

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]

BILLING CODE 4910-13-M

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

comprehensive Plan (LTCP), including the construction and operation of new Runway 17/35, an 8,000-foot-north-south runway to be located on the west side of the airport. It also provides for other FAA approvals and actions necessary to implement the MSP 2010 LTCP, as well as environmental mitigation measures. The development plan also includes: taxiway improvements; new holding/deicing pad on the new runway; new holding/deicing pads for existing Runways 12R, 30R and 30L; enhanced storm water detention basins; expansion and improvements of passenger concourses; roadway and interchange improvements; reconstruction/construction of maintenance, aircraft hanger and air cargo facilities; and new apron pavement.

The ROD indicates the project is consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act (NEPA) of 1969, as amended, and will significantly affect the quality of the environment.

In reaching this decision, the FAA has given careful consideration to: (a) the role of MSP in the national air transportation system, and the airport capacity/delay reduction needs, (b) aviation safety, (c) preferences of the airport owner, (d) anticipated environmental impact, and (e) the decisions of the Minnesota State Legislature. Discussion of these factors are documented in the Draft Environmental Impact Statement, the Section 4(f) Evaluation, and the Final Environmental Impact Statement (FEIS) for the project. The notice of availability of the FEIS appeared in the Federal Register on May 15, 1998 (63 FR 27083), and the comment period ran for thirty (30) days until June 15, 1998. The FAA's determinations on the project are outlined in the ROD, which was approved on September 23, 1998.

Issued in Minneapolis, Minnesota on October 7, 1998.

Robert Huber,

Acting Manager, Minneapolis Airports District Office, FAA, Great Lakes Region.
[FR Doc. 98-28037 Filed 10-19-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT): Forum on the Capabilities of the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approval and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics. Requests to make presentations to the assembled forum should be made to the point of contact listed.

DATES: November 16-17, 1998, 9:00 a.m.-5:00 p.m.

ADDRESSES: Washington, D.C. The specific location will be selected based on number of registrants. Meeting details will be sent to all registrants in October. Tentative location is the FAA Building, 800 Independence Avenue, SW, Washington DC.

POINT OF CONTACT: Registration, submission of suggested discussion topics and requests to make presentations may be made to Mr. Steven Albers, phone (202) 267-7301, fax (202) 267-5086, or email at steven.albers@faa.gov.

SUPPLEMENTARY INFORMATION: Open to the aviation industry with attendance limited to space available. Participants are requested to register their intent to attend this meeting by October 30, 1998. Names, affiliations, telephone and facsimile numbers should be sent to the point of contact listed.

Dated: September 22, 1998.

Hank Cabler,

SOIT Co-Chairman.

[FR Doc. 98-28052 Filed 10-19-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

The Federal Aviation Administration (FAA) Communications/Surveillance Operational Implementation Team (C/SOIT): Forum on the Operational Implementation of Satellite Communications, Surface Movement Surveillance Systems, and Data Link Technologies for Aviation Applications in the National Airspace System (NAS)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA C/SOIT will be hosting a public forum to discuss the FAA's data link and surface movement surveillance systems. This meeting will be held in response to aviation industry requests to the FAA Administrator. Formal presentations will be provided followed by a question and answer session. In subsequent days, working group sessions will be held to discuss such topics as Controller-Pilot Data Link Communications, High Frequency Data Link, Human Factors, and Flight Information Services. Those who plan to attend are invited to submit proposed discussion topics. Requests to make presentations to the assembled forum should be made to the point of contact listed.

DATES: November 17-20, 1998, 9:00 a.m.-5:00 p.m.

ADDRESSES: Baltimore, MD.

POINT OF CONTACT: Registration and submission of suggested discussion topics may be made to Ms. Regina Porzio, phone (202) 554-8804 x 3003, fax (202) 554-7593 or email at regina.porzio@faa.gov.

SUPPLEMENTARY INFORMATION: Open to the aviation industry with attendance limited to space available. Participants are requested to register their intent to attend this meeting by October 30, 1998. Names, affiliations, telephone and facsimile numbers should be set to the point of contact listed.

Dated: October 14, 1998.

Donald W. Streeter,

C/SOIT Co-Chairman.

[FR Doc. 98-28051 Filed 10-19-98; 8:45 am]

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