

09 December 2022

NOTICE TO RELEVANT STAKEHOLDERS

Dear Sir/Ma'am:

This refers to the draft regulations distributed through the World Trade Organization – Technical Barriers to Trade (WTO-TBT) website (www.epingalert.org) from 19 to 25 November 2022.

Relative thereto, we respectfully invite stakeholders to comment on the notified draft technical regulations from United States:

Document Symbol	Notifying Member	Relevant Dates	Products Covered	Summary
G/TBT/N/USA/1385/Add.1	United States	<p>Date of Distribution: 25 November 2022</p> <p>Deadline for Comments: 19 January 2023</p>	Transport category airplanes - Addendum	The FAA is adding a new load condition to the design standards for transport category airplanes. The new load condition requires such airplanes to be designed to withstand the loads caused by rapid reversals of the rudder pedals, and applies to transport category airplanes that have a powered rudder control surface or surfaces. This rule is necessary because accident and incident data show that pilots sometimes make rudder reversals during flight, even though such reversals are unnecessary and discouraged by flightcrew training programs. The current design standards do not require the airplane structure to withstand the loads that may result from such reversals. If the loads on the airplane exceed those for which it is designed, the airplane structure may fail, resulting in catastrophic loss of control of the airplane. This final rule aims to prevent structural failure of the rudder and vertical stabilizer that may result from these rudder reversals.
G/TBT/N/USA/1831/Add.1	United States	<p>Date of Distribution: 25 November 2022</p>	Air pollution from aircraft engines - Addendum	The Environmental Protection Agency (EPA) is finalizing particulate matter (PM) emission standards and test procedures applicable to certain classes of engines used by civil subsonic jet

BUREAU OF PHILIPPINE STANDARDS

Membership:

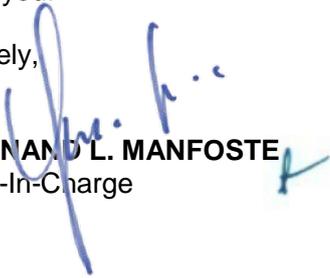
- International Organization for Standardization (ISO)
- International Electrotechnical Commission (IEC)
- World Trade Organization (WTO) Technical Barriers to Trade (TBT)
 - National Enquiry Point (NEP)
 - National Notification Authority (NNA)

		<p>Deadline for Comments: 23 January 2023</p>	<p>airplanes (engines with rated output of greater than 26.7 kilonewtons (kN)) to replace the existing smoke standard for those engines. The EPA is adopting these standards under our authority in the Clean Air Act (CAA). These standards and test procedures are equivalent to the engine standards adopted by the United Nations' International Civil Aviation Organization (ICAO) in 2017 and 2020 and will apply to both new type design aircraft engines and in-production aircraft engines. The EPA, as well as the U.S. Federal Aviation Administration (FAA), actively participated in the ICAO proceedings in which the ICAO requirements were developed. These standards reflect the importance of the control of PM emissions and U.S. efforts to secure the highest practicable degree of uniformity in aviation regulations and standards. Additionally, the EPA is migrating, modernizing, and streamlining the existing regulations into a new part in the Code of Federal Regulations. As part of this update, the EPA is also aligning with ICAO by applying the smoke number standards to engines less than or equal to 26.7 kilonewtons rated output used on supersonic airplanes.</p>
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To access the notification form, right click the document symbol to open the hyperlink. Should you have any queries on this matter or request for full text of draft regulation in English, please do not hesitate to email us at BPS@dti.gov.ph copy bps.smd@dti.gov.ph.

Thank you.

Sincerely,


FERDINAND L. MANFOSTE
 Officer-In-Charge