

Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-5347.

Dated: October 14, 1998.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 98-28034 Filed 10-19-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 25.803-1A, Emergency Evacuation Demonstrations

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Availability of Proposed Advisory Circular (AC) 25.803-1A and request for comments.

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular (AC) which provides guidance on a means, but not the only means, of compliance with the Federal Aviation Regulations (FAR) concerning (1) conduct of full-scale emergency evacuation demonstrations, and (2) use of analysis and tests in lieu of conducting an actual demonstration. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

DATES: Comments must be received on or before December 21, 1998.

ADDRESSES: Send all comments on proposed AC to: Federal Aviation Administration, Attention: Frank Tiangsing, Propulsion, Mechanical Systems and Crashworthiness Branch, ANM-112, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Katherine Burks, Transport Standards Staff, at the address above, telephone (206) 227-2114.

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the draft AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may

desire. Commenters should identify AC 25.803-1A and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC.

Discussion

Section 25.803(c) requires that for airplanes with a passenger seating capacity of more than 44 passengers, it must be shown that the passengers and required crewmembers can be evacuated to the ground in 90 seconds under simulated emergency conditions. Compliance can be shown by conducting a full-scale emergency evacuation demonstration under the test conditions specified in Appendix J of part 25 or a combination of analysis and testing found acceptable by the FAA. Advisory Circular 25.803-1, issued on November 13, 1989, provided guidance on how to conduct a full-scale emergency evacuation demonstration and the use of analysis and testing in lieu of conducting a full-scale demonstration. This proposed revision to the AC provides additional guidance on how to conduct a full-scale demonstration, including information on the test start signal, briefing of test participants, obtaining informed consent, and flight attendant training. In addition, the proposed revision expands the discussion on the determination on whether a combination of analysis and testing may be used in lieu of the full-scale demonstration, including the types of testing which may be necessary to support an analysis. Finally, additional guidance is provided on what and how information and test data should be provided in an analysis.

Issued in Renton, Washington, on October 8, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

[FR Doc. 98-28040 Filed 10-19-98; 8:45 am]

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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:

Task 11: Safety and Failure Analysis

1. JAR-E requires a summary listing of all failures which result in major or hazardous effects and an estimate of the probability of occurrence of these major and hazardous effects. Part 33 requires an assessment of failures which lead to four specified hazards.

2. JAR requires a list of assumptions and the substantiation of those assumptions. Most of the JAR-E assumptions are covered by other Part 33 paragraphs.

3. JAR-E includes a unique hazard, "toxic bleed air".

4. While both regulations require analysis to examine malfunctions and single and multiple failures. Part 33 also requires an examination of improper operation.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by January 31, 2000.

Task 12: Endurance Test Requirements Study

Review and evaluate the feasibility and adequacy of harmonizing: (1) FAR 33.87 and JAR-E 740 endurance test requirements, including thrust reverser operation during endurance testing, in consideration of changes in engine technology; and (2) FAR 33.88 and JAR-E 700 overtemperature/excess operating conditions. The Aviation Rulemaking Advisory Committee (ARAC) is specifically tasked to study these issues and document findings in the form of a report.

The FAA expects ARAC to submit the report by December 31, 1999.

The report must include industry-provided data for an FAA economic analysis. This data should include the effects on small operators and small businesses. The report also should include industry-provided data regarding the record-keeping burden on the public.

Task 13: Fatigue Pressure Test/Analysis

JAR-E 640(b)(2) requires fatigue pressure testing of major engine casings. The FAR's do not have a specific requirement for fatigue pressure tests of major engine casings.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by January 31, 1999.

Task 14: Overtorque

JAR-E 820 requires testing at maximum over-torque in combination with maximum turbine-entry and the most critical oil-inlet temperatures for the power turbine to validate transient overtorque values. The FAA does not have a specific requirement. Note: The 33.87 endurance test includes requirements that can be used to satisfy JAR-E requirements.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by January 31, 1999.

Task 15: Compressor/Fan and Turbine Shafts

1. JAR-E 850 establishes probability limits for shaft failures based on the consequences of the failure. If the consequences of a shaft failure are not readily predictable, a test is required to determine the consequences. FAR 33.27(c)(2)(vi) requires all shaft failures, regardless of failure probability, to be considered when determining rotor integrity requirements.

2. ACJ E 850 provides guidance to determine the likelihood of a failure at a given location on a shaft and also provides guidance for conducting tests to determine the dynamic characteristics and fatigue capability of

the shaft. The FAR's do not provide any guidance material.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by January 31, 2000.

Task 16: Electrical and Electronic Engine Control Systems

1. Advisory material exists for JAR-E (AMJ 20X-1). Advisory material does not exist for Part 33, which has caused difficulty during certification programs.

2. AMJ 20X-1 clearly defines the engine/airframe substantiation responsibilities, while FAR material does not define these requirements.

3. JAR-E states that an electronic control system "should provide for the aircraft at least the equivalent safety, and the related reliability level, as achieved by Engines/Propellers equipped with hydromechanical control and protection systems." Part 33 does not state a desired reliability level. Part 33 states that failures must not result in unsafe conditions.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by January 31, 2000.

For the above tasks the working group is to review airworthiness, safety, cost, and other relevant factors related to the specified difference, and reach consensus on harmonization of current Part 33/JAR-E regulations and guidance material.

The FAA requests that ARAC draft appropriate regulatory documents with supporting economic and other required analyses, and any other related guidance material or collateral documents to support its recommendations. If the resulting recommendation(s) are 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.

Working Group Activity

The Engine 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 tasks, 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.

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 Engine 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 13, 1998.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-28038 Filed 10-19-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Approval of the Record of Decision for Proposed Development at the Minneapolis-St. Paul International Airport, Minneapolis, Minnesota**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Approval of the Record of Decision (ROD).

SUMMARY: The FAA is announcing approval of the Record of Decision on the Final Environmental Impact Statement for proposed development at the Minneapolis-St. Paul International Airport (MSP), Minneapolis, Minnesota.

FOR FURTHER INFORMATION CONTACT: Mr. Glen Orcutt, FAA, Airports District Office, 6020—28th Avenue South, Suite 102, Minneapolis, MN 55450, telephone (612) 713-4354; fax: (612) 713-4364.

SUPPLEMENTARY INFORMATION: The ROD is for the approval of the Minneapolis-St. Paul Dual Track Airport Planning Process and, for the Airport Layout Plan depicting the MSP 2010 Long Term