Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

DATES: The meeting will be held on November 13, 1996, at 10 a.m. Arrange for oral presentation by November 4, 1996.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Miss Jean Casciano, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–9683; fax (202) 267–5075; e-mail Jean.Casciano@faa.dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on November 13, 1996, at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC, 10 a.m. The agenda will include:

- Status of ARAC under the Air Traffic Management System Performance Improvement Act of 1996 (reauthorization)
- Proposed recommendation by the Digital Information Working Group on a Use of Digital Systems for Direct Access and Interchange of Technical Data advisory circular (AC) (tentative)
- Update on a proposed task concerning overflights of national parks
- Feedback from visits to FAA Certification Directorates

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by November 4, 1996, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

A copy of the proposed AC that will be the subject of the Digital Information Working Group's briefing may be obtained by contacting the individual listed under the heading **FOR FURTHER INFORMATION CONTACT.**

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, DC, on October 22, 1996.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 96–27618 Filed 10–25–96; 8:45 am]

BILLING CODE 4910–03–M

Notice of Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: This notice announces a public meeting which is being held by the Federal Aviation Administration (FAA) for the purpose of soliciting and reviewing information from the public on the criteria used in showing compliance with § 25.671(c)(3) of the Federal Aviation Regulations (FAR) relative to jammed flight control systems. Interested parties are invited to make presentations or submit material for the record.

DATES: The public meeting is scheduled for Tuesday, December 3, 1996. On-site registration will begin at 7:30 a.m., and the public meeting will begin at 8:30 a.m.

REGISTRATION: Persons planning to attend the public meeting should pre-register by contacting the person identified later in this notice as the contact for further information. Arrangements for oral presentations must be made by November 1, 1996.

ADDRESSES: The public meeting will be held at the Holiday Inn Sea-Tac International Airport, 17338 International Blvd., Seattle, WA 98188. Telephone: 206–248–1000, Fax: 206–242–7089. Hotel room reservations should be made in advance. A block of rooms has been reserved at the Holiday Inn Sea-Tac International Airport. The room rate is $74 plus tax. Persons wishing to attend the public meeting are encouraged to make reservations by November 15, 1996, by contacting the hotel direct at 206–248–1000. Be sure to identify yourself as an attendee of the ''FAA public meeting on jammed flight controls'' to receive the special rate.

FOR FURTHER INFORMATION CONTACT: Iven Connally, FAA, Transport Standards Staff, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98055–4056; telephone (206) 227–2120.

SUPPLEMENTARY INFORMATION: Notice is herewith given of a public meeting to be held on Tuesday, December 3, 1996, at the Holiday Inn Sea-Tac International Airport. The purpose of this meeting is to hear comments from the general public regarding criteria to be used in showing compliance with the requirements of § 25.671(c)(3) relative to the flight control jams in the ''normally encountered'' position. The FAA is inviting the interested public to participate in developing standardized methods to be used in showing compliance with this requirement. The FAA will consider information presented at the public meeting in the course of developing future advisory material on this subject. In addition, the public is invited to discuss the National Transportation Safety Board (NTSB) Recommendation A–96–108. It recommends that 14 CFR 25.671 be revised to account for failure or jamming of any flight control surface at its design-limited deflection. The FAA will consider any public comments on this recommendation in developing a response to the NTSB.

The agenda for the meeting will include:

Regulatory Background
Certification Procedures
Presentations from the Public

In order to expedite the resolution of this issue, the FAA has developed an initial certification policy on this subject, which is presented in this notice. The public is invited to comment on any aspect of the draft policy. In addition to the general discussion on jams in the flight controls, the FAA is soliciting data on control surface deflection exceedances per flight hour based on normal revenue flights. For convenience, this data should be presented in the form of a plot of control surface deflection in degrees vs. number of exceedances per flight hour. These data are needed to determine the surface deflections normally encountered during all phases of flight.

The FAA Proposed Policy

In the absence of more rational data, the criteria listed below should be used to define the jammed control surface positions. The control surface deflections associated with the ''Conditions at the time of the Control Surface Jam'' must be based on the maximum deflections developed during initiation of and recovery from the maneuver. In order to account for the probability of occurrence of the jam, the maneuver and gust conditions at the time of the jam should be selected at the once in one hundred hours exceedance level. The exceedance data should be obtained from normal revenue flights.

Controllability must be evaluated in the jammed condition for all approved airplane gross weights and center of gravity (c.g.) locations. However, only critical combinations of gross weights and c.g. locations need to be demonstrated.

Alternate means of control, such as trim systems, may be used if it can be demonstrated that the systems are available and sufficiently responsive to allow the pilot to control the airplane. No credit will be given for differential engine thrust in maneuvering the airplane. For the purpose of establishing control positions normally encountered, only the airplane rigid body modes need to be considered when evaluating the airplane response to either maneuvers or gusts. The combined effects of pilot input and any automatic system response (with system both on and off) must be evaluated for these conditions. It is not necessary to consider additional failures (e.g., engine failure) when evaluating the jammed condition.

The controllability criteria typically applied in satisfying these requirements use the FAA Handling Qualities Rating Method (HQRM) (Reference Appendix 7 of the draft revision to AC 25–7, as announced in the Federal Register, 61 FR 14847, dated April 3, 1996) as an evaluation tool, and specify the minimum handling qualities rating necessary to show compliance with the regulation.

Conditions at Time of the Control Surface Jam

Jammed Elevator Positions

Takeoff run (elevator for airplane nose down appropriate for the airplane).

Takeoff rotation (at maximum elevator for airplane nose up rotation).

Normal maneuvers between 0.8 and 1.3gs anywhere between V_2/V_{ref} and $V_{mo.}$

Vertical discrete gusts up to 25 fps from S.L. to 20,000 feet.

Jammed Rudder Positions

Limit of the yaw damper control authority.

One third of the total available travel of the control surface.

Lateral discrete gusts up to 25 fps from S.L. to 20,000 feet.

Steady crosswinds up to 20 knots in the takeoff and landing configuration.

Jammed Aileron and Roll Control Spoiler Positions

One third of the total available travel of the control surface up to 250 knots. For speeds above 250 knots, the deflection associated with the roll rate established at 250 knots.

Vertical and lateral discrete gusts up to 25 fps from S.L. to 20,000 feet Servo tabs installed on control surfaces are assumed jammed in the position associated with the deflection of the control surface on which they are installed. For example, the aileron servo tax positions are those associated with the aileron positions at the time of the jam described herein. Servo tabs are tabs that are designed to assist in moving the control service.

Trim tabs and movable stabilizers are assumed jammed in the position normally selected for takeoff, landing, and normally used throughout the flight to maintain the airplane in the trimmed conditions for all gross weights and c.g. locations.

Speed brake panels are assumed to jam in any position for which they are approved to operate during flight that might result from any condition of failure in the system not shown to be extremely improbable.

Flaps and slats are assumed to jam in any position used for takeoff, approach, and landing, as well as in the fully retracted position, that might result from any failure condition in the system not shown to be extremely improbable. Section 25.701 addresses the asymmetrical jam conditions for which these devices must be designed.

Critical for Continued Safe Flight and Landing Following a Jam

The airplane must have sufficient maneuverability and residual structural strength for continued safe flight and landing after jams in the flight controls. Consideration may be given to any appropriate reconfiguration and flight limitations following the jam. The FAA handling qualities rating method will be used to evaluate airplane handling characteristics. Controllability following a jam must be demonstrated by flight test or a validated flight simulator. The following criteria must be used to evaluate the handling qualities following a control jam:

(1) The transient condition should be rated at least CONTROLLABLE (CON).

(2) For continued safe flight and landing with the jammed condition, the airplane should have sufficient remaining control authority, and the FAA Handling Qualities Rating should not be less than ADEQUATE (ADQ), including:

- Short and long term control forces must meet the criteria of § 25.143(c).
- The airplane must be maneuverable to the NFE boundaries for angle-of-attack, load factor, and bank angle.
- There must be sufficient remaining control authority to land in an adverse 10 knot crosswind.

Airplane flight manual procedures for jams may assume that crews share the flying duties, provided these procedures are clearly described and can be consistently executed in service by pilots of average skill (ref. § 25.101(h)). All jammed-control procedures should be covered in crew training, and in qualification checks as appropriate.

The ultimate structural strength requirements necessary for continued safe flight with the control surface in the jammed position must not be less than that necessary to;

(1) Maneuver the airplane between 0.25 and 1.75gs with flaps up, and 0.6 and 1.4gs with flaps down.

(2) Withstand vertical and lateral discrete gusts to 40 percent of limit gust velocity.

Note: If a rational balanced maneuver can not be achieved at the specified load factors with the jam condition, then a safety factor of 1.35 may be applied to the loads developed at the highest load factors attainable but need not exceed the load factors specified above.

Requests To Be Heard

Attendance is open to the interested public, but will be limited to the space available. Persons planning to present data or comments at the public meeting are requested to provide the FAA an abstract of their presentation by November 15, 1996. The abstract should include an estimate of the time needed to make the presentation, and should be mailed to the person identified earlier in this notice as the contact for further information. Requests received after the date specified above will be scheduled only if time is available during the meeting; however, the name of those individuals may not appear on the written agenda for the public meeting. Following each presentation, a discussion period will be allowed and all persons will be given the opportunity to open discussions on the presentation.

Public Meeting Procedures

Persons who plan to attend the public meeting should be aware of the following procedures which are established to facilitate the workings of the meeting.

1. The meeting will be open on a space available basis to all persons registered. It will be necessary to adhere to the meeting schedule in order to enable adjournment within the time allowed.

2. There will be no admission fee or other charge to attend or participate in the meeting. The opportunity to speak will be available to all persons, subject to availability of time.

3. Representatives of the FAA will preside over the meeting. A panel of FAA personnel involved in this issue will be present.

4. The meeting will be recorded by a court reporter. Anyone interested in purchasing the transcript should contact the court reporter directly. A copy of the court reporter's transcript will be placed in the docket.

5. The FAA will consider all materials presented at the meeting by participants. Position papers and other handout material may be accepted at the discretion of the chairperson. Enough copies should be provided for distribution to all conference participants.

6. Statements made by FAA participants at the meeting may not reflect the final FAA positions.

Issued in Renton, Washington, on October 21, 1996.

Darrell M. Pederson,

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

[FR Doc. 96–27616 Filed 10–25–96; 8:45 am]

BILLING CODE 4910–13–M

RTCA, Inc., Joint RTCA Special Committee 180 and EUROCAE Working Group 46 Meeting; Design Assurance Guidance for Airborne Electronic Hardware

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a joint RTCA Special Committee 189 and EUROCAE Working Group 46 meeting to be held December 9–12, 1996, starting at 8:30 a.m. on December 9. (On subsequent days, meeting begins at 8:00 a.m.) The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review and Approval of Meeting Agenda; (3) Review and Approval of Minutes of Previous Joint Meeting; (4) Leadership Team Meeting Report; (5) Review Action Items; (6) Review Issue Logs; (7) Review Comments and Allocate to Issue Teams as Required; (8) New Items for Consensus; (9) Other Business; (10) Establish Agenda for Next Meeting; (11) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036; (202) 833–9339 (phone) or (202) 833–9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 23, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96–27615 Filed 10–25–96; 8:45 am]

BILLING CODE 4810–13–M

Notice of Intent To Rule on Application (96–02–C–00–SYR) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Syracuse Hancock International Airport, Syracuse, New York

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Syracuse Hancock International 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).

DATES: Comment must be received on or before November 27, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Philip Brito, Manager New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY, 11530. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Charles Everett, Commissioner of Aviation, Division for the City of Syracuse, Department of Aviation, Syracuse Hancock International Airport, Syracuse, New York 13212.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Syracuse Department of Aviation under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Philip Brito, Manager of the New York Airports District Office, Manager New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York, 11530.

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 Syracuse Hancock International 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 October 21, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Syracuse, Department of Aviation 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 14, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: $3.00.

Proposed charge effective date: October 1, 1995.

Proposed charge expiration date: May 1, 2000.

Total estimated PFC revenue: $14,126,567.

Brief description of proposed projects:

—Install a DeIcing Fluid Collection and Treatment System

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

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Syracuse Hancock International Airport.

Issued in Jamaica, New York on October 22, 1996.

Thomas Felix,

Acting Manager, Planning & Programming Branch, Eastern Region.

[FR Doc. 96–27617 Filed 10–25–96; 8:45 am]

BILLING CODE 4910–13–M

Federal Transit Administration

[FTA Docket No. ETA–96–1890]

Notice of Request for the Extension of Currently Approved Information Collections

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.