completed, we will carefully consider any comments that are received.

Study of Gambling on Commercial Aircraft

Background

Section 205 of the Federal Aviation Administration Authorization Act of 1994 (the "Act"), P.L. No. 103-305 (August 23, 1994) added section 41311 to Title 49 of the U.S. Code. Under 49 U.S.C. 41311(a), "an air carrier or foreign air carrier may not install, transport, or operate, or permit the use of any gambling device on board an aircraft in foreign air transportation." Section 41311(a) was designed to clarify current statutory prohibitions and to ensure equal treatment of U.S.-flag air carriers with foreign flag carriers with regard to in-flight gambling on commercial aircraft while the Department of Transportation studied the issue and recommended whether a different approach might be appropriate. Moreover, there was some concern that at some future time a different rule might be more appropriate. See 140 Cong. Rec. S6664 (June 9, 1994).

Pursuant to 49 U.S.C. 41311(b), the Secretary of Transportation is required to complete a study not later than one year (August 23, 1995) after the date of the enactment of the Federal Aviation Administration Authorization Act of 1994.

The study must have three components outlined as follows:

(1) the aviation safety effects of gambling applications on electronic interactive video systems installed on board aircraft for passenger use, including an evaluation of the effect of such systems on the navigational and other electronic equipment of the aircraft, on the passengers and crew of the aircraft and on issues relating to the method of payment;

(2) the competitive implications of permitting foreign air carriers only, but not United States air carriers, to install, transport, and operate gambling applications on electronic interactive video systems on board aircraft in the foreign commerce of the United States on flights over international waters, or in fifth freedom city-pair markets; and

(3) whether gambling should be allowed on international flights, including proposed legislation to effectuate any recommended changes in existing law.

Within five days after completion of the study, the Secretary of Transportation must submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives on the results of the study. Interested parties are invited to participate in this study of gambling on aircraft by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasonable responses to the congressional issues raised. Comments are specifically invited regarding:

(a) Effects on safety of allowing gambling devices, including payment methods, to be installed and/or operated onboard aircraft including the effects on: (1) Navigational and other electronic equipment, and (2) passengers and crew. Regarding payment methods, at a minimum, the following issues are of particular interest—payments that require an air-to-surface interface, and whether payments/losses will interfere with passenger safety and duties of the crew.

(b) Competitive effects of retaining, lifting, or modifying the current restrictions on U.S. carriers with respect to (1) foreign air transportation, (2) code-share arrangements, and (3) flights involving fifth freedom markets.

(c) Whether gambling should be allowed in foreign air transportation by U.S. and/or foreign air carriers.

(Authority Citation: 49 U.S.C. 41311) Dated: April 27, 1995.

Patrick V. Murphy

Acting Assistant Secretary for Aviation and International Affairs, Department of Transportation.

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Federal Aviation Administration

Airborne Ground Proximity Warning Equipment; Proposed Technical Standard Order

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and request comments on a proposed technical standard order (TSO) pertaining to airborne ground proximity equipment. The proposed TSO prescribes the minimum performance standards that airborne ground proximity equipment must meet to be identified with the marking "TSO-C92c.".

DATES: Comments must identify the TSO file number and be received on or before August 4, 1995.

ADDRESSES: Send all comments on the proposed technical standard order to: Technical Programs and Continued

Airworthiness Branch, AIR–120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO– C92c, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR–120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267–9546.

Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

Background

The FAA has reviewed TSO-C92b and the referenced RTCA, Inc., Document No. DO-161A and finds that there is a need to revise this TSO to address NTSB Safety Recommendations A-92-39 through A-92-42 and to update the computer software and environmental requirements.

Proposed TSO-C92c would add two new requirements: Each aural warning shall identify the reason for a GPWS warning, and each approved equipment would include airspeed in the logic that determines GPWS warning times. These requirements should satisfy Safety recommendations A-92-39 and A-92-40. The proposal adds a new paragraph which will allow added features, such as altitude callouts during nonprecision approaches and warnings based on airport location and aircraft position data. This paragraph addresses Safety Recommendations A-92-41 and A-92-42. Additionally, the FAA proposes to include RTCA DO-178B as the computer software requirement (none specified in TSO-C92b) and to update