

- Contact information (name, company and position, address, phone, facsimile, and e-mail)
- Segment(s) of the industry or organization/association you represent
- Experience, subject expertise, or other background information

The first meeting of the Weight and Balance Control Program ARC is scheduled for June 24 and 25, 2003 in Washington, DC. The committee will report its recommendations to the Associate Administrator for Regulation and Certification through the Director, Flight Standards, no later than 6 months from the date of the first meeting. Work groups will be scheduled as determined by the steering committee and work group members to provide information and meet schedule requirements.

**Comments:** The FAA will consider all comments on this advisory and regulatory review filed on or before June 24, 2003. The FAA will consider comments filed later if it is possible to do so without incurring expense or delay.

**ADDRESSES: Membership:** Individuals requesting membership or participation on the Weight and Balance Control Program ARC and/or work groups should contact Darcy Reed, AFS-330, 800 Independence Ave., SW., Washington, DC 20591, telephone at (202) 267-9948, facsimile at (202) 267-5115, or by e-mail: [Darcy.D.Reed@FAA.GOV](mailto:Darcy.D.Reed@FAA.GOV), or contact Dennis Pratte, AFS-220, 800 Independence Ave., SW., Washington, DC, 20591, telephone at (202) 267-5488, facsimile at (202) 267-5229, or by e-mail: [Dennis.Pratte@FAA.GOV](mailto:Dennis.Pratte@FAA.GOV).

**Comments:** Address your comments to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-001. You must identify docket number FAA-2003-XXXXX at the beginning of your comments, and you should submit two copies of your comments. If you wish to receive confirmation that the FAA received your comments, include a self-addressed, stamped postcard on which the docket number appears. We will stamp the date on the postcard and mail it to you.

You may also submit and/or review comments about this public docket through the Internet at <http://dms.dot.gov/>. You may review the public docket containing comments to this proposed guidance in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office is on the plaza level of the NASSIF

Building at the Department of Transportation at the above address.

**FOR FURTHER INFORMATION CONTACT:** Darcy Reed, AFS-330, or Dennis Pratte, AFS-220, at the address above.

**SUPPLEMENTARY INFORMATION:** Additional information on the committee membership, dates, and other information may be obtained on the Flight Standards Web site under the heading "Weight and Balance Control Program Aviation Rulemaking Committee" at: <http://www.faa.gov/avr/afs/AvgARC/>.

Issued in Washington, DC on May 21, 2003.

**David E. Cann,**

*Air Maintenance Division, Flight Standards Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aging Transport Systems Rulemaking Advisory Committee

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

**ACTION:** Notice of new tasks for the Aging Transport Systems Rulemaking Advisory Committee (ATSRAC).

**SUMMARY:** This notice announces the new tasks assigned to and accepted by the ATSRAC.

**FOR FURTHER INFORMATION CONTACT:** Charles Huber, Manager, Safety Management Branch, ANM-117, Executive Director of ATSRAC, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055; telephone (425) 227-2589; fax (425) 227-1320.

#### SUPPLEMENTARY INFORMATION:

##### Background

In response to the White House Commission on Aviation Safety and Security, the FAA formed the Aging Non-Structural Systems Study Team, to develop the FAA's approach to improving management of aging wire systems. To help fulfill the actions specified in the Aging Non-Structural Systems Plan, the FAA set up an Aging Transport Systems Rulemaking Advisory Committee (ATSRAC) to give recommendations on airplane system safety issues.

In 1998, the FAA assigned five tasks to the ATSRAC. These tasks included collecting data on aging wiring systems through airplane inspections, reviewing airplane manufacturers' service information, reviewing operators'

maintenance programs, and providing the FAA with recommendations to enhance the safety of those systems. The FAA held a public meeting on January 20, 1999, to discuss the Committee's operations and their assigned tasks.

The ATSRAC found that problems associated with systems on aging airplanes are not entirely related to the degradation overtime of wire systems. The review of these systems also found inadequate installation and maintenance practices could lead to what is commonly referred to as an "aging system" problem. Therefore, the scope of the ATSRAC's work includes, not only age-related issues, but also involves improving the continued airworthiness of airplane systems (*i.e.*, wire systems).

The FAA accepted the ATSRAC recommendations from the first five tasks and subsequently assigned five additional tasks to get the Committee's help in implementing the safety enhancements from their earlier recommendations. The FAA is now considering the ATSRAC recommendations on the second set of tasks. These recommendations include rulemaking and other actions. Implementation of the ATSRAC recommendations is a major part of the FAA's Enhanced Airworthiness Program for Airplane Systems (EAPAS), a program that addresses the safety of wiring systems.

The FAA recognizes the knowledge and experience the ATSRAC provides. Because ATSRAC members represent a large cross-section of industry, they will supply the FAA with an invaluable resource of technical expertise in a variety of areas. Therefore, the FAA has assigned three new tasks to the ATSRAC to help carry out the EAPAS objectives.

This notice announces the new tasks, which the ATSRAC has accepted. These tasks will allow the FAA to get the Committee's continuing help to carry out their recommendations. ATSRAC has chosen to form harmonization working groups (HWG) to provide technical support to develop their recommendations on these tasks. A discussion of the new tasks and harmonization working groups (HWG) follows.

#### I. EAPAS Rulemaking Advisory HWG

To promote efficient rulemaking and compliance with this rulemaking, the FAA tasks ATSRAC to provide, when specifically sought by the FAA, recommendations about the issues discussed in items I-1 through I-3 of this section. The ATSRAC Executive Director will send each FAA task to the ATSRAC Chair to obtain the ATSRAC