

252533

FAA-01-10428-24

RECORD OF MEETING

DATE: 11/26/02
TIME: 1:25

This meeting took place in the Office of Rulemaking conference room, ARM-1, at 13:30 on June 26, 2002. The purpose of the meeting was to discuss the NTSB comment to SFAR 89 and to attempt to relate that comment to a follow on submission by Boeing that better explained their original request for relief. In attendance were Gary Davis of AFS-200, Forest Rawls of ARM-100, Denis Grossi of NTSB, Erin Gormley of NTSB and a late arrival to the meeting was Karen Petronis of AGC-200.

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Boeing's original petition identified certain resolution recording issues with the factory-installed equipment on many Boeing airplane models. Based on that petition the FAA issued SFAR 89 and requested comment. Because the SFAR had a rather short comment period NTSB was forced to make its comment based on the material provided in the original petition and had not seen the later submission. The meeting was necessary to ensure that the NTSB staff could agree that Boeings revised submission better explained their request, had merit and needed to be acted upon in order to prevent unnecessary retrofit costs by operators of certain Boeing airplanes.

Except for the NTSB comment all other commenters were favorable to the Boeing petition. Specifically FAA needed to determine if a global change to the appendix would be acceptable or if a footnote needed to be added to resolve the particular issue. The issues considered are described below and were acceptable to NTSB and FAA:

- # 5 - add footnote # 18 For B-717 series airplanes, resolution = .005g.
 - #12a- global change .2 to .5
 - #14a- global change .2 to .3
 - # 16 - global change .2 to .25 with but maintain Airbus footnote # 7
 - # 23 - global change .2 to .5 and amend the Airbus footnote # 12
 - # 26 - add footnote # 19 to accommodate Dassault airplane
- Agreed to amend footnotes 5, 9, 11, and 12 and add new footnotes 18 (Dassault) & 19 (B757&767)

Issues to discuss with NTSB via telephone call due to October supplemental petition from Boeing:

- # 9 - Global change from .2 to .3 (B777)(Part of supplemental petition)
- #15 - Global change from .2 to .3 (B747)(Part of supplemental petition)
- #19 - Global change from .2 to .6
- #87 - Global change from .2 to .3
- #88 - Global change from .2 to .3

Other Global changes agreed to but not included in this rule

- #12b- Global from .2 to .3
- #13b- Global from .2 to .3 (amend foot note 4 to leave A330/340)
- #24 -Global from .3 to .5