MacLeod, Air Carrier/General Aviation Maintenance Issues
James L. Crook, Air Traffic Issues
William H. Schultz, Aircraft Certification Procedures Issues
Ian Redhead, Airport Certification Issues

Billy Glover, Occupant Safety Issues

John Tigue, General Aviation Certification and Operations Issues

David Hilton, Noise Certification Issues

John Swihart, Rotorcraft Issues

Roland B. Liddell, Training and Qualification Issues

Craig Bolt, Transport Airplane and Engine Issues

ARAC Projects that will be handled by Alternative Actions rather than Rulemaking

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| (Beta) Reverse Thrust and propeller Pitch Setting below the Flight Regime (25.1155) |
| Fire Protection (33.17) |
| Rotor Integrity--Overspeed (33.27) |
| Safety Analysis (33.75) |
| Rotor Integrity – Over-torque (33.84) |
| 2 Minute/30 Second One Engine Inoperative (OEI) (33.XX) |
| Bird Strike (25.775, 25.571, 25.631) |
| Casting Factors (25.621) |
| Certification of New Propulsion Technologies on Part 23 Airplanes |
| Electrical and Electronic Engine Control Systems (33.28) |
| Fast Track Harmonization Project: Engine and APU Loads Conditions (25.361, 25.362) |
| Fire Protection of Engine Cowling (25.1193(e)(3)) |
| Flight Loads Validation (25.301) |
| Fuel Vent System Fire Protection (Part 25 and Retrofit Rule for Part 121, 125, and 135) |
| Ground Gust Conditions (25.415) |
| Harmonization of Airworthiness Standards Flight Rules, Static Lateral-Directional Stability, and Speed Increase and Recovery Characteristics (25.107(e)(1)(iv), 25.177©, 25.253(a)(3)(4)(50)). Note: 25.107(a)(b)(d) were enveloping tasks also included in this project—They will be included in the enveloping NPRM) |
| Harmonization of Part 1 Definitions Fireproof and Fire Resistant (25.1) |
| Jet and High Performance Part 23 Airplanes |
| Load and Dynamics (Continuous Turbulence Loads) (25.302, 25.305, 25.341 (b), etc.) |
| Restart Capability (25.903(e)) |
| Standardization of Improved Small Airplane Normal Category Stall Characteristics Requirements (23.777, 23.781, 23.1141, 23.1309, 23.1337, 25.1305) |

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| ATTC (25.904/App I) |
| Cargo Compartment Fire Extinguishing or Suppression Systems (25.851(b), 25.855, 25.857) |
| Proof of Structure (25.307) |
| High Altitude Flight (25.365(d)) |
| Fatigue and Damage Tolerance (25.571) |
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| Material Prosperities (25.604) |

FAA Action: Placed on the AVS "Do By Other Means" list, dated June 14, 2005.