Aviation Rulemaking Advisory Committee (ARAC)
Transport Airplane and Engine (TAE) Issues Area

Meeting Minutes

Date: March 14, 2006
Time: 9:00 a.m. EDT
Location: The Boeing Company
Rosslyn, Virginia

Call to Order/Administrative Reporting

Mr. Craig Bolt (the TAE Assistant Chair) called the meeting to order at 9:00 a.m. Mr. Mike Kaszycki (the TAE Assistant Executive Director) read the Federal Advisory Committee Act statement. Mr. Bolt began the introductions (see sign-in sheet **[handout #1]**).

Mr. Bolt read through the meeting agenda **[handout #2]**. He then reviewed the action items from the last regularly-scheduled TAE meeting:

Item	October 19, 2005 TAE Meeting Action Items	Status
1.	Ms. Palermo to review why an AC associated with 25.1309 is included in the docket with the EAPAS recommendation.	Completed
2.	Mr. Bolt to send letter to FAA with TAE comments on the letter from the FAA on "Alternate Rulemaking Procedures".	Completed
3.	Mr. Linsenmeyer to check if draft AC's will be put into the docket.	Completed
4.	Mr. Bolt to send letter to FAA expressing TAE's displeasure at the elimination of the ARAC website and request interim measures pending reinstatement of the website. Additionally, C Bolt to bring the issue up at the November meeting of the ARAC Executive Committee.	Completed
5.	TAE to provide comments on draft Specific Risk tasking to FAA by November 2, 2005.	Completed

Mr. Bolt said there were no action items from the ad-hoc TAE meeting in December 2005. He asked for comments on the meeting minutes from the October 2005 meeting, which had been distributed previously. There were no comments. He then asked for comments on the meeting minutes from the ad-hoc TAE meeting in December 2005, and there were none. Mr. Bolt called for a vote to accept the October and December minutes, and the committee approved both minutes unanimously.

FAA Report

Mr. Kaszycki reviewed the FAA report **[handout #3]** and commented on current FAA rulemaking projects. He described the new engine rulemaking from parts 25 and 33. Mr. Kaszycki said the JAA (Joint Aviation Authority) was very interested in rulemaking for

low fuel level warning and wheel-well fire protection tire burst, which may have been incorporated in future rulemaking plans for the European Aviation Safety Agency (EASA). Mr. Kaszycki commented that he hadn't heard anything more about those potential taskings. Mr. Walter Desrosier (General Aviation Manufacturer's Association) said one of the roles of EASA's Safety Standards Consultative Committee (SSCC) is rulemaking harmonization, and at the last meeting, EASA had extended those projects. Mr. Kaszycki said EASA hadn't asked him for resources to support those initiatives. Mr. Doug Kihm (Boeing) asked Mr. Kaszycki for the status of the "Ease of Search" activity. Mr. Kaszycki said it was part of the security NPRM and the ICAO Annex 8 project.

Mr. Kaszycki described the FAA's "Below-Deck Cargo Compartment Smoke Penetration into Occupied Areas" policy statement. He said the FAA had previously used a subjective definition of "unacceptable" with regard to this standard. He said the policy letter adds a definition for acceptable levels of smoke penetration. Mr. Rolf Greiner (Airbus) asked if the FAA expects its inspectors to follow its policy letters for certification of new aircraft, and Mr. Kaszycki said the policy statement was not legally binding, but it is a streamlined methodology for meeting the regulatory requirements.

Mr. Kaszycki commented on the proposed Advisory Circular (AC) for transport airplane cabin interior crashworthiness. Mr. Desrosier agreed with Mr. Kaszycki that the AC is lengthy but said it is well-organized and is easy to review.

Mr. Eric Lucas (Transport Canada) asked about how the FAA would announce any extension of the comment period for the AC 25-17A crashworthiness handbook. Mr. Kaszycki said the FAA was considering an extension of the comment period, and if it were extended, the extension would be published in the Federal Register.

Mr. Kaszycki said the FAA will no longer publish draft ACs, policy statements, or Technical Standard Orders (TSOs) in the Federal Register. He said those documents will go to a special FAA website for viewing. He said the website will make it easier to view the documents, but there will be an adjustment for people who are used to searching the Federal Register website for information. Mr. Desrosier commented that the FAA website has a list server, so interested persons can easily be notified if something has been added to the website.

Mr. Kaszycki said FAA is still working to provide comments to EASA on the Certification Management Team (CMT) actions. He said the next scheduled meeting is in the first week of May 2006. Mr. Greiner asked if EASA would participate in the CMT. Mr. Kaszycki said EASA would participate. Mr. Desrosier commented that SSCC provides data to EASA. Mr. Bolt asked whether EASA or FAA was going to take the lead at the CMT. Mr. Desrosier commented that he understood there was no determination about who was going to lead, but they were going to use an authorities-only working group.

<u>Transport Canada (TC) Report:</u>

Mr. Lucas commented via telecon that he did not submit a formal report to the TAE for this meeting. He said he planned to give a presentation at a future TAE meeting, to include

information about implementation of the TC Safety Management System and the overhaul of the TC type certification procedures. He will also include a discussion of the reorganization of TC's civil aviation, which has an implementation date in 2010.

EASA Report

Mr. Bolt commented that Mr. Yves Morier (EASA) had submitted a report to the TAE **[handout #4]** updating the committee on the status of EASA's rulemaking activities. EASA was not represented at the TAE meeting, so Mr. Bolt said he would read the report. Mr. Desrosier proposed that the committee could send a letter to EASA asking for EASA participation at the TAE meeting, and Mr. Bolt agreed to send a letter from TAE to Mr. Morier.

Mr. Bolt reviewed the EASA report. Mr. Desrosier commented that he understood for future rulemaking, EASA planned on 18 rules for continued airworthiness issues, and 28 rules in new certification issues in process. Mr. Desrosier said the concept of the EASA "reserve list" is a concept where certain projects are pulled from its present inventory of rulemaking projects because of their low priority.

Mr. Bolt said Tony Fazio (the director of the FAA Office of Rulemaking) indicated the FAA would take the lead on the High-Intensity Radiated Fields (HIRF) activity. He also noted that the current EASA process has limited industry participation. Mr. Kaszycki commented that FAA's focus was on maintaining alignment with rulemaking efforts with EASA. He said EASA is clearly working on a procedure to help align its efforts with the FAA. Mr. Desrosier commented said that Claude Probst (the director of EASA rulemaking) considers the SSCC as an appropriate avenue for industry participation. He said industry would be interested in an additional mechanism for participation.

Mr. Bolt finished reading the EASA presentation, and Mr. Kaszycki commented that FAA/EASA harmonization would be discussed at the next CMT meeting and at the annual FAA/EASA meeting in Portland, Oregon scheduled in June 2006.

ARAC Executive Committee Report

Mr. Bolt said the ARAC Executive Committee met in November 2005 **[handout #5]**, and he reviewed the topics discussed at that meeting. He said Mr. Fazio had reviewed his efforts to facilitate FAA/EASA cooperation and continued support of ARAC. He said the Executive Committee discussed FAA's ARAC website, and Mr. Desrosier commented the website isn't as user-friendly as it used to be. Mr. Bolt said the Executive Committee discussed the future of ARAC and its issue groups. He said he is the new chairman of the Executive Committee, and there are two meetings scheduled for 2006, including a special meeting scheduled for May 17, 2006. He said the agenda for that meeting would be sent to the committee members for their review. Mr. Bolt asked for input from the committee on topics that need to be addressed at that meeting.

Ice Protection Harmonization Working Group (IPHWG) Report

Mr. Jim Hoppins (Cessna Aircraft Company) reviewed the IPHWG presentation **[handouts #6 and #7]** via telecon. Ms. Jean Mason (Boeing) joined the discussion via telecon and commented that since the last TAE meeting, the IPHWG sub team known as the EHWG (Engine Harmonization Working Group) had assembled a four-phase technology plan for research into ice crystal icing in the engine, and she described each of those phases. She said that the group would continue with the development of those phases at the upcoming meeting of the EHWG later in the month. Mr. Hoppins continued by commenting on the TSO aspects of Task 1. He said that the IPHWG group might not be able to recommend a TSO. Mr. Kaszycki asked if there were any basic criteria that could be used as a TSO, and Mr. Hoppins said they could do an equipment-level TSO; his understanding was that EASA was moving forward with an equipment-level TSO, but they hadn't yet seen the basis of that TSO. Mr. Hoppins said they did not think they could recommend a TSO when they came out of their most recent meeting. He said there were no more open items on Task 3 that he was aware of. He said the IPHWG needed information about how to close Task 2. Mr. Desrosier commented that the committee needs to be clear on the status of Tasks 3 and 4. Mr. Bolt said he would send out an email to the TAE to ask for comment about closing Task 4. Mr. Kaszycki said he would report back to the committee on the FAA's position on the status of Task 3.

Mr. Kaszycki asked if the committee would be able to close out Tasks 1, 2, 5, and 6 prior to the next TAE meeting. Mr. Hoppins said he thought they could. Mr. Desrosier asked if the remaining open question on the probabilities in the water content in Task 2 could affect the recommendation. Mr. Hoppins said it would, but that it would just be a change in the water content, and there might be trickle-down effect on the other issues in the report. Mr. Hoppins said changing the water content wouldn't be equivalent to starting over, and that there was resistance in the working group to making a change to the water content. Mr. Bob Park (Boeing) said, from the standpoint of the FTHWG, he would be interested in seeing a redo of the ice shapes study. He said there may need to be a comparison of the Appendix X and Appendix C ice shapes. Mr. Hoppins said that is the basis for his position that the IPHWG may need more time for Task 2. Mr. Kaszycki said the FAA has a recommendation for Task 2, and is moving forward with it, and processing it as it was recommended. Mr. Keith Barnett (Bombardier) asked about representation from manufacturers of smaller airplanes. Mr. Hoppins said the IPHWG had involvement from Saab, Embraer, Bombardier and Cessna. Mr. Barnett offered extra support, if needed. Mr. Bob Mazzawy asked Mr. Bolt what type of documentation and reporting the committee needs from the IPHWG. Mr. Bolt asked Mr. Mazzawy to keep reporting through Mr. Hoppins at the TAE meetings, in the same manner as they had recently.

<u>AAWG Report</u>

Mr. Amos Hoggard (Boeing) presented the AAWG report **[handout #8]** via telecon. He read through the report, and commented membership is basically unchanged, and that British Aerospace doesn't have a representative on the working group. He commented that AAWG was planning to remove the word "nacelle" from the list of major modifications, but would replace it other descriptive words if it is identified as a fatigue-critical structure. Mr. Hoggard

commented that as of last week, the AAWG has technical agreement on Task 2, and the working group has a rough draft of a final report that details the process of coming up with those recommendation. He commented, with regard to the WFD follow-on work, the AAWG is not clear on what the FAA's intent was for the subpart I rules, and they are planning to wait for publication of the rule before moving forward.

Mr. Barnett asked Mr. Hoggard if he was concerned about representation from the Supplemental Type Certificate (STC) holders, and Mr. Hoggard said the working group was receiving some responses from STC holders. He said he thinks STC holder representation won't be as much of a concern as it was previously.

Mr. Hoggard said Airbus and Boeing had received a letter from EASA concerning "rotable" components. He said EASA was concerned about parts being removed from aircraft without being inspected before installation on another aircraft. EASA was also concerned about parts with high flight hours (FH) and flight cycles (FC), with the result of exceeding the Design Service Goal (DSG) for the part. The AAWG response to EASA's letter is outlined in the AAWG report.

Mr. Hoggard said he is concerned about EASA's participation in the AAWG. He speculated the rule and the AC will be codified very quickly, and that EASA might propose something different, creating a conflict with resources for the AAWG. Mr. Greg Schneider (FAA) said he had communicated this concern to Airbus and has asked for Airbus' input. Mr. Hoggard said his understanding is that EASA doesn't have the resources to support the activity. Mr. Kaszycki asked if Mr. Hoggard believes EASA will come up with an alternative proposal, and Mr. Hoggard said he didn't have any information about whether EASA was working on this issue. He said he hadn't had a response from EASA to any of their attempts to communicate. Mr. Kaszycki said he would talk to Mr. Fazio and discuss what they can do to involve EASA. He said he would try to get a formal agreement that the FAA would take the lead on this effort. Mr. Desrosier asked, with regard to the AC 25.1529, if the AAWG was in agreement, and if AAWG was going to propose a revision to the AC? Mr. Hoggard commented that a revised AC will be included in the final report issued in May 2006.

Mr. Bolt addressed the proposed process for structuring the membership at AAWG he had distributed to the TAE via email. Mr. Bolt asked for comments about the proposed membership process. Mr. Desrosier said he agreed with the process, and he proposed that it be adapted for use in all the working groups. Mr. Desrosier asked if the process was consistent with the ARAC guide on working group membership, and Mr. Bolt said it was. Mr. Hoggard said it was consistent with the working group guide.

<u>Avionics Systems Harmonization Working Group (ASHWG) Report</u>

Mr. Clark Badie commented on his report from the ASHWG **[handout #9]** via telecon. He commented on the working group schedule, and he said he didn't believe the working group would be able to complete the work necessary to meet the deadline for the meeting in June 20, 2006. Mr. Kaszycki commented that the FAA needs the draft AC to be completed in June, because the final AC is due from the FAA in June 2007. Mr. Kaszycki commented the

deliverable that is due in June 2006 needs to meet the task safety enhancements. He suggested an ad-hoc TAE meeting after the June ASHWG meeting to approve the draft AC so it can be published on schedule. Mr. Badie commented that the working group's initial task was to address both AC 25.1322 and AC 25.11, and the initial work scope was to separate § 25.1302 from this revision. He said it has been a struggle to achieve consensus from the FAA on their work in this regard. Mr. Badie said he would be able to have a report in June, but it might not have the appendixes because of issues that have not yet been resolved by the working group.

Mr. Badie asked for TAE's recommendation on how to issue AC 25.1302 in light of the outstanding issues that need to be resolved. He said none of the Commercial Aviation Safety Team (CAST) safety enhancements are addressed in AC 25.1302. Mr. Badie agreed with Mr. Kaszycki that the committee might need to have an ad-hoc meeting in April 2006, plus another ad-hoc meeting in June.

Mr. Desrosier asked if the committee would be able to review a draft of the AC. Mr. Badie said he had sent one out to the committee already, but he had received very little feedback. He agreed to send out another version of the draft AC, and in that draft he would point out specific sections of concern. Mr. Kaszycki said he would help the AVHWG to keep EASA informed about the activity.

<u>§ 25.1309 Specific Risk Activities</u>

Mr. Bolt commented on the Executive Committee comments to the specific risk tasking notice for the Federal Register, and said there was one minor change that was incorporated into the notice. Mr. Kaszycki asked that the TAE stay engaged in the tasking, and he agreed with Mr. Desrosier, who had said that he felt it was important have the appropriate members on the working group. Mr. Barnett asked if the process for selecting co-chairs was going to be the same as for other working groups, and Mr. Kaszycki said it would be the same process. Mr. Kihm asked if there was going to be anyone from the FAA's Flight Standards Division on the committee, and Mr. Kaszycki said Flight Standards would be involved, but he wasn't sure at which level.

The committee discussed and agreed to a small change to the Specific Risk Tasking notice that clarifies that certain foreign aviation authorities are invited to participate. Mr. Barnette asked who makes the decision about "credibility," referenced in the same paragraph. Mr. Kaszycki said it is a TAE issue, and that he and Mr. Bolt would be making those decisions. Mr. Desrosier asked if Mr. Kaszycki and Mr. Bolt would be making the decisions about leadership of the working group as well, and Mr. Kaszycki and Mr. Bolt said they would, and might involve TAE members in that discussion. Mr. Kihm commented that he feels the action needs to be supported by the FAA Flight Standards Division.

<u>Open Discussion Topics:</u>

Mr. Bolt opened the meeting for discussion of other topics. Mr. Kihm discussed the concern with UEDDAM becoming a required means of compliance and that the PPIHWG had not

reach a consensus on an acceptable debris model or the safety benefit of using a small fragment debris model for compliance to 25.903(d)(1). Mr. Kaszycki agreed a consensus could not be reached the working group and that a change to the rule would be required to make the use of UEDDAM a required means of compliance. Mr. Kaszycki indicated that past means of compliance to 25.903(d)(1) using AC 20-128A should continue to be acceptable means of compliance, however, the continuing use of Issue Papers for every new program is an indication that there is still controversy regarding what constitutes "minimizing the hazard".

Mr. Desrosier commented that, from the industry's perspective, the existing means of compliance would always be an acceptable means of compliance. Mr. Kihm agreed with that perspective. Mr. Kaszycki commented that the TAE members agreed to the "1 in 10" and the "1 in 20" criteria in the AC, and those members agreed the same criteria would be required for JAA compliance. He commented that the industry representatives to TAE requested the criteria be added to the AC as a harmonization activity, and it may have been looked at as a required method of compliance. Mr. Kaszycki said when the AC was revised the FAA acknowledged they need to consider more than the large fragments. He said the issue seems to be the small debris. Mr. Kihm said Boeing wants to continue to address small fragments with the "directed separation and redundancy" approach, and that Boeing had found that to be an accepted means of compliance. He said Boeing does not want to be forced into using both "directed separation and redundancy, as well as UEDDAM. He said ARAC has not yet agreed to the UEDDAM debris model, and the UEDDAM code is unusable to Boeing. Mr. Kaszycki acknowledged there needs to be more debate, and UEDDAM is not required by the FAA. He said the level of safety is defined by the rule, and for Boeing, it may be difficult to define.

Mr. Kaszycki asked if Boeing's system is accepted for JAR/EASA compliance. Mr. Kihm said it was, and Mr. Kaszycki commented to change UEDDAM, FAA would need to change the rule language and the preamble. Mr. Barnette asked if there was going to be forthcoming guidance for UEDDAM issues, and Mr. Kaszycki agreed that the existing AC is not adequate, and he feels there isn't agreement. Mr. Barnett asked if the FAA was working on retasking, and Mr. Kaszycki commented there wasn't an effort to retask it at this time. He said there was diverse opinion on UEDDAM in the committee and they would need a new committee with different opinions if they would ever reach consensus. Mr. Kaszycki commented that the issue was harmonized "on paper", and the model was constructed with good industry and ARAC support.

Mr. Kihm said he had provided comments to UEDDAM, and he feels Boeing's recommendations were not incorporated. Mr. Kaszycki said many of those recommendations were represented as opinions from within the working group. Mr. Kihm said UEDDAM is not a model that Boeing can easily incorporate.

Action Items

Mr. Bolt reviewed the action items from the meeting:

Item	March 14, 2006 TAE Meeting Action Items
1.	Craig Bolt to send a letter to Yves Morrier requesting EASA participation in ARAC TAE.
2.	Craig Bolt to send an email to TAE members asking for TAE approval to recommend closing Task 4 of the IPHWG. (Reference IPHWG October 2005 letter)
3.	Mike Kaszycki will check on the FAA's status of IPHWG Task 3.
4.	Mike Kaszycki will discuss with Tony Fazio the potential of FAA becoming "lead" on the AAWG activities with EASA making use of the FAA's work.
5.	Craig Bolt will amend the process document for determining membership on the AAWG so the process can be adapted for use in all working groups. Craig Bolt will transmit a draft copy of that process to the chairpersons of the working groups for their concurrence.
6.	Clark Badie to provide the TAE a copy of the draft AC 25.11 after the AVHWG April 2006 meeting.
7.	FAA to send a letter to EASA describing the FAA's position on future FAA/EASA harmonization policy with regard to avionics.

Future TAE Meetings

Mr. Bolt commented the committee might need to use one or more ad-hoc meetings, possibly one in April and another before the end of June, to accommodate a vote on the AC from the ASHWG. The TAE members discussed the options and possible agendas for future meetings. Mr. Bolt said he would advise TAE on the meeting schedule for the next few months as soon as possible, and that the committee should plan on some ad-hoc meetings and a regularly scheduled meeting on October 18, 2006.

Mr. Bolt thanked Mr. Kihm for hosting the meeting.

Adjourn at 2:00 PM

Public Notification

The *Federal Register* published a notice **[handout #10]** of this meeting on February 21, 2005.

Approval

I certify the minutes are accurate.

Craig R. Bolt

Craig R. Bolt
Assistant Chair, ARAC

TAEIG
Sign-in Sheet
3/14/6

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Transport Airplane and Engine Issues Group Meeting
Boeing
1200 Wilson Blvd, Conference Room 234
Arlington, VA 22209

Agenda

DRESS: BUSINESS CASUAL

Tuesday, March 14 , 2006 – ***Call in number*** 425-717-7000 or 206-544-4444 ***Pass Code:*** 84565#

9:00	Call to Order, Reading of the Procedures Statement, Review of Agenda, Meeting Logistics, Review of Action Items, Items of Interest, Review of Minutes from previous meeting	C. Bolt/M. Kaszycki
9:30	FAA Report	M. Kaszycki
10:00	Transport Canada Report	E. Lucas
10:15	EASA Report	TBD
10:30	Excom Report	C. Bolt
10:45	Ice Protection HWG Report	J. Hoppins
11:15	Airworthiness Assurance HWG	A. Hoggard
11:45	***-- LUNCH --***	
12:30	Avionics HWG Report	C. Badie
1:00	25.1309 Specific Risk Activities	TAEIG
1:30	Open discussion topics as requested by TAEIG members • UEDDAM – What is the FAA's position regarding its use for certification for uncontained engine failures? Our concern is today it is an acceptable means of compliance, but in the future it may be the only acceptable means of compliance.	D. Kihm
2:00	Action Item Review	C. Bolt
2:15	***-- ADJOURN --***	

March 2006
FAA Status Update

Transport Airplane and Engine Issues Group

Federal Aviation Administration

Presented to: TAEIG

By: Mike Kaszycki, Manager, Transport Standards Staff

Date: 3/14/06

March 2006 TAEIG Meeting

Topics:

- Rulemaking Project Status
- Non-Rulemaking Project Status
- New information on Draft Documents
- Update on Certification Management Team Actions

March 2006 TAEIG Meeting

Rulemaking Project Status: (since October 2005)

- Part 25 related Final Rule (FR):
  - Thermal/Acoustic Insulation Installed on Transport Category Airplanes
    - Published on 12/30/06; Comment period closed 1/30/06
- Part 25 related Notices of Proposed Rulemakings (NPRM):
  - Airplane Performance and Handling Qualities in Icing Conditions*
    - Published for comment on 11/4/05; Comment period closed 2/2/06
  - Reduction of Fuel Tank Flammability in Transport Category Airplanes
    - Published for comment on 11/23/05; Comments due 3/23/06
  - High-Intensity Radiated Fields (HIRF) Protection for Aircraft Electrical and Electronic Systems*
    - Published for comment on 2/1/06; Comments due 5/2/06

* *ARAC projects*

March 2006 TAEIG Meeting

Rulemaking Project Status: (since October 2005) *continued*

- Part 33 related NPRM:
  - Aircraft Engine Standards for Engine Life-Limited Parts*
    - Issued for comment on 2/2/06; Comments due 5/3/06
- FR in Headquarters (HQ) for coordination:
  - 1 Part 25 project
  - 1 Part 33 project
- NPRM in OST/OMB for coordination:
  - 1 Part 25 project
- NPRMs in HQ for coordination:
  - 4 Part 25 projects

* *ARAC project*

March 2006 TAEIG Meeting

Rulemaking Project Status: (since October 2005) *continued*

- NPRMs in Directorate for coordination:
  - 1 Part 25 project
  - 6 Part 33 projects
- NPRMs in HQ for regulatory evaluation development:
  - 1 Part 25 project
- 1 New Part 25 Tasking under development

March 2006 TAEIG Meeting

Non-Rulemaking Project Status: (since October 2005)

- Part 25 Final Policy and Advisory Circulars (AC) issued:
  - Policy Statement on Below Deck Cargo Compartment Smoke Penetration into Occupied Areas
    - Issued final on 11/4/05
  - Policy Statement on acceptable methods of compliance with §25.562(c)(5) for front row passenger seats
    - Issued final on 12/14/05
  - AC 25.562-1B Dynamic Evaluation of Seat Restraint Systems and Occupant Protection on Transport Airplanes*
    - Issued final on 1/10/06
  - AC 25.856-2 Installation of Thermal/Acoustic Insulation for Burnthrough Protection
    - Issued final on 1/17/06

* *ARAC project*

March 2006 TAEIG Meeting

Non-Rulemaking Project Status: (since October 2005)

continued

- Part 25 Draft Policy and ACs issued:
  - Proposed Advisory Circular 25-17A Transport Airplane Cabin Interiors Crashworthiness Handbook
    - Published for comment on 11/16/05; Comments due 3/16/06
  - Policy Statement on an Unreliable Design of Seat Belt Attachment Fittings on Passengers' Seats and Compliance with §25.601
    - Published for comment on 12/13/05; Comment period closed 1/27/06
  - Policy Statement on an acceptance of SAE International Aerospace Recommended Practice 5577 as an acceptable method of compliance to the Lightning Direct Effects requirements of §25.581
    - Published for comment on 1/10/06; Comment period closed 2/9/06

March 2006 TAEIG Meeting

Non-Rulemaking Project Status: (since October 2005)

continued

- Part 33 draft policy issued:
  - Life Limited Turbine Engine Parts Repair Policy
    - Published for comment on 10/13/05; Comment period closed 11/14/05

March 2006 TAEIG Meeting

New Information on Draft Documents

- On January 24, 2006, the FAA published a notice in the Federal Register identifying a new location for draft Aircraft Certification documents open for comment.
  - Federal Register, Vol. 71, No. 15, Tuesday, January 24, 2006
- Future draft Advisory Circulars, policy documents and proposed Technical Standard Orders will be available on this web side for comment:
  - http: //www.faa.gov/aircraft/draft_docs/
- AIR will no longer publish separate notices of availability in the Federal Register.

March 2006 TAEIG Meeting

Certification Management Team (CMT) Actions:

- The FAA will provide comments to EASA on their 2007-2010 Work Plan.
- The FAA will share our 2007-2010 Rulemaking Program with EASA in the near future.

EASA rulemaking update

Presentation to TAEIG

Washington DC, 14 March 2006

Y Morier

Contents of the presentation

- Update on EASA rulemaking programmes
- Some highlights on rulemaking
- Cooperation with FAA

Update on EASA rulemaking programmes

- **RULEMAKING:**
  - State of play on rulemaking programmes (I):
    - **2005**
      - **50% of the programme achieved at the end of the year (100% in maintenance); 75% should be achieved first quarter 2006.**
    - **2006:**
      - **Need to take into account overflow from 2005 and to introduce some new urgent tasks**
      - **Amendment adopted in December 2005**

Update on EASA rulemaking programmes

- **RULEMAKING:**
  - State of play on rulemaking programmes (II):
    - **Inventory:**
      - 2007-2010 inventory was presented to AGNA and SSCC at last meeting;
        - » **Purpose was to agree a planning of actions so that the 2007 programme is adopted in July 2006**
        - » **To help prioritising an indication of the output of the Rulemaking Directorate was presented (46 tasks can be managed in parallel per year)**
        - » **Concept of a reserve list**

Update on EASA rulemaking programmes

- **RULEMAKING:**
  - Possible areas for increasing output:
    - **Improve prioritisation**
    - **Continuous development of 'call for expression of interest' (Use of a pool of outside experts)**
    - **Negotiations with EUROCAE to outsource some equipment related tasks: on finals**

Some highlights on rulemaking

- **CS-25 amendment 1 was issued on 12.12.2005 and includes:**
  - Flight load validation
  - Miscellaneous power-plant
  - Casting factors
  - Miscellaneous structure
  - APU installation and fuel tank safety.

Some highlights on rulemaking

- NPA 21.2005 on Fuel tank Integrity/ Fuel tank access covers was published for comments and comment period ended on 23.02.2006
- The comment response document 05-2005 on major revision to CS-P is open for comments until 08.04.2006
- Comments response documents for operations on contaminated runways and flight in icing conditions were published on the web-site last year and the review period is now closed.
- The NPA relative to doors and mechanical systems should be soon on the EASA web-site.

Cooperation with FAA

- A meeting was held with Tony Fazio on January 19 on cooperation with FAA
- Based on the discussions we have drafted a procedure that is still under EASA review
- The plan is to present it at a thematic workshop at the incoming annual conference.
- Two technical areas of cooperation may be highlighted: aging aircraft (systems and structure) and fuel tank safety.

THANK YOU FOR YOUR

ATTENTION.

www.easa.eu.int

Nov 2005 Excom Meeting Update

March 14, 2006 TAEIG Meeting

EXCOM Highlights

- FAA/EASA Coordination
  - Committed to cooperation on future programs
  - No harmonization for its own sake
  - EASA will support ARAC
  - Evaluating concept of one authority taking lead on certain topics
- ARAC Web Site
  - Restored December 2006

EXCOM Highlights

- ARAC Future
  - Special “all day” meeting May 17
    - Review charter
    - What works, doesn’t work
    - How to improve ARAC
    - Should mission change, etc

EXCOM Highlights

- Other Issue Group Activity
  - Rotorcraft
    - Composite Rotorcraft Structure
  - Airport Certification Procedures
    - Rescue and Firefighting Requirements

EXCOM Highlights

- ARAC Chair transition from Ron Priddy to Craig Bolt
  - New ARAC Vice-chair TBD

- 2006 Meeting Schedule
  - May 17
  - Nov 8

Ice Protection HWG Status

Presentation to ARAC TAEIG
March 14 - 2006

Outline

- Task 2
- Overall Tasking Status
- Schedule
- Questions?

Task 2 Open Items

IPHWG

- Task 2 working group report was revised and resubmitted to TAEIG on 12/23/2005
  - ⇨ Late input in two areas of task 2 report
    - Example of certification for a detect and exit aircraft
    - Acceptable durations for recognition of visual based SLD cues

- Recommendation regarding technology roadmap submitted to TAEIG on 12/23/2005
  - ⇨ SLD Engineering Tools Development
  - ⇨ Mixed-Phase/Glaciated Icing Technology Plan

Task 2 - FAA Responses

IPHWG

- Agreement with previously proposed plan for FAA to address impact on autopilot and aeroelasticity policy, advisory materials and rules.

- Separate letter, acknowledgement of Task 2 submittal
- Agreement to review the technology roadmaps
- Agreement to conduct a Phase 4 review with IPHWG prior to issuing an NPRM
- Will consider tasking closed upon receipt of:
  - ⇨ Areas of late input (complete per 12/23 submittal)
  - ⇨ Research roadmaps (complete per 12/23 submittal)

Remaining Task 2 Issue

IPHWG

- Some questions have come up regarding probability levels used in determining Appendix X
  - ⇨ Meteorology sub-group met via teleconference and were unable to resolve
  - ⇨ Has the potential to alter the water contents used in the large droplet definition significantly
- Some of the decision making from the FTHWG and IPHWG was based on ice shape simulations (based on Task 2 report LWC levels)
- Meteorology sub-group to document debate, IPHWG to review issue

Overall Tasking Status

IPHWG

- Task 1 - Closed, except for TSO aspects
  - ⇨ IPHWG discussed TSO at Oct. meeting
  - ⇨ Concerns over ability to consider installation level effects in a TSO
    - Fuselage concentration factor effects
    - Ice detection threshold effects
  - ⇨ Need to pull together positions on this and discuss (teleconference)
- Task 3 - "Propose changes to make FAR 23.1419 and 25.1419 the same"
  - ⇨ Returned to FAA for further action (ref. FAA letter Sept 13, 1999)
  - ⇨ No further IPHWG actions requested
- Task 4 - "Harmonize 14 CFR 25.1419 and JAR 25.1419"
  - ⇨ Rule language harmonized, but advisory materials were not
  - ⇨ AC materials submitted for 25.1420 incorporated AC 25.1419 (harmonized to extent possible)
  - ⇨ Task 2 IPHWG submittal letter recommended closure
  - ⇨ What do we need to do to close task?

Overall Tasking Status (continued)

IPHWG

- Task 5 - "Consider the effects icing requirement changes may have on 14 CFR 25.773(b)(1)(ii), 25.1323(e), 25.1325(b) and JAR 25.773(b)(1)(ii), 25.1323(e), 25.1325(b). Revise and harmonize the regulations if necessary."
  - ⇨ Task 2 report addressed large droplet aspects of this tasking
    - Primary concern is 25.1323 (airspeed indication)
    - Plan is to incorporate the ice crystal/mixed phase definition from EASA ACJ materials
  - ⇨ Need to draft closure materials and review with group (teleconference)
- Task 6 - "Consider the need for a regulation on ice protection of angle of attack probes"
  - ⇨ Consensus is that existing 25.1309 applies to angle of attack probes and no specific rule is required.
  - ⇨ Need to draft closure materials and review with group (teleconference)
- Task 7 - "Develop or update advisory material pertinent to items 2 through 6 above."

Schedule

IPHWG

- Remaining actions
  (targeting completion prior to next TAEIG meeting)
  - ⇨ Task 1 - TSO issue recommendation
  - ⇨ Task 2 - Resolution of question on probabilities
  - ⇨ Task 4 - Recommended closure of task
  - ⇨ Task 5 & 6 - WG report with recommendations
  - ⇨ Task 7 - as required

- No future meetings planned
  - ⇨ Will schedule meeting if required
  - ⇨ Plan is to coordinate via teleconferences, e-mails

Questions?

Task 2

- "Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed phase conditions if such conditions are determined to be more hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR part 25 and part 33 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope."

Task 2 Issues Mixed-Phase/Glaciated Icing Technology Plan

IPHWG

Task	Objective	Funding	Status	Additional Details	
1	Instrumentation development and evaluation for high ice water content	NASA and Environment Canada (EC)	In progress	Icing tunnel and piggy back flight testing	
2	Flight test research for characterization of high ice water content environments	NASA and Environment Canada (EC)	Jan 2009 Flight	Plan includes Asia Pacific Region	
3	Experimental testing in support of ice accretion model development and validation	Asking engine and airframers to partner in funding	EHWG meeting March 29-31 to define fundamental physics experiments	Research results to be made available to industry for model development	
4	Test Facilities Requirements for demonstrating engine compliance with Appendix D requirements	NRC for their facility	National Research Council of Canada (NRC) upgrading their facility to incorporate ice particle testing	Develop methods to create representative particles (size, etc) at high concentrations needed for sea level ground testing	

AAWG Report to TAEIG

March 14, 2006

Airworthiness Assurance Working Group

Airworthiness Assurance Working Group

- Membership
- Meetings
- Current Task
- Status
- EASA Request

AAWG Membership

Last Name	First Name	Representing	Voting	E-mail Address
Arabi	Mary	Airborne Express	Yes	mary.arabi@airborne.com
Coile	Mark	UPS	Yes	amx1mac@ups.com
Whiter	Joe	ATA	Yes	jwhite@air-transport.org
Demarest,	Harry	American Airlines	Yes	harry.demarest@aa.com
Fenwick	Linsay	ALPA	Yes	fenwickl@alpa.org
Gaillardon	Jean-Michel	Airbus	Yes	jean_michel.gaillardon@airbus.fr
Goyaniuk	Bohdan	Transport Canada	No	goyanib@tc.gc.ca
Heath	David	Evergreen	Yes	david.heath@evergreenaviation.com
Hoggard	Amos	BCA	No	Amos.w.hoggard@boeing.com
Jones	Rusty	FAA	Yes	Rusty.jones@faa.gov
Knegt	Martin	Fokker Services	Yes	martin.knegt@fokkerservices.storkgroup.com
Lewis	Austin	Airbus (BAe)	Yes	austin.lewis@bae.co.uk
Lotterer	Dave	RAA	Yes	david.lotterer@dc.sba.com
Martin	Gary	America West	Yes	gary.martin@americawest.com
Moses	Joseph	Continental Airlines	Yes	jmoses@coair.com
Oberdick	Jon	USAirways	Yes	jober@usairways.com
Pattison	Gregg	Northwest Airlines	Yes	gregg.pattison@nwa.com
Pinsard	Laurent	EASA	Yes	Laurent.pinsard@easa.eu.int
Schneider	Greg	FAA	Yes	greg.schneider@faa.gov
Sesny	Paul	United Airlines	Yes	paul.sesny@ual.com
Ashwell	Phil	British Airways	Yes	Phil.b.ashwelll@britiah-airways.com
Varanasi	Rao (Co-Chair)	Boeing	Yes	rao.varanasi@ boeing.com
Walder	Ray	IATA	Yes	walderr@iata.org
Yerger	Mark (Co-Chair)	FedEx	Yes	mdyerger@fedex.com

Blue - New

Meetings

- The most recent meeting of the AAWG was January 26, 2006
- Member Representatives from the following organizations were in attendance.

Airbus	FAA
American	FedEx
British Airways	Northwest
Boeing	United
Continental	US Airways

Meetings Con’t

- Next Meeting is planned for May 3, 2006, hosted by Boeing/FAA in Long Beach CA.

Current Tasks

- AASFR Task
  - Tasked - May 13, 2004
  - Status - In work and on schedule
  - Two Phases
    - Phase 1 is complete as of December 9, 2005*.
    - Scheduled Completion for Phase 2 is December 2009

*Follow-on activities as authorized by TAEIG should be complete July 2006.

AASFR

ARAC Tasking

- On May 13, 2004, the FAA officially notified ARAC that it had tasked the AAWG to provide both Advisory Material and Model Specific Information
  - Two Phases
    - Phase 1 - Develops an Advisory Circular for compliance to §121.370a/129.16 - due December 2005.
    - Phase 2 - Develops any necessary Model Specific information needed for §121.370a/129.16 Compliance.
  - Phase 2 Tasking must be complete by Dec 2009.

TAEIG Action

December 9 2005

- Accepted the AAWG Final Report and AC concerning Repairs and Repairs to alterations
- Authorized AAWG recommended follow-on work on Phase I, Tasks 2 and 3
  - Phase I, Task 2 - Supplemental Inspections of Alterations
  - Phase I, Task 3 - WFD analysis of alterations

TAEIG Action

December 9 2005

- Requested clarification of three items
  1. The TAEIG believes that a matrix of who is responsible for generation of data and a time line stipulating when the data is to be provided would be useful in understanding the proposal. Information should include where Operators, TCHs and DAHs share information.
  2. One TAEIG Member indicated that the inclusion of Nacelles in the list of major modifications is problematical and wishes it removed.
  3. One TAEIG Member wants to retain 25.1529 since other airplanes, not effected by the AASFR, rely on it's guidance.
- The AAWG has been considering each of these proposals and believes that it will be able to accommodate each of them.

AASFR

AAWG Action

- During the January 26, 2006 AAWG meeting:
  - The AAWG reviewed the acceptance of the Phase I Materials by the TAEIG.
  - Reviewed the additional requests of the TAEIG
  - Reviewed the progress of the Task Group in completing the Follow-on Activities
  - Discussed implementation plans for Phase 2 of the tasking - development of Model Specific Data.
  - Reviewed correspondence from EASA regarding rotable components.
  - Established the next meeting for May 3, 2006 in Long Beach

AASFR

Task Group Make-up

Representative	Organization	Representative	Organization
Mary Arabi*	**ABx**	Gregg Schneider	**FAA**
Alain Santegema	**Airbus**	Bob Eastin	**FAA NRS**
Andreas Behrmann	**Airbus**	Wayne Richmond	**FedEx**
Phil Yannaccone	**American Airlines**	Laurent Pinsard	**EASA**
Gary Goodman*	**Skywest**	Hisashi Fukuda	**JAL**
Amos Hoggard	**BCA**	Gregg Pattison	**NWA**
Doug Marsh	**BCA**	Paul Sesny*	**United**
Phil Ashwell	**British Airways**	Mark Coile	**UPS**
Jack Abi-Habib*	**Continental**	Gregg Delker*	**US Airways**
Mark Peterman*	**TIMCO**	Matt Creager*	**SIE**
Maurizio Molinari	**Transport Canada**		

* Corresponding Member

ARAC Tasking

Task 2 - Phase 1 Follow-on Work

- *Task 2.—Alterations and Modifications to Baseline Primary Structure, Including STCs and Amended Type Certificates (ATCs)*

The AAWG has been tasked by TAEIG to revise AC 120-AAWG to include a process for developing damage tolerance based maintenance inspections for alterations and modifications.

ARAC Tasking

Task 3 - Phase 1 Follow-on Work

- *Task 3.—Widespread Fatigue Damage (WFD) of Repairs, Alterations, and Modifications*

The AAWG has been tasked by the TAEIG to assemble a group of technical experts for the development of the required technical basis on how to address WFD for RAMs. The work product of this activity would be material for inclusion in either FAA Advisory Circular 120-AAWG or yet another, to be determined, AC.

ARAC Tasking

Follow-on Activity Status

- *The AAWG is on schedule to complete this activity in July 2006 and provide recommendations to TAEIG according to the following schedule:*
  - *Task 2 - Mid May 2006*
  - *Task 3 - Mid July 2006*

Phase 2, Task 4

- Development of Model Specific Compliance Data begins when the TAEIG accepts and forwards the AAWG recommendations to the FAA.
- Completion of Phase 2 is scheduled for December 2009.

EASA Request

- January 23, 2006, Airbus and Boeing received a letter from EASA concerning rotable components.
- Two situations were noted that concerned EASA:
  - 1. Part removed from one aircraft prior being inspected (before the threshold or the next inspection interval) and fitted to another aircraft without inspection
  - 2. Part removed from an aircraft with high accumulated FC or FH and fitted to a younger A/C with the potential threat for this part to exceed the DSG or/and the LOV
- EASA request
  - That this issue should be harmonized.
  - That the AAWG be appraised of EASA's position.
  - That the AAWG appraise EASA of any activities in this area.
  - That the AAWG relate to EASA any comments made as a result of the discussion.

AAWG Action

RE: EASA's Request

- Airbus brought the request to the meeting and it was briefly discussed.
- It was agreed that this subject was out-of-scope of our present Tasking.
- We requested that Airbus develop a Situation-Target-Proposal statement to see if there were any real concerns to be addressed.
- We are schedule to have a brief discussion on this subject at the next meeting.
- FAA has requested that EASA bring their issues to the TAEIG to determine appropriate actions

AASFR

Task Group Meeting Schedule

September 15-17, 2003	Ğ	Seattle Washington (Boeing)
November 11-14, 2003	Ğ	London England (British Airways)
March 29-April 2, 2004	Ğ	Toulouse France (Airbus)
May 17-21, 2004	Ğ	Memphis Tennessee (FedEx)
July 12-16, 2004	Ğ	Gatwick England (CAA-UK)
September 20-21, 2004	Ğ	Long Beach (Boeing)
November 15-19, 2004	Ğ	Brussels Belgium (FAA)
January 31- Feb 4, 2005	Ğ	Miami FL (Airbus)
March 1, 2005	Ğ	AAWG Meeting ĞMiami FL (Airbus)
March 14-18, 2005	Ğ	Hamburg GE (Airbus)
May 2-6, 2005	Ğ	Long Beach CA (FAA/Boeing)
June 13-19, 2005	Ğ	Collioure FR (Airbus)
September 26-30,2005	Ğ	Seattle WA (Boeing)
October 26, 2005	Ğ	AAWG Meeting ĞMemphis TN (FedEx)
November 7-11, 2005	Ğ	Bristol UK (Airbus)
January 23-27, 2006	Ğ	Miami FL (Airbus)
January 26, 2006	Ğ	AAWG Meeting ĞMiami FL (Airbus)

Questions?

Avionics Harmonization Working group
March 2006

- AC 25-11 Schedule and next steps
  - Week of 3 April (Toulouse)
    - Update and review main body sections 1 – 8 based on comments
    - Review and disposition remaining comments, make updated proposals
    - Review HUD material as it applies to the entire document including the appendices A and D
    - Develop draft material for EVS and SVS
    - Raise major issues that have not been resolved to date
  - Week of 20 June (London)
    - Goal to provide and review draft including appendices
    - Will determine practicality of wider distribution
  - Week of 16 October (Cedar Rapids)

Major issues being worked

- Coordination (or not) with 25.1302 and 25.1322 as part of the release process
- Document cleanup based on the large number of comments received
- How to refrain from repeating the same major topics at every meeting
- Rationale (Safety Objectives) that are used to support some items in the AC / AMJ without a rule basis (e.g. use of draft TGL)

Coordination with 1302 and 1322

- Coordination with 25.1302 and 25.1322 as part of the release process
  - Initial tasking combined 25.1322 and 25-11
  - Initial coordination with HFHWG to allocate content of both ACs
    - Both rely on each other to be complete from a cert standpoint
  - Change during work from CAST initiative
    - <u>This is one small piece of 25-11</u>
    - Priority on 25-11 after the task – group trying to accommodate
  - Successful release of 25-11 is dependent on 25.1302 and 25.1322. Two undesirable options:
    - Be silent: Interim will be CRIs and Issue Papers – we will be silent on those subjects in this AC but we need to be referencing them (1302 and 1322). Would force an update to 25-11
    - Include in appendix: Appendices of display of alert and HF Compliance would need to be added – changes in the public process of draft 25.1322 and 25.1302 would then impact 25-11
  - Recommendation: The TAEIG needs to request that EASA and the FAA release 25-11 with 25.1302 and 25.1322, or 25.1322 and 25.1302 release prior to 25-11.
  - Recommendation: Disposition that the CAST initiative has been addressed based on the draft AC
    - One item related to Flight Controls in draft 25-1329

Springs Airport under the provisions of the AIR 21.

On February 3, 2006, the FAA determined that the request to release property at the Colorado Springs Airport submitted by the city of Colorado Springs met the procedural requirements of the Federal Aviation Regulations, Part 155. The FAA may approve the request, in whole or in part, no later than March 31, 2006.

The following is a brief overview of the request:

The Colorado Springs Airport requests the release of 1,457.2 acres of airport property (Tract I—Parcel 10–B, Tract VII—Parcel 17, Tract IX–A—Parcel 19A–B), Tract X–A—Parcel 20A–B), Tract XII A—Parcel 21A, Tract XII–B—Parcel 21b.2–B) from aeronautical use to non-aeronautical use. The purpose of this release is to allow the Colorado Springs Municipal Airport to develop a business park that will allow the airport to diversify revenue. The lease of these parcels will provide funds for airport improvements.

Any person may inspect the request by appointment at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, inspect the application, notice and other documents germane to the application in person at Colorado Springs Municipal Airport, 7770 Drennan Road, Suite 50, Colorado Springs, CO 80916.

Issued in Denver, Colorado on February 7, 2006.

Craig Sparks,

Manager, Denver Airports District Office.

[FR Doc. 06–1570 Filed 2–17–06; 8:45 am]

BILLING CODE 4910–13–M

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) to discuss transport airplane and engine (TAE) issues.

DATES: The meeting is scheduled for Tuesday, March 14, 2006, starting at 9 a.m. Eastern Standard Time. Arrange for oral presentations by March 10, 2006.

ADDRESSES: The Boeing Company, 1200 Wilson Boulevard, Room CR 234, Arlington, VA.

FOR FURTHER INFORMATION CONTACT: John Linsenmeyer, Office of Rulemaking, ARM–207, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267–5174, FAX (202) 267–5075, or e-mail at *john.linsenmeyer@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 March 14, 2006 at The Boeing Company in Arlington, Virginia.

The agenda will include:

- Opening Remarks.
- FAA Report.
- Transport Canada Report.
- European Aviation Safety Agency Report.
- ARAC Executive Committee Report.
- Ice Protection Harmonization Working Group (HWG) Report.
- Airworthiness Assurance HWG Report.
- Avionics HWG Report.
- Summary of Recent Activity on Specific Risk (14 CFR 25.1309).
- Open discussion of topics as requested by TAE Issues Group members.
- Review of Action Items.

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 March 10, 2006. 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 domestically by telephone, the call-in number is (425) 717–7000; the Passcode is ''84565#.'' To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent to participate by telephone by March 10. Anyone calling from outside the Washington, DC metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by March 10 to present oral statements at the meeting. Written statements may be presented to the committee 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 document to be presented to ARAC for decision by the FAA 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 February 14, 2006.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. E6–2422 Filed 2–17–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Open Meeting of the Taxpayer Assistance Center Committee of the Taxpayer Advocacy Panel

AGENCY: Internal Revenue Service (IRS) Treasury.

ACTION: Notice.

SUMMARY: An open meeting of the Taxpayer Assistance Center Committee of the Taxpayer Advocacy Panel will be conducted (via teleconference). The Taxpayer Advocacy Panel (TAP) is soliciting public comments, ideas, and suggestions on improving customer service at the Internal Revenue Service.

DATES: The meeting will be held Tuesday, March 7, 2006.

FOR FURTHER INFORMATION CONTACT: Dave Coffman at 1–888–912–1227, or 206–220–6096.

SUPPLEMENTARY INFORMATION: Notice is hereby given pursuant to Section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. (1988) that an open meeting of the Taxpayer Assistance Center Committee of the Taxpayer Advocacy Panel will be held Tuesday, March 7, 2006 from 9 a.m. Pacific time to 10:30 a.m. Pacific time via a telephone conference call. If you would like to have the TAP consider a written statement, please call 1–888–912–1227 or 206–220–6096, or write to Dave Coffman, TAP Office, 915 2nd Avenue, MS W–406, Seattle, WA 98174 or you can contact us at *http://www.improveirs.org.* Due to limited conference lines, notification of intent to participate in the telephone conference call meeting must be made with Dave Coffman. Mr. Coffman can be reached at 1–888–912–1227 or 206–220–6096.

The agenda will include the following: Various IRS issues.