

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Revisions to Advisory Circular—Flight Test Guide for Certification of Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed advisory circular revisions and request for comments.

SUMMARY: This notice announces the availability of and request comments regarding proposed revisions to Advisory Circular (AC) 25-7, "Flight Test Guide for Certification of Transport Category Airplanes." Advisory Circular 25-7 provides guidance on acceptable means, but not the only means, of demonstrating compliance with the airworthiness standards for transport category airplanes. The proposed revisions to AC 25-7 complement the revisions to the airworthiness standards adopted by the final rule, "Improved Standards for Determining Rejected Takeoff and Landing Performance," located elsewhere in this issue of the **Federal Register**. This notice provides interested persons an opportunity to comment on the proposed revisions to the AC.

DATES: Comments must be received on or before May 19, 1998.

ADDRESSES: Send all comments on the proposed AC revisions to the Federal Aviation Administration, Attention: Don Stimson, Airplane and Flightcrew Interface Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave SW., Renton, WA 98055-4056. Comments may be examined at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Katherine Burks, Regulations Branch, ANM-114, at the above address, telephone (425) 227-2114, facsimile (425) 227-1320.

SUPPLEMENTARY INFORMATION:**Comment Invited**

A copy of the subject AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed revisions to the AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final revised AC.

Discussion

The final rule, "Improved Standards for Determining Rejected Takeoff and Landing Performance," is published elsewhere in this issue of the **Federal Register**. In that final rule, the Federal Aviation Administration (FAA) amended the airworthiness standards for transport category airplanes to: (1) Revise the method for taking into account the time needed for the pilot to accomplish the procedures for rejected takeoff; (2) require that takeoff performance be determined for wet runways; and (3) require that rejected takeoff and landing stopping distances be based on worn brakes. The FAA took this action to improve the airworthiness standards, reduce the impact of the standards on the competitiveness of new versus derivative airplanes without adversely affecting safety, and harmonize with revised standards of the European Joint Aviation Requirements-25 (JAR-25).

The FAA recognizes that extensive guidance material will be necessary to

assist applicants in complying with the revised standards promulgated by the final rule. Therefore, the FAA proposes revising AC 25-7 to be consistent with the revised standards and to add new material regarding an acceptable means of complying with the wet runway and worn brake requirements. The added material includes detailed guidance for:

- a. Using reverse thrust in determining wet runway accelerate-stop distances;
- b. Classifying the types of anti-skid systems;
- c. Verifying the type of anti-skid system installed on the airplane and that it is properly tuned for operation on wet and slippery runways;
- d. Determining the anti-skid efficiency on a wet runway;
- e. Developing an analytical model of wet runway braking performance; and
- f. Acceptable means for demonstrating braking performance and energy capacity in the fully worn condition.

This proposed revision to AC 25-7 should not be confused with the more extensive AC 25-7 revision proposed by the FAA and made available through notice in the **Federal Register** on April 3, 1996 (61 FR 14847). Commenters should consider the revisions accompanying this notice independently, with the exception of paragraph 55, which does not appear in the original AC 25-7 and is revised from the notice published on April 3. Depending on the comments received and the time needed to review them and incorporate any changes to the proposed material, the FAA may either combine the two proposals into one revision of AC 25-7, or issue two separate revisions. Issued in Renton, Washington, on January 15, 1998.

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