

these airplanes. The safety standards would include performance, systems, occupant protection, and other issues for jets and high-performance part 23 airplanes.

Task I: Phase 1

1. Define "high performance" as it relates to high-performance airplanes; and
2. Review 14 CFR part 23 as a benchmark and identify safety concerns that are not currently addressed for jet and high-performance part 23 airplanes. Give particular attention to commuter and other part 23 airplanes used in part 135 service.
3. As part of the evaluations, consider the following:
 - Systems issues such as stick pushers and integrated flight controls
 - Structures issues such as mach effects (compressibility) and bird strike
 - Powerplant location issues
 - Aircraft performance issues such as accelerate-stop distance, single-engine climb, mach buffet, stall speed
 - Cabin safety issues, including Occupant Protection for Commuter Category Airplane Crashworthiness (Dynamic Seats), Fireblocking Provisions, Thermal/Acoustic Insulation
 - Cockpit display issues (multifunction displays, primary flight displays)

Schedule Task I: Phase 1

The ARAC should complete phase 1 of task I and forward their recommendations to the FAA by March 10, 2004.

Task I: Phase 2

1. Recommend safety standards to address the safety concerns identified in phase 1 of task I, unless the project is withdrawn or changed by the FAA.

Schedule Task I: Phase 2

The ARAC should complete this task and forward their recommendations to the FAA by September 12, 2005.

Task II: Develop safety standards suitable for emerging propulsion-type technologies related to installing reciprocating engines in part 23 airplanes.

Task II would create safety standards that would be available to address installing equipment associated with known emerging propulsion-type technologies on part 23 airplanes. These standards would address technologies such as diesel engines, electronic engine and propeller controls, electronic engine displays, and so forth. They would give industry information on the possible safety requirements in these areas before they committed resources to a related project.

Task II: Phase 1

1. Review 14 CFR part 23 as a benchmark and identify safety concerns that are not currently addressed for emerging propulsion-type technologies related to the installation of reciprocating engines in part 23 airplanes.
2. As part of the evaluations, consider the following:
 - Single lever power control (SLP)
 - Electronic engine control (EEC) and propeller controls
 - Fuel quantity calibration and low-fuel warning systems
 - Diesel engine installations, which include consideration of the way fuels are addressed in part 23
 - Electronic engine displays
 - Other technologies the Committee finds suitable

Schedule for Task II: Phase 1

The ARAC should complete phase 1 of task II and forward their recommendations to the FAA by March 10, 2004.

Task II: Phase 2

1. Recommend safety standards to address the safety concerns identified in phase 1 of task II, unless the project is withdrawn or changed by the FAA.

Schedule for Task II: Phase 2

The ARAC should complete phase 2 of task II and forward their recommendations to the FAA by September 12, 2005.

ARAC Acceptance of Tasks

The ARAC accepted the tasks and has agreed to the schedules for completing the tasks. The Committee will assign the tasks to the newly formed working groups under General Aviation Certification and Operations Issues.

Working Group Activity

The working group will serve as staff to ARAC and help in the analysis of the assigned tasks. ARAC must review and approve the working groups' recommendations. If ARAC accepts the working groups' recommendations, they will forward them to the FAA as ARAC recommendations.

The Part 23 Jet and High-Performance Airplane Safety Standards Working Group and the Part 23 Emerging Propulsion-type Technologies Working Group are expected to comply with the procedures adopted by ARAC. As part of the procedures, the working groups are expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan for consideration at the next meeting of the

ARAC on General Aviation Certification and Operations issues held following publication of this notice.

2. Give a detailed conceptual presentation of the proposed recommendations before proceeding with the work stated in item 3 below.

3. Draft the appropriate documents, required analyses, and any other related materials or documents.

4. Provide a status report at each meeting of the ARAC held to consider general aviation certification and operations issues.

Participation in the Working Group

Each working group will be composed of technical experts with an interest in the assigned task. Working group participants should be prepared to devote a significant portion of their time and resources to the ARAC task. A working group member need not be a representative or a member of the ARAC. Individuals who want to become a member of one of the working groups should contact the person listed under the **FOR FURTHER INFORMATION CONTACT** section of this notice. They should describe their interest in the task, and state the expertise they would bring to the working group. All requests to take part in these tasks must be received by October 10, 2003. The co-assistant chairs, the co-assistant executive directors, and the working group chair will review all requests and advise which requests they can grant.

Individuals chosen for membership in a working group are expected to represent their part of the aviation community and actively participate in the working group (e.g., attend all meetings, provide written comments when requested, etc.). In addition, they are expected to 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.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the co-assistant chair, the co-assistant executive director, and the working group chair.

Meetings of the ARAC will be open to the public. Meetings of the working groups will not be open to the public, except those individuals selected as working group members. The FAA will make no public announcement of working group meetings.

Withdrawn Tasks

This notice also announces the withdrawal of four prior tasks assigned to the ARAC. Two of these tasks were