

will be purged after completion of the individual's air travel to which the record relates.

**SYSTEM MANAGER(S) AND ADDRESS:**

Director, Office of National Risk Assessment, TSA, 400 7th St., SW., Washington, DC 20590.

**NOTIFICATION PROCEDURES:**

None. Pursuant to 5 U.S.C. 552a(k), this system of records may not be accessed for purposes of determining if the system contains a record pertaining to a particular individual.

**RECORD ACCESS PROCEDURES:**

Although the system is exempt from record access procedures pursuant to 5 U.S.C. 552a(k), U.S. citizens and Permanent Resident aliens may request access to records containing information they provided by sending a written request to the System Manager. In the case of air passengers, this data is contained in the passenger name record (PNR). The request must identify the system from which the individual is seeking records, and include a general description of the records sought, the requester's full name, current address and date and place of birth. The request must be signed and either notarized or submitted under penalty of perjury.

**CONTESTING RECORD PROCEDURES:**

U.S. Citizens or Permanent Resident Aliens who wish to contest, or seek amendment of, records containing information they provided, which is maintained in the system, should direct their written requests to the system manager listed above. Requests should clearly and concisely state what information is being contested, the reason(s) for contesting it, and the proposed amendment to the record. The request must also contain the requester's full name, current address and date and place of birth. The request must be signed and either notarized or submitted under penalty of perjury.

**RECORD SOURCE CATEGORIES:**

This system contains investigative material compiled for law enforcement purposes whose sources need not be reported.

**EXEMPTIONS CLAIMED FOR THE SYSTEM:**

This system is exempt from 5 U.S.C. 552a(c)(3), (d), (e)(1), (e)(4)(G), (H) and (I), and (f) of the Privacy Act pursuant to 5 U.S.C. 552a(k)(1) and (k)(2).

Dated: January 8, 2003.

**Yvonne L. Coates,**

*Privacy Act Coordinator.*

[FR Doc. 03-827 Filed 1-14-03; 8:45 am]

**BILLING CODE 4910-62-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Standardization of the Requirements of Airworthiness Directives that Mandate Supplemental Structural Inspection Documents**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting which is being held by the Federal Aviation Administration (FAA) to present its views and hear comments from the public concerning issues regarding standardization of the requirements of airworthiness directives for certain transport category airplanes that mandate Supplemental Structural Inspection Documents (SSID) and that address the treatment of repairs, alterations, and modifications of those certain transport category airplanes.

**DATES:** The meeting will be held in Seattle, Washington, on February 27, 2003, beginning at 8:30 a.m.

**REGISTRATION:** Registration will begin at approximately 7:30 a.m. on Thursday, February 27, 2003. Persons planning to attend the meeting are encouraged to pre-register by contacting the person identified later in this notice as the contact for further information.

**ADDRESSES:** The meeting will be held at the Seattle Marriott Sea-Tac, 3201 South 176th Street, Seattle, WA 98188; telephone (206) 241-2000. A block of guest rooms has been reserved for the meeting at the Seattle Marriott at a group rate. This block of rooms will be held until February 6, 2003. Persons planning on attending the meeting should contact the hotel directly for reservations and identify themselves as participants in the FAA Public Technical Conference to ensure proper credit.

**FOR FURTHER INFORMATION CONTACT:**

Brent Bandle, Aerospace Engineer, FAA, Airframe Branch, ANM-120L, Transport Airplane Directorate, Aircraft Certification Service, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; telephone (562) 627-5237; facsimile (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** In October 1991, Congress enacted Title IV of Public Law 102-143, the Aging Aircraft Safety Act (AASA) of 1991, to address aging aircraft concerns. That Act instructed the FAA administrator to prescribe regulations that will ensure the continuing airworthiness of aging aircraft. As one of several responses to the AASA, the FAA issued the Aging

Airplane Safety Rule (AASR) on December 6, 2002. The applicability of that rule addresses airplanes that are operated under part 121 of the Federal Aviation Regulations (14 CFR part 121), all U.S. registered multi-engine airplanes operated under part 129 of the Federal Aviation Regulations (14 CFR part 129), and all multi-engine airplanes used in scheduled operations under part 135 of the Federal Aviation Regulations (14 CFR part 135). The AASR requires the maintenance programs of those airplanes to include damage tolerance-based inspections and procedures that include all major structural repairs, alterations, and modifications (RAMs). These procedures must be established and incorporated within four years after December 8, 2003, the effective date of the AASR.

Independently of the AASR, the FAA issued AD 98-11-03 R1 (64 FR 989, January 7, 1999) for Boeing Model 727 series airplanes and AD-98-11-04 R1 (64 FR 987, January 7, 1999) for Boeing Model 737 series airplanes on December 30, 1998. Those ADs mandated later revisions of the Boeing Supplemental Structural Inspection Documents (SSID) and specifically address RAMs. Those ADs also require operators to develop damage tolerance inspection programs for all RAMs affecting principal structural elements, thereby fulfilling the intent of the AASR for those airplanes.

However, since the issuance of the SSID ADs for the Boeing Model 727 and 737 series airplanes, several problems have arisen. The FAA received many requests for alternative methods of compliance (AMOCs) to approve various inspection methods and intervals for RAMs. In the process of reviewing these requests, the FAA noted that operators were having difficulties in addressing RAMs in order to comply with those ADs. Additionally, operators were concerned that the McDonnell Douglas SSID ADs and the Boeing 727/737 SSID ADs were not standardized with regard to the treatment of RAMs. This became a concern because many of the airplane operators have a mixed fleet of Boeing and McDonnell Douglas airplanes and now had to essentially implement two different SSID programs with no apparent reason for the difference between the programs. Therefore, in April 2000 the Transport Airplane Directorate chartered a SSID Team to develop recommendations to standardize the SSID ADs regarding the treatment of RAMs. The report can be accessed at <http://www.faa.gov/certification/aircraft/transport.htm>.