

the participants. The FAA anticipates that in many cases the participants will use the information to identify and carry out improvements in their production and design techniques without the FAA requiring such action. When appropriate, the FAA will change its policies, standards, and rules to implement improvements based on this data.

Summary of the ROMAN Database Voluntary Information Sharing Program

(1) Who would participate:

Production approval holders (PAHs) for aircraft engines and aircraft engine components, and suppliers of rotating parts to those PAHs who are members of the Rotor Manufacturing (ROMAN) team.

(2) What voluntarily provided information would be protected from disclosure under this proposed designation: Information on manufacturing-induced anomalies, including material attributes and debits, as well as root causes and corrective actions. This information would be provided for those manufacturing anomalies that would impact the integrity of critical rotating parts in aircraft engines.

(3) How persons would participate: Participation would be through the ROMAN team. Those manufacturers, PAHs, and suppliers of rotating parts will submit their information to a private contractor for inclusion into, and management of the ROMAN database.

(4) Duration of this information sharing program: This program would continue in effect until withdrawn by the FAA.

Proposed Findings Under 14 CFR Part 193

(1) The information will be provided voluntarily. The FAA finds that the information will be provided voluntarily, and any participant may withdraw from the program at any time. Note that the information provided by the participants is beyond the scope of that required by the type certification mandatory reporting rules, and that the participants may withdraw from the program at any time. The ROMAN database will provide PAHs and suppliers of critical rotating parts with an opportunity to benefit from each other's adverse experiences and lessons learned that is not available without the protection of 14 CFR part 193. The identification of trends and the establishment of the shortfalls with the base manufacturing processes as a result

of the ROMAN database will provide economic benefit to the submitters.

(2) The information is safety or security related. The FAA finds that the information is safety related. The ROMAN database will contain comprehensive information on manufacturing-induced anomalies on critical rotating engine components. These anomalies are of the kind that has been known to initiate disk fracture and fatigue failure resulting in aircraft accidents. Also, important background information will be used to relate those anomalies to specific manufacturing methods and materials. The database will be instrumental in identifying manufacturing process and material shortfalls that will assist the industry and the FAA in improving the integrity and safety of rotating parts of jet engines.

(3) The disclosure of the information would inhibit the voluntary provisions of that type of information. The FAA finds that the disclosure of the information would inhibit persons from voluntarily providing of that type of information. The information submitted for the ROMAN database would be highly sensitive and commercially valuable information. One of the reasons why such a database does not already exist is the reluctance of each participant to share its data and lessons learned with the FAA as well as each other without the assurances of protection from public disclosure.

(4) The receipt of this type of information aids in fulfilling the FAA's safety and security responsibilities. The receipt of information for the ROMAN database will aid the FAA in improving overall engine rotor integrity and decreasing the occurrence and severity of engine rotor failures. Reducing the number of aircraft accidents attributable to the failure of rotating parts in engines is an important part of the FAA's Safer Skies Program. The ROMAN database provides a way to identify manufacturing trends and precursors before they result in anomalies that might cause rotating part failures and aircraft accidents.

(5) Withholding such information from disclosure, under the circumstances provided in this part, is consistent with the FAA's safety and security responsibilities. Withholding the information submitted to the FAA to form the ROMAN database from public disclosure is consistent with the FAA's safety responsibilities. The ROMAN database will provide a key method to improving safety in air commerce by identifying manufacturing trends that may contribute to the presence of anomalies in the rotating parts in

aircraft engines that could potentially cause the part to fail. Identifying these trends will lead to improve manufacturing processes as well as design practices to eliminate and account for the anomalies in future production and the removal of parts already in service from the actual failure occurs.

The FAA will withhold and release information submitted under this program as specified in 14 CFR 193.9 and 193.11.

The FAA may release activity reports that include the number of PAHs and suppliers who are participating and the number of manufacturing trends identified as a result. Activity reports will not include the names of the PAH's and suppliers who participate, or numbers or details of the anomalies that have been disclosed under this program.

(6) Summary of how the FAA will distinguish information protected under this program from information the FAA receives from other sources. The FAA routinely receives data and information from aircraft engine PAHs as part of its regulatory oversight of approved engine designs. The data received from the ROMAN database will be maintained separately by having the ROMAN database managed by a contractor. The ROMAN database will include only information received under this program. Information that is received under this program, and reports generated from the ROMAN database, will be clearly marked as having been received under this program as follows:

“WARNING: The Information in this Document Is Protected from Disclosure under 14 CFR part 193. This Information May Not Be Released Except With Written Permission of the Associate Administrator for Regulation and Certification”

Proposed Designation

Accordingly, the Federal Aviation Administration hereby proposes to designate the information submitted under this program to be protected under 49 U.S.C. 40123 and 14 CFR part 193.

Authority: 49 U.S.C. 40123; and 14 CFR part 193.

Dated: Issued in Washington, DC, on February 4, 2003.

Nicholas A. Sabatini,

Associate Administrator for Regulation and Certification.

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