

**Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

Date: July 7-8, 2004

Place: Aerospace Industries Association (July 7)
Arlington, Virginia
Department of Transportation (July 8)
Washington, DC

Day One

Administrative

Mr. Kent Hollinger (the ATSRAC Chair) called the meeting to order at 9:00 AM. Mr. Charles Huber (the ATSRAC Executive Director) read the advisory committee briefing statement.

Mr. Hollinger briefly reviewed the meeting agenda (**Handout #1**), thanked Mr. Mike Romanowski (AIA) for AIA's hosting the meeting, and asked Mr. Romanowski to talk about logistics. Mr. Hollinger then reminded the group the second day of the meeting would be held at the Department of Transportation and gave directions to the location. His comments were followed by introduction of attendees. Mr. Hollinger followed the introductions with a more detailed review of agenda items. He said the most significant change to the agenda related to Mr. Huber's update, scheduled for day 2 of the meeting, on the Aging Program rulemaking actions. He said since the notice about these rulemaking actions had not yet been published, Mr. Huber could not give the update.

Approval of April 2004 Meeting Minutes (Handout #2)

Mr. Hollinger opened the floor for comments on the meeting minutes from the April 2004 meeting of ATSRAC. The Committee had a few minor corrections and voted unanimously to accept the minutes with the agreed-upon changes.

European Aging Systems Coordination Group (EASCG) (Handout # 3)

Mr. Tony Heather (JAA/EASA) gave an update of the EASCG's activities as covered in Handout #3, European Aging Systems Coordination Group--An Update. He noted EASA had drafted a Terms of Reference (TOR) for the EASCG, which is currently pending comments from the AGNA and SSCC. The likely outcome will be participation from the European industry, which the group would welcome. The EASCG held their third meeting at Heathrow on July 1, 2004 and discussed their EAPAS (Enhanced Airworthiness Program for Airplane Systems) related proposed rule changes and harmonization issues. Currently, there are four members. Mr. Heather said he is still the proposed chair until there is a formal appointment. He then discussed the specific proposals from the EASCG as outlined in slides 5 to 12 of Handout #3.

Discussion

Mr. Hollinger asked if new members of the EASCG would be specified in the TOR since the draft lists the current 4 members. Mr. Heather responded, saying the TOR would list the EASCG members. Mr. Romanowski said there should be FAA representation on the group because of a need to keep a harmonized framework. Mr. Huber responded, saying the FAA's participation in harmonization efforts with the JAA, EASA, and Transport

**Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

Canada is through the ATSRAC. He added that once the Aging Program notice is published, the FAA could give more details that would aid harmonization. Meanwhile, participation in the European group would constitute ex parte contact. In support of Mr. Huber's remarks, Mr. Tony Heather (JAA/EASA) said the intent of regular updates from the EASCG to ATSRAC is to keep the FAA informed. Mr. Bill Miller (Transport Canada (TC)) said TC would follow the same format in their rulemaking actions by keeping the FAA informed via ATSRAC. Mr. Heather added that EASA would not seek harmonization in isolation, but would do it in consultation with the FAA. Mr. Ric Peri (AEA) said harmonization has been impacted adversely by issues already deliberated and rejected by ATSRAC (e.g., general aviation costs for retroactive EZAP for STCs) being revisited in the European rulemaking process. Mr. Heather responded, saying it is not the Europeans' intent to do anything different with their rulemaking than what ATSRAC has proposed.

European Aging Systems Coordination Group (continued)

Following the discussion about Mr. Heather's report on the EASCG, Mr. Hollinger asked Mr. Miller if he had any comments on the status of TC's harmonization efforts. Mr. Miller responded, noting TC now has a harmonization group within TC, and they have had one meeting. He said they see the TC group's structure as less formal than the EASCG. TC's group is an internal one with representation from all relevant divisions within aircraft maintenance and certification.

Discussion

After a brief discussion about Mr. Miller's remarks, a participant asked how the Committee would know when the Aging Program notice was published. Mr. Huber said he would send each member a copy of the notice after it is published in the Federal Register.

Mr. Patrick Glapa (Airbus) commented on the costs to individual manufacturers of the aging rulemakings, whereby the group began a lengthy discussion about how the FAA determines costs and benefits for their rules. This discussion ended with a recommendation from Mr. Wayne Maxey (Boeing) to have the FAA's economist for the EAPAS proposed rule give a presentation on this subject at the January 2005 ATSRAC meeting.

Post-meeting Update: Mr. Joachim Bargmann of Airbus is now an EASCG participant and EASA has given their agreement that FAA can participate as an observer on the group if they wish to do so.

Status of SILs for Cycling of Circuit Breakers (Handout #4)

Mr. Glapa, Mr. Maxey, and Mr. Bellon, respectively, provided an update on the status of Airbus, Boeing, and Dassault's Service Information Letters on circuit breakers. Mr. Glapa said Airbus had issued their SIL Number 20-017 on June 28, 2004 (see Handout #4). The SIL covers all Airbus models and provides background information on ATSRAC and EAPAS, including the FAA's research program for electrical systems. Mr. Maxey said Boeing has drafted their SIL, and it is going through the internal approval

**Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

process. They will recommend to their operators that they adopt the circuit breaker recommendations. Also, Boeing plans to have associated updates to the Standard Wiring Practices Maintenance Manual ready by early 2005. Mr. Maxey said he would provide a copy of Boeing's SIL to Mr. Hollinger for posting on the ATSRAC website. Mr. Bellon said Dassault would release their SIL in September 2004 or early October 2004.

Discussion

Following a brief discussion about the presentations, Mr. Card recommended the FAA send a letter to other manufacturers saying what Airbus, Boeing, and Dassault are doing and recommend that all manufacturers issue similar letters. Mr. Huber responded, saying the FAA could use the information in the Airbus, Boeing, and Dassault SILs, to tell the general airplane manufacturer community about this information.

HWG #12 Report (Handout #5)

Mr. Hollinger, the U.S. co-chair of HWG-12 discussed two recommendations from the working group. Following a lengthy discussion about the recommendations, the Committee agreed on revisions to both that made them more generic. After making the agreed-upon changes, Mr. Hollinger called for a vote on the revised recommendations, after which the Committee voted unanimously to accept them with the changes and send them to the FAA. Recommendation 1 indicates a need to advise ACOs how to include the results of ATSRAC findings in their evaluations. Recommendation 2 notes the FAA should consider requesting wiring qualification organizations investigate if pigments and other additives can affect wiring mechanical, electrical and flammability properties. After the vote, Mr. Hollinger presented the status of HWG-12's activities as noted in Handout #5.

Joint Council on Aging Aircraft (JCAA) (Handout #6)

Mr. Robert Ernst, JCAA Chairman, presented an overview of the JCAA as indicated in Handout 6, JCAA National Strategy.

HWG #13 Report (Handout #7)

Mr. Jon Haag reported on the status of HWG #13 as indicated in Handout #7 (HWG-13 ATSRAC Status Report). He discussed the timeline of the group's tasks, indicating that they expected to send a draft report to ATSRAC in October 2004. In addition, the final report to ATSRAC is scheduled for December 15, 2004 with a follow-on presentation to ATSRAC at the January 2005 meeting.

HWG #11 Report (Handout #8, 8a, 8b)

Mr. Randy Pope presented HWG-11's interim report, as shown in Handout #8, for the Committee's comment and approval. Following some discussions, the Committee agreed that more time was needed for them to review the report. Mr. Hollinger took an action item to e-mail the interim report to Committee members for review and comment by July 23, 2004. The Committee also agreed to hold a telecom in October 2004 to discuss their comments and give the working group further direction on how they might revise their report. Mr. Pope provided a status of the working group's activities as indicated in Handouts 8a and 8b.

**Aging Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

How MMELs Are Approved (Handout #9)

Mr. Dave Burr (FAA/AFS-260) and Mr. Steve Gibbs (FAA/AFS-300) presented a detailed discussion of the processes involved in establishing the Master Minimum Equipment List (MMEL). Mr. Burr gave an overview of Flight Standards Services' (AFS) relationship within the FAA's organizational structure and discussed the services AFS provides. In addition, he discussed the following topics about MMELs: Their purpose; their regulatory basis; the role of the Flight Operations Evaluation Board (FOEB) in their development; and their preparation and format.

Discussion

Attendees discussed MMELs at length. The Committee's primary concern was how the MMEL process may impact identification and resolution of potential electrical wiring problems. The discussion centered on whether the Committee should make a recommendation to the FAA about MMELs. The outcome of the discussion was the Committee agreed to table a decision on making a recommendation until after the MMEL presentation at the January 2005 ATSRAC meeting.

Administrative

Because of the late adjournment (6:30 p.m. EST) of the meeting on day 1, the Committee agreed to move the STA Maintenance Program Development presentation to the January 2005 meeting. In addition, they agreed to move the EWIS Inspection Tools discussion to day 2.

Day Two

Results of MEL Review (Handout #10)

Ms. Christine Negroni (NADA/F), Mr. Ken Elias (ALPA), and Mr. Vic Card (JAA/EASA) discussed the results of their MEL review as shown in Handout #10 (FAR 121.628 and FAR 135.179).

EWIS Inspection Tools (Handout #11)

Mr. Mike Walz (FAA/Technical Center) gave a presentation on Electrical Wire Interconnect Systems (EWIS) Hazard Prevention (Handout #11).

SFAR 88 Maintenance and EZAP (Handout #12, 12a)

Mr. Huber presented Handout #12 (EZAP/SFAR88 Relationship). He discussed the following topics: SFAR 88 maintenance requirements; FAA draft policy on SFAR88 maintenance inspections of fuel tank systems (Handout 12a); and the differences, similarities, and compatibility in EZAP and SFAR 88.

Future of ATSRAC (Handout #13)

Mr. Huber discussed the future of ATSRAC, covering the Enhanced Airworthiness Program for Airplane Systems (EAPAS) rulemaking schedule, the remaining ATSRAC tasks, and potential work for the Committee.

**Aging Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

Future Meeting Dates and Locations

The Committee discussed and agreed to the following schedule for future ATSRAC meetings:

Date	Location
October 21, 2004	Teleconference
January 12-13, 2005	Tentative Location: Tucson, Arizona
April 13-14, 2005	TBD – Tentatively cancelled
May 11-12, 2005	TBD – Tentatively cancelled
June 29-30, 2005	TBD – Tentatively cancelled
October 12-13, 2005	Tentative Location: Augusta, Georgia

Instead of the October meeting, the Committee agreed to hold a 1- to 4-hour teleconference on October 21, 2004 to discuss comments to HWG-11's interim report. The teleconference time per time zone is as follows: 6 a.m. PDT, 9 a.m. EDT, 2 p.m. UK, 3 p.m. continent of Europe.

(Sign-In Sheet: Handout #14)

Adjourn: 12:35 PM

**Aging Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

Action Items and Key Decisions

Action Items

- 1) Send copies of Aging Airplane Notice when published to Committee members. (Chuck Huber)
- 2) Send a copy of Airbus' Service Information Letter on circuit breakers to Kent Hollinger for posting on ATSRAC's website. (Patrick Glapa)
- 3) Send Chuck Huber information about wire system metrics (Robert Ernst, JCAA Chairman)
- 4) Send Comments on HWG-11's interim report to Kent Hollinger by July 23, 2004. (Committee Members)
- 5) Kent Hollinger will send Committee members a copy of the JAA's recommendation on MMELs and wiring, and the Committee members will send comments on the recommendation to Vic Card by October 15, 2004.
- 6) Coordinate a presentation on MMELs by Boeing's FOEB member at the January 2005 ATSRAC meeting (Wayne Maxey).
- 7) Look into holding the January 2005 ATSRAC meeting in Tucson, Arizona and advise Kent Hollinger of outcome by August 15, 2004. (Eli Cotti)
- 8) Ask ATA management if ATA would turn over Spec-117 to the FAA to distribute as an FAA document, and inform Chuck Huber by August 15, 2004. (Ric Anderson).
- 9) Look into holding October 2005 ATSRAC meeting at Garrett Aviation and inform Kent Hollinger before January 2005 meeting. (Carl Story)

Key Decisions and Conclusions

- The Committee voted unanimously to adopt the meeting minutes from the April 2004 ATSRAC meeting with a few minor changes.
- The Committee agreed to table a decision on any recommendation to the FAA about MMELs until after the follow-on presentations on this topic scheduled for the January 2005 ATSRAC meeting.
- The Committee voted unanimously to cancel the October 20-21, 2004 meeting. Instead, they agreed to hold a 1 to 4 hour teleconference on October 21, 2004 to discuss comments to HWG-11's interim report. The time of the teleconference is listed below.

**Aging Transport Systems Rulemaking Advisory Committee (ATSRAC)
Meeting Minutes**

(6 a.m. PDT, 9 a.m. EDT, 2 p.m. UK, 3 p.m. continent of Europe)

- The Committee voted unanimously on the following future meetings:

Date	Location
October 20-21, 2004	Cancelled
January 12-13, 2005	Tentative Location: Tucson, Arizona
April 13-14, 2005	TBD – Tentatively cancelled
May 11-12, 2005	TBD – Tentatively cancelled
June 29-30, 2005	TBD – Tentatively cancelled
October 12-13, 2005	Tentative Location: Augusta, Georgia