

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Tasks**

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

**ACTION:** Notice of new task assignments for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given of new tasks assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

**FOR FURTHER INFORMATION CONTACT:** Stewart R. Miller, Transport Standards Staff (ANM-110), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; phone (425) 227-1255; fax (425) 227-1320.

**SUPPLEMENTARY INFORMATION:****Background**

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine Issues. These issues involve the airworthiness standards for transport category airplanes and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

**The Tasks**

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization tasks:

*Avionics Systems***Task 1: Takeoff Warning System**

JAR 25.703(a) is more specific in the requirements than the FAR. The JAR, requires parking brake input, while FAR is silent. Also, the JAR 25.703(b) references guidance material on manual warning deactivation and reset of the warning that needs to be examined, the FAA advisory material generated, and both advisories harmonized.

**Task 2: Cockpit Instrument Systems**

The wording of 25.1333(b) is different between FAR and JAR, which may lead to interpretation differences. In addition, the existing JAR guidance material needs to be examined and harmonized. Currently, no FAA guidance material exists, therefore, advisory circular will be written. AC/AMJ 25.11 paragraph 4 to be revisited.

The FAA expects ARAC to submit its recommendation(s) by March 31, 2001.

For each of the above tasks the working group is to review airworthiness, safety, cost, and other relevant factors related to the specified differences, including recent certification and fleet experience. Must reach consensus on harmonized Part 25/JAR 25 rule and guidance material.

The FAA also has asked that ARAC prepare the necessary documents, including notice of proposed rulemaking (NPRM) and economic analysis, to justify and carry out its recommendations. If the resulting recommendation is one or more NPRM's published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

**ARAC Acceptance of Tasks**

ARAC has accepted the tasks and has chosen to establish a new Avionics Systems Harmonization Working Group. The working group will serve as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

**Working Group Activity**

The Avionics Systems Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider transport airplane and engine issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.
3. Draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance

methods are not recommended, a draft report stating the rationale for not making such recommendations. If the resulting recommendation is one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

4. Provide a status report at each meeting of ARAC held to consider transport airplane and engine issues.

**Participation in the Working Group**

The Avionics Systems Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than November 20, 1998. The requests will be reviewed by the assistant chair and the assistant executive director, and the individuals will be advised whether or not the request can be accommodated.

Individuals chosen for membership on the working group will be expected to represent their aviation community segment and participate actively in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also will be expected to devote the resources necessary to ensure the ability of the working group to meet any assigned deadline(s). Members are expected to keep their management chain advised of working group activities and decisions to ensure that the agreed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for a vote.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director, and the working group chair.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public. Meetings of the Avionics Systems Harmonization Working Group

will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 21, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Mobile Regional Airport, Mobile, AL

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

**ACTION:** Notice of intent to rule of application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to Impose And Use the revenue from a PFC at Mobile Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before November 27, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA Airports District Office, 120 North Hangar Drive, Suite B, Jackson, MS 39208-2306.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mobile Regional Airport, Mr. Roger Engstrom, Director of Aviation, of the Mobile Airport Authority at the following address: Mobile Airport Authority, P.O. Box 88004, Mobile, Alabama 36608-0004.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Mobile Airport authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Keafur Grimes, Program Manager, Jackson, Airports District Office, 120 North Hangar Drive, Suite B, Jackson, Mississippi 39208-2306, telephone number 601-965-4628. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Mobile Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 29, 1998, the FAA determined that the application to

Impose and Use the revenue from a PFC submitted by Mobile Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 21, 1988.

The following is a brief overview of the application. PFC Application No. 98-02-C-00-MOB.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* May 1, 1999.

*Proposed charge expiration date:* August 30, 1999.

*Total estimated PFC revenue:* \$445,000.

*Brief description of proposed project(s):* Elevator; Baggage claim display; and Terminal seating.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial operators (ATCO) filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Mobile Airport Authority.

Issued in Jackson, Mississippi on October 5, 1998.

**Wayne Atkinson,**

*Manager, Jackson Airports District Office, Southern Region.*

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