

available for inspection and copying in the Commission's Public Reference Room. Copies of such filing will also be available for inspection and copying at the principal office of the NASD. All submissions should refer to the file number in the caption above and should be submitted by July 23, 1997.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>5</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 97-17319 Filed 7-1-97; 8:45 am]

BILLING CODE 8010-01-M

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## SOCIAL SECURITY ADMINISTRATION

### Agency Information Collection Activities; Submissions for OMB Review

This notice lists information collection packages that have been sent to the Office of Management and Budget (OMB) for clearance, in compliance with Public Law 104-13 effective October 1, 1995, The Paperwork Reduction Act of 1995.

Childhood Disability Evaluation 0960-0568. The information collected on form SSA-538 is used by SSA and the State Disability Determination Services (DDS) to record medical and functional findings concerning the severity of impairments of children claiming SSA benefits based on disability. The form is used for initial determinations of eligibility, in appeals and in initial continuing disability reviews. The respondents are State DDS offices.

*Number of Respondents:* 1,066,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 20 minutes.

*Estimated Annual Burden:* 355,333 hours.

Written comments and recommendations regarding the information collection(s) should be directed within 30 days to the OMB Desk Officer and SSA Reports Clearance Officer at the following addresses: (OMB)

Office of Management and Budget,  
OIRA, Attn: Laura Oliven, New  
Executive Office Building, Room  
10230, 725 17th St., NW.,  
Washington, D.C. 20503

(SSA)

Social Security Administration,  
DCFAM, Attn: Nicholas E.  
Tagliareni, 1-A-21 Operations  
Bldg., 6401 Security Blvd.,

Baltimore, MD 21235

To receive a copy of any of the forms or clearance packages, call the SSA Reports Clearance Officer on (410) 965-4125 or write to him at the address listed above.

Dated: June 25, 1997.

**Nicholas E. Tagliareni,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 97-17242 Filed 7-1-97; 8:45 am]

BILLING CODE 4190-29-U

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## DEPARTMENT OF STATE

[Public Notice 2565]

### United States International Telecommunications Advisory Committee Radiocommunication Sector The Radiocommunication Assembly and The Radiocommunication Advisory Group; Meeting Notice

The Department of State announces that the United States International Telecommunications Advisory Committee (ITAC), Radiocommunication Sector will meet on 8 July 1997 at 10:00 A.M. to 12:00 noon, in Room 1207 at the Department of State, 2201 C Street, NW., Washington, DC 20520 to prepare for two international meetings of the International Telecommunication Union: the Radiocommunication Assembly and the Radiocommunication Advisory Group. The short lead time for this meeting results from the need to develop an early preparatory effort to assure United States interests are fully addressed.

The Radiocommunication Assembly normally meets every two years and is responsible for the structure, program and approval of radiocommunication studies. The next meeting will be held October 20-24, 1997.

Preparations will also begin for a special Radiocommunication Advisory Group meeting September 10-12, 1997. The meeting will review the preparatory process for preparing for World Radio Conferences and alternative methods for study of operational/regulatory procedures.

Members of the General Public may attend these meetings and join in the discussions, subject to the instructions of the Chairman, John T. Gilsenan.

**Note:** If you wish to attend please send a fax to 202-647-7407 not later than 24 hours before the scheduled meeting. On this fax, please include subject meeting, your name, social security number, and date of birth. One of the following valid photo ID's will be required for admittance: U.S. driver's license

with your picture on it, U.S. passport, U.S. Government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the "C" Street Main Lobby.

Dated: June 26, 1997.

**Warren G. Richards,**

*Chairman, U.S. ITAC for ITU-Radiocommunication Sector.*

[FR Doc. 97-17427 Filed 6-30-97; 9:39 am]

BILLING CODE 4710-45-M

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Application for Transport Category Type Certificate for Military Surplus U.S. Army Model UH-1H and UH-1V Helicopters

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed type certification basis.

**SUMMARY:** This notice provides information and invites comments concerning the proposed transport category type certification basis for the Garlick Helicopters Incorporated (GHI) Model GH205A helicopter. GHI has applied for a transport category standard type certificate for U.S. Army surplus Model UH-1H and UH-1V helicopters that would be designated as Model GH205A's. This nonrulemaking document is published in the interest of informing the public of this application under the provisions of 14 CFR 21.27 (§ 21.27). Public comments concerning the proposed certification basis will be considered in determining the airworthiness standards applicable to the type certification of these surplus military helicopters in the transport category.

**DATES:** Comments on this notice must be received on or before September 2, 1997.

**ADDRESSES:** Comments must be mailed in duplicate to the Federal Aviation Administration, Rotorcraft Directorate, Fort Worth, Texas 76193-0110.

**FOR FURTHER INFORMATION CONTACT:** Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Aircraft Certification Service, Fort Worth, Texas 76193-0110, telephone (817) 222-5116, fax (817) 222-5961.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

This notice of the proposed type certification basis of the Model GH205A is part of the FAA's continuing efforts to keep the public informed of the type certification programs conducted by the

<sup>5</sup> 17 CFR 200.30-3(a)(12) (1996).

FAA. Interested parties are invited to provide comments, written data, views, or arguments relevant to the proposed type certification basis of the Model GH205A as contained in this notice. Comments should be submitted in duplicate to the address specified above. All comments received on or before the closing date specified will be considered by the Administrator before the type certification basis is established.

#### **Availability of Additional Copies of Notice**

Any person may obtain a copy of this notice by submitting a request to the address noted in the **ADDRESSES** paragraph above or by calling (817) 222-5110.

#### **Background**

GHI, Hamilton, Montana, has applied for a transport category standard type certificate under the provisions of § 21.27, "Issue of type certificate: Surplus aircraft of the Armed Forces of the United States," for former U.S. Army Model UH-1H and UH-1V helicopters, to be redesignated as GHI Model GH205A helicopters. The later military UH-1V model contains avionics and internal equipment changes only and is considered identical to the UH-1H model for the purposes of FAA certification. The FAA Denver Aircraft Certification Office (ACO) received the original GHI type certificate application dated December 9, 1993, and held a Preliminary Type Certification Board Meeting on November 1, 1994. The program is large when viewed in terms of its requirements for FAA resources, applicant type design submittals, and policy considerations. Based on its potential impact on FAA certification operations, the program was transferred to the Rotorcraft Certification Office, Southwest Region, by mutual agreement of the FAA and the applicant on June 12, 1995. Two familiarization meetings were held June 29, 1995, and July 12, 1995, in Fort Worth, Texas, to discuss engine and airframe certification issues, respectively. As a result, the FAA determined the program was viable and initiated certification activity.

Section 21.27 provides two methods for obtaining a type certificate on a military surplus aircraft designed and constructed in the United States and accepted for operational use by the U.S. Armed Forces. The type certificate may be obtained if the surplus aircraft (1) is a counterpart of a previously type certificated civil aircraft, or (2) meets the airworthiness standards in effect when accepted by the U.S. Armed

Forces, subject to any special conditions or later amendments necessary to ensure an adequate level of airworthiness for the aircraft. The U.S. Army procurement offices in St. Louis, Missouri, state that the UH-1H model helicopter was first accepted for operational use on September 8, 1966, and no similar civil version was certified until June 13, 1968. Hence, no similar civil model was certificated prior to the first operational use of the UH-1H model helicopter. The Model GH205A must therefore comply with the airworthiness standards specified in § 21.27(f) at the amendment level in effect on September 8, 1966, which is part 29 through Amendment 1.

Section 21.27(d) permits the FAA to relieve an applicant from strict compliance with an airworthiness standard in the certification basis, provided the stated conditions are satisfied. In addition § 21.27(e) permits the FAA to adopt special conditions or later airworthiness requirements than those stated in the procedural rule to ensure an adequate level of airworthiness of the type design. Special conditions are airworthiness safety standards promulgated in accordance with the procedural rules of §§ 11.28 and 21.16, which include public participation, and establish a level of safety equivalent to that contained in the regulations.

The proposed certification basis addresses FAA general concerns regarding the certification of military aircraft, compliance with current external noise criteria, and the ability to identify all critical components as to origin and service history. In that regard, certain later amendments of the regulation will be imposed. The applicant would be required to comply with basic airframe airworthiness standard part 29 effective August 12, 1965, with selected later revisions.

Regarding the proposed certification basis for the military T53-L-13 engines, § 21.27(c) allows the FAA to approve, for use on the GH205A aircraft, those engines installed on surplus UH-1H and UH-1V model helicopters. That approval would be based on a showing that the previous military qualifications, acceptance, and service records provide substantially the same level of airworthiness as would be provided if the engines were type certificated under part 33. In addition, § 21.27(e) allows the FAA to require special conditions if compliance with the regulations in part 33 in effect at the time the engines were originally accepted by the military would not ensure an adequate level of safety. Based on §§ 21.27 (c) and (e), the FAA has determined that the engines may be approved using the standards in

Civil Air Regulations (CAR) 13, Amendments 13-1, 13-2, and 13-3; § 33.14, Amendment 10; and § 33.4, Amendment 9, and special conditions. These engines, or engine components, will only be eligible for installation on Model GH205A aircraft.

#### **Type Certification Process**

The statutory prerequisite for the issuance of a type certificate (49 U.S.C. 44704) is a finding by the Administrator that the aircraft is properly designed and manufactured, performs properly, and meets the regulations and minimum standards prescribed under 49 U.S.C. 44701(a). Pursuant to 49 U.S.C. 44701(a) and part 21, a type certificate is issued after:

1. All applicable airworthiness, noise, fuel venting, and engine emission requirements of the CFR have been met, including the completion of required functional and reliability tests to ensure that the helicopter is considered safe in its operational environment; and

2. The Administrator has found no feature or characteristic that makes the helicopter unsafe for the category in which certification is desired.

#### **Proposed Type Certification Basis**

The proposed type certification basis presented herein represents the type certification basis required by § 21.27(f), specifically, the regulations in effect on the date that the military models were first accepted by the U.S. Army, and later regulatory amendments, deemed appropriate by the FAA or elected by the applicant. The initial military acceptance date for the Model UH-1H helicopter was September 8, 1966, establishing the baseline airframe airworthiness certification basis as part 29, Category B, Amendment 1. Similarly, the baseline engine certification basis is CAR 13, Amendments 13-1, 13-2, and 13-3.

In this certification, the FAA has determined that instructions for continued airworthiness are to be provided for the airframe in accordance with § 29.1529, Amendment 20, and for the engine in accordance with § 33.4, Amendment 9. The applicant would be required to comply with these later airworthiness standards and with the engine rotating components low cycle fatigue (start-stop stress) life determination requirements of § 33.14, Amendment 10.

The applicant will be required to demonstrate compliance with part 36, Appendix H, at the amendment level effective on the date of type certification to stage 2 noise level requirements. The FAA will grant an additional 2 EPNdb noise signature relief in accordance with

§ 36.805(c), based on the FAA's finding that the Model GH205A will be classified as the first civil version of a related military-design helicopter.

In determining the certification basis, the FAA has considered the operating experience of similar civil helicopter models manufactured by Bell Helicopter Textron, Inc., and the service history for the UH-1H and UH-1V model military helicopters available from the U.S. Army. For example, as provided by § 21.27(d), the single servo valve, single hydraulic assist primary flight control system design peculiar to the military UH-1H and UH-1V configuration has been found by the FAA to provide substantially the same level of airworthiness as specified in § 29.695, latest amendment, and that strict compliance with the requirement will impose a severe burden on the applicant. That relief from strict compliance with § 21.27(f) is based on satisfactory service experience and is contingent on an inflight demonstration that continued safe flight and landing can be executed following a loss of power assist to the flight controls at flight envelope limits.

#### *Certification Basis Summary Table*

##### **Airframe:**

Part 29, Amendment 1, Category B  
Section 29.1529, Amendment 20  
Part 36, Appendix H, Latest  
Amendment

##### **Engine:**

CAR 13, Amendments 13-1, 13-2,  
13-3  
Section 33.14, Amendment 10  
Section 33.4, Amendment 9

#### **Special Conditions and Exemptions**

The FAA has not identified any additional requirements for special conditions pursuant to § 21.16 nor has GHI petitioned the FAA for any exemptions relative to the certification of the Model GH205A airframe. However, the airframe certification process will address the issues of initial inspection, teardown, life limited parts, military unique parts, non-FAA approved military vendor (breakout) parts, non-FAA approved repairs and alterations, instructions for continued airworthiness, and compliance with FAA airworthiness directives (ADs) and/or military safety of flight messages. The airframe will be inspected and overhauled in accordance with an FAA approved procedure. Prior to civil certification, the airframe must pass a conformity inspection to the FAA approved Model GH205A type design.

For engines, the FAA would propose separate special conditions under the provisions of § 21.16 to establish a level

of safety substantially equivalent to that established in part 33.

The Department of Defense makes no representation as to an engine's conformance with FAA airworthiness requirements in compliance with CFRs for engines sold to the commercial aviation industry as surplus. The FAA's concern has been that once the engines enter the military service, they are no longer subject to FAA operating limitations, surveillance, and quality assurance program and, therefore, may not meet FAA standards or airworthiness requirements when released as surplus. Certain engine components may have exceeded life limits of the civil counterpart or shelf life, may not have been produced under an FAA-approved quality system, or may lack documentation, operating records, or maintenance records. In addition, § 43.13 mandates that the installer of a part have a reasonable basis for determining that, after the part is installed on a U.S. type-certificated product, the condition for the product is at least equal to the product's original or properly altered condition and that the product is in a condition for safe operation.

The FAA finds that the engine approval basis alone may not contain adequate or appropriate safety standards for engines installed in surplus military aircraft for the reasons described previously. The areas of FAA concern regarding approval of the military surplus engines are described as follows:

#### *a. Engine and Maintenance Records*

The following data would be required to support an equivalent airworthiness determination to the engine approval basis described previously:

(1) Records which establish that the engine and components and parts that have been installed since original manufacture were produced under an FAA approved production and inspection system.

(2) Complete historical records maintained by the military, the manufacturer, and any other prior owner(s) pertaining to inspection, modification, repair, alteration, maintenance, and operation of the engine from the time of acceptance by the military.

(3) A report that the engine has an equivalent level of airworthiness substantiated by the engine approval basis described previously. The report will be required to address the provisions of CAR 13 and applicable part 33 sections on a paragraph by paragraph basis.

#### *b. Military Unique and Breakout Hardware*

Military unique and breakout hardware are engine components for which the military utilized the manufacturer's design drawings and specifications, but the components were produced specifically for the military by non FAA-approved manufacturers. All military unique and breakout hardware must be replaced with parts made by FAA production approval holders.

#### *c. Conformity*

The applicant will be required to present evidence to substantiate that the engine conforms to the FAA-approved type design of its civil counterpart. The manufacturing records will include any deviation from the FAA approved type design and quality control system which was in existence at the time of manufacture. With regard to maintenance, the applicant will need to establish that any alterations, modifications, or repairs were accomplished in compliance with FAA-approved data by maintenance facilities certificated by the FAA. When this cannot be established, the alterations or repairs must be appropriately substantiated in accordance with the applicable regulations and approved by the FAA, or the altered or repaired hardware will be removed. The operating records will be examined to determine whether the engine was utilized outside of the operating envelope specified for the civil version engine including speed, temperature, torque, engine mount load and other engine limits. In addition, this records review of operational history will be required to determine if the engine has been subjected to other extreme operating conditions such as accidents, fire, and missile drone target shooting.

#### *d. Life Limited Engine Parts*

The military mission cycle, with or without the same type design, generally differs from civil aircraft mission cycles. As such, the life cycle limits for engine rotating parts (such as disks, spacers, hubs, and shafts of the compressors and turbines) and life limited stationary engine components may not be directly transferable between military and civil engines having the same hardware. To perform an accurate cycle adjustment on a military life limited engine part, there must be a record of operating hours and operating history and a known mission profile. Unlike civil missions, many military operations subject engine hardware to a wide variance in strain range, thus subjecting these components to multiple partial cycles for each flight

hour. The applicant will need to define a process for screening military engine operating and maintenance records to insure their accuracy.

For engines lacking complete, accurate time in service (TIS) and operating records, the time remaining on life limited parts is considered unknown, therefore, such parts are considered not airworthy and will be required to be removed. For those engines having accurate TIS and service history records, the applicant will be required to develop a conversion factor(s) to convert TIS of past engine usage in military service to the equivalent civil engine cycles which will include cumulative partial cycles. The procedure for such conversions must be submitted to and approved by the FAA. The applicant will need to use the published life limit in civil engine manuals for all life limited engine hardware to establish the remaining cycles. If applicable, the applicant must also develop procedures approved by the FAA to account for anticipated additional life to be consumed from other aircraft operating modes, such as external load and repetitive heavy lift operations, that are not considered in the published life in the civil engine manuals.

#### e. Continued Airworthiness

The applicant will be required to provide Instructions for Continued Airworthiness in accordance with § 33.4 or the civil counterpart engine manuals acceptable to the FAA. The applicant will be responsible for maintaining pertinent information concerning continued airworthiness of the engines, such as future ADs and service difficulties. In addition, the type certificate holder is responsible for corrective actions of service difficulties including support of all accident, incident, and service difficulty engineering investigations.

#### f. Identification Marking

The existing military identification marking (data plate) should remain attached to the engine. A supplemental data plate, in compliance with the requirements of part 45, will be used to further identify the applicant's engine.

#### g. Airworthiness Directives (AD's)

The applicant would be required to comply with all FAA AD's pertaining to the civil equivalent engine and certain military Time Compliance Technical Orders (i.e., the military equivalent to AD) that are approved by the FAA for the engines.

#### h. Overhaul

The engine will need to be in newly overhauled condition according to civil engine manuals by a maintenance facility certified by the FAA.

#### Post Certification Activity

The design evaluation does not end with the issuance of the type certificate. Regulations require type certificate holders to submit various reports and data on the aircraft's service experience and to perform periodic inspections and maintenance necessary to assure continued airworthiness. The FAA continues to monitor the safety performance of a design after the type design is approved and the aircraft is introduced into service through the various reports and data that the FAA receives and with postcertification design reviews when necessary. The airworthiness standards such as part 29, and the operational standards, such as parts 91 and 135, are amended from time to time to incorporate new technologies and to upgrade the existing level of safety. If an unsafe condition is found as a result of service experience and that condition is likely to exist or develop in other products of the same type, the FAA issues an AD under part 39 to require a change to the type design or to define special inspection or operational limitations. In effect, these are retroactive applications of required type design changes.

Issued in Fort Worth, Texas, on June 20, 1997.

#### Eric Bries,

Acting Manager, Aircraft Certification Service, Rotorcraft Directorate.

[FR Doc. 97-17299 Filed 7-1-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Kistler Aerospace Corp.; Intent To Prepare an Environmental Assessment

**AGENCY:** Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation, DOT.

**ACTION:** Notice of Intent to Prepare an Environmental Assessment.

**SUMMARY:** This Notice provides information to Federal, state, and local agencies, affected Native American tribes, and other interested persons on the Federal Aviation Administration's (FAA) intent to prepare an environmental assessment (EA) of Kistler Aerospace Corporation's (Kistler) proposed launch vehicle operations at

the Nevada Test Site (NTS). The FAA, as lead Federal agency, will prepare the EA in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*) and the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508), as part of its licensing process for the proposed Kistler project. The U.S. Department of Energy (DOE) is responsible for administering the NTS, and will be a cooperating agency in the development of the EA. Kistler proposes to use private funds to construct and operate facilities for purposes of conducting commercial space launch test and operational flights of the Kistler K-1, a reusable two-stage aerospace vehicle, at Area 18 of the DOE NTS, located in Nye County, Nevada. Proposed operations include suborbital and orbital test flights (launch and reentry). Kistler plans to launch communications and other commercial satellites as well as government satellites into low earth orbits.

#### Background

The Federal Aviation Administration (FAA) and the Department of Energy (DOE) are cooperating agencies in the preparation of an environmental assessment (EA) of Kistler Aerospace Corporation's (Kistler's) proposed operations at the Nevada Test Site (NTS) to determine whether those operations would have significant impacts on the environment. The EA will cover construction of facilities, ground activities (component testing, transportation and storage of fuels and explosives, etc.), pre-flight vehicle and payload preparation activities, launch, reentry and recovery/landing operations.

The FAA is the lead Federal agency in preparing the EA because of its licensing authority for commercial launch activities under 49 U.S.C. Subtitle IX, Ch. 701, formerly the Commercial Space Launch Act of 1984, as amended (CSLA). The CSLA authorizes the Secretary of Transportation to oversee, license and coordinate U.S. commercial space launch activities. Under the CSLA, the Secretary exercises this authority in a manner that ensures the protection of public health and safety, the safety of property, and national security and foreign policy interests of the United States. The Secretary has delegated this authority to the Administrator of the Federal Aviation Administration, who in turn has redelegated this authority to the Associate Administrator for Commercial Space Transportation (AST). Kistler intends to apply for a