

Tasks

The Harmonization of Miscellaneous Rotorcraft Regulations Working Group is charged with recommending to ARAC new or revised requirements for pilot indication of autopilot operating mode; burn test for electrical wire; seats, berths, and litters; and other rotorcraft issues. The products of this exercise are intended to be harmonized standards, acceptable to both the FAA and the Joint Aviation Authorities.

Specifically, the tasks are as follows:

1. Review Title 14 Code of Federal Regulations, §§ 27.1329 and 29.1329, and supporting policy and guidance material for the purpose of determining the course of action to be taken for rulemaking and/or policy relative to the issue of requiring pilot indication of autopilot operating mode similar to parts 23 and 25 requirements.

2. Review parts 27 and 29 to determine if clarification is needed for the burn test requirements for transport category rotorcraft and whether a new requirement for burn test for electrical wire for normal category rotorcraft is needed. Consider whether § 29.1351(d)(3) should be deleted and if new §§ 27.1365(c) and 29.1359(c) should be created to specify electrical wire insulation burn test requirements.

3. Review §§ 27.785(f)(2) and 29.785(f)(2) to determine if these sections should be revised to specify whether the 1.33 fitting factor for seats should also apply to berths and litters.

4. Review and make recommendations regarding the disharmonizations introduced by the New Rotorcraft 30 Second/2 Minute One-Engine Inoperative Power Ratings and the Rotorcraft Crash Resistant Fuel Systems final rules.

ARAC recommendations to the FAA should be accomplished by appropriate documents. Recommendations for rulemaking should be accompanied by a complete draft of the notice(s) of proposed rulemaking, including the benefit/cost analysis and other required analyses. Recommendations for the issuance of guidance material should be accompanied by a complete draft advisory circular. ARAC has formed the Harmonization of Miscellaneous Rotorcraft Regulations Working Group to analyze and recommend to it solutions to issues contained in the assigned tasks. If ARAC accepts the working group's recommendations, it forwards them to the FAA.

ARAC working groups are comprised of technical experts on the subject matter. A working group member need not necessarily be a representative of one of the member organizations of

ARAC. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION**

CONTACT expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the working group. The request will be reviewed by the assistant chair and working group leader, and the individual will be advised whether or not the request can be accommodated.

Working Group Reports

Each working group formed to consider ARAC tasks is expected to comply with the procedures adopted by ARAC and given to the working group chair. As part of the procedures, the working group is expected to:

A. Recommend time line(s) for completion of the tasks, including rationale, for consideration at the meeting of the ARAC to consider rotorcraft issues held following publication of this notice.

B. Give a detailed conceptual presentation on the tasks to the ARAC before proceeding with the work stated under item C below.

C. Give a status report on the tasks at each meeting of ARAC held to consider rotorcraft issues.

The Secretary of Transportation has determined that the formation and use of the ARAC are necessary 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 except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Harmonization of Miscellaneous Rotorcraft Regulations 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 January 13, 1995.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

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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.

SUMMARY: Notice is given of new tasks assigned to the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Stewart R. Miller, Manager, Transport Standards Staff, ANM-110, Transport Airplane Directorate, Federal Aviation Administration, 1601 Lind Avenue SW, Renton, Washington, 98055-4056; telephone (206) 227-2190; (206) 227-1320.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991; and 58 FR 9230, February 19, 1993). One area the ARAC deals with is transport airplane and engine issues. These issues involve the airworthiness standards for transport category airplanes and engines in parts 25, 33, and 35 of the Federal Aviation Regulations (FAR) and parallel provisions in parts 121 and 135 of the FAR.

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Canada, June 2-5, 1992, that it would consolidate within the ARAC structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR).

Tasks

The following three new harmonization tasks are being assigned to ARAC:

Task 1—Material Strength Properties and Design Values

Review Title 14 Code of Federal Regulations, Section 25.613, corresponding Paragraph 25.613 of the European Joint Aviation Requirements (JAR), and supporting policy and guidance material, and recommend to the FAA appropriate revisions for harmonization, including advisory material.

Task 2—Proof of Structure

Review Title 14 Code of Federal Regulations, Section 25.307, corresponding Paragraph 25.307 of the JAR, and supporting policy and guidance material, and recommend to the FAA appropriate revisions relative to the issue concerning limit load tests, ultimate load tests, and structural testing for harmonization, including advisory material.

Task 3—Damage Tolerance and Fatigue

Review Title 14 Code of Federal Regulations, Section 25.571,