

Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before May 6, 2002.

ADDRESSES: Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2002-11552 at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Vanessa Wilkins, Office of Rulemaking (ARM-1) Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Tel. (202) 267-8029

This notice is published pursuant to 14 CFR 11.85 and 11.91

Issued in Washington, DC, on April 10, 2002.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: FAA-2002-11552.

Petitioner: Zantop International Airlines, Inc.

Section of 14 CFR Affected: 14 CFR 25.795(a)(1) and (2)

Description of Relief Sought: To provide Zantop with relief from the requirement to install or modify cockpit doors to withstand forcible intrusion and resist penetration of small arms and fragmentation devices.

[FR Doc. 02-9135 Filed 4-15-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

DATES: The meeting is scheduled for May 1, 2002, from 11 a.m. to 12:30 p.m. Arrange for oral presentations by April 26.

ADDRESSES: Federal Aviation Administration, 800 Independence Avenue, Room 810, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075, or e-mail at effie.upshaw@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. Ill), notice is given of an ARAC meeting to be held May 1, in Washington, DC. The purpose of the meeting is to review and approve proposed rulemaking and advisory material addressing design and construction of control surfaces. The documents were prepared by the Flight Controls Harmonization Working Group.

Attendance is open to the public but will be limited to the availability of the meeting room space and telephone lines. The meeting is being held in a Federal building with enhanced security procedures since the September 11, 2001 events. Those persons planning to attend in person should provide their name and company/affiliation to the person listed under the heading **FOR FURTHER INFORMATION** no later than April 26.

Details for participating by telephone will be available after April 22 on the ARAC calendar at <http://www.faa.gov/avr/arm/araccal.htm>, or by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Callers outside the Washington metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by April 26 to present oral statements at

the meeting. Written statements may be presented to the committee at any time by providing 25 copies to the person listed under the heading **FOR FURTHER INFORMATION CONTACT** or by providing copies at the meeting. Copies of the documents to be presented to ARAC for decision or as recommendations to the FAA may be made available by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

If you are in need of assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on April 8, 2002.

Tony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 02-9114 Filed 4-15-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; General Aviation Certification and Operations Issues; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee to discuss general aviation certification and operations issues. Specifically, the committee will review its current tasks.

DATE: The meeting will be held on May 7, 2002, at 10 a.m.

ADDRESSES: The meeting will be held at the Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314.

FOR FURTHER INFORMATION CONTACT: Noreen Hannigan, Federal Aviation Administration, Office of Rulemaking (ARM-106), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-7476; fax (202) 267-5075.

SUPPLEMENTARY INFORMATION: The Aviation Rulemaking Advisory Committee for General Aviation Certification and Operations Issues (GACO) currently has five tasks: (1) Update Certification Requirements (Propulsion/Jet); (2) Occupant Protection Standards; (3) Enhanced Stall Characteristics; (4) Miscellaneous

Aviation Rulemaking Advisory Committee

General Aviation Certification and Operations Issues

May 7, 2002

The meeting opened at 10:00 a.m. at the Helicopter Association International, 1635 Prince Street, Alexandria, VA. Mr. Glenn Rizner, Co-Assistant Chair, gave opening remarks and recounted how the two previously separate general aviation certification and operations ARAC issues groups merged into the General Aviation Certification and Operations Issues Group (GACO).

Mr. Scott Sedgwick, Co-Assistant Executive Director, read the FACA statement.

Mr. John Tigue, Co-Assistant Chair, stated that he replaced John Kennedy as the co-chair, and that Bill Schultz is his alternate. Mr. Tigue said that he attempted to update his membership list when he took over the position from John Kennedy. Using the e-mail addresses on the list, he sent out messages but half came back undeliverable. He said also that Mike Dahl (ACE-110) sent out e-mails to solicit participation. As a result, some individuals contacted the FAA about becoming members of the issues group, but received letters from Tony Fazio (ARM-1) saying their interests were already represented. Mr. Tigue asked the people present from ARM to ask Mr. Fazio why so many people were turned down for membership. Mr. Tigue also remarked that even if the individuals were not given membership on the Issues Group, they might still be willing to participate at the working group level.

Bill Schultz (GAMA) expressed concern that perhaps people do not check the Federal Register as they once did, and that perhaps relying on the Federal Register was not a good way to seek members for working groups. Mr. Schultz said that Mr. Walter Desrosier of GAMA expressed interest in serving on the Issues Group but was also told in a letter from Mr. Fazio that his issues were represented. Mr. Schultz said that Mr. Desrosier had also expressed an interest in being on the Airplane Design Working Group and urged ARAC to contact him about working in that capacity.

There was then a general discussion on the difficulty of keeping the membership list current and the fact that the GACO list needs to be updated. Mr. Rizner said he would work with ARM to strike names of individuals that he knows are no longer with ARAC. ARM will verify the rest of the names and generate a new list. Mr. Randy Griffith (Eclipse Aviation) stated that it seemed that there were more advocacy groups than manufacturers on the GACO Issues Group membership list, and that he was concerned that there were not more manufacturers represented. There was general discussion of how membership on issues groups and working groups is determined and what the differences are in their roles.

Mr. Rizner distributed copies of the announcements of the 5 GACO taskings that were published in the Federal Register and noted that all 5 called for the formation of working groups. Mr. Rizner asked how the tasks came about. Mr. Sedgwick stated that, in the case of the "Occupant Protection" task, it was the result of a NTSB recommendation. The other taskings originated from the FAA.

Mr. Sedgwick discussed rulemaking priorities and the fact that it would be difficult to get a NPRM from GACO put on the FAA's list of active projects for publication. He pointed out that there are currently 165 rulemaking projects in AIR alone, and that the Small Airplane Directorate has only 6 of those slots, the highest-ranking one on the priority list being 34th. He said that currently the FAA is focusing most of its resources on rules dealing with security and transport category aircraft. Mr. Schultz added that there is a backlog of approximately 15 years in rulemaking at the FAA. He explained that the MAC was formed to try to streamline the process, but that, given the number of Congressional mandates, NTSB recommendations, and internal FAA projects already being worked, the process could not be changed much. He said he is aware that the FAA's Associate Administrator for Regulation and Certification (AVR-1) is currently trying to prioritize rules being worked within AIR and AFS, but that there are still a lot of active rules in process.

Mr. Schultz suggested that GACO consider something other than rulemaking, such as an industry consensus standard that the FAA would support, or a certification standard. Mr. Sedgwick stated that these non-rulemaking approaches would require a regulatory framework to support it- like § 21.17(b) Special Class. Mr. Tigue said that he had spoken with Dorenda Baker (ACE-101) and they agreed that they would prefer to have rulemaking as a result of GACO's work. GACO could consider the "Fast Track" rulemaking process.

Regarding the "Turbofan/Jet Installations" task, Mr. Sedgwick said that the industry wants it to apply to the entire airplane in general, not just the turbofan engine installation, and that it include systems issues as well as [14 CFR part 23] subpart B issues. The intent of this work is to address all part 23 jets up to 19,000 lbs. including single engined. He said that in addition, the JAA agreed to accept the project for harmonization if it was intended to address the entire airplane, and the FAA had agreed. Mr. Sedgwick also said that a set of "standardized" special conditions could address all part 23 jets and would be an acceptable deliverable. The working group would need to look at how such a set of special conditions would fit in with part 23. Mr. Tigue said that special that special conditions for turbofan certification had been used in the past, but there was pushback from Mike Gallagher (ACE-100) when the criteria are different for similar airplanes.

There then was a discussion on the nature of powerplant installation tasking and how it relates to airplane performance. Mr. Sedgwick and Mr. Tigue agreed that the task should focus on high-performance airplanes and include turbojets, turbofans, and turboprops. There was general agreement that the first thing the working group should do is define "high performance."

Mr. Sedgwick distributed a draft diagram that he and Mr. Tigie developed showing how they recommended approaching the GACO tasks. He pointed out that the Small Airplane Directorate was most interested in the "Turbofan/Jet Installations" and "Occupant Protection Standards" tasks. Mr. Schultz pointed out that the FAA is now using a "Fast Track" system for ARAC recommendations, meaning that ARAC groups no longer need to draft rule language or do economic analyses. If ARAC gives the FAA its recommendations narratively, the FAA will draft the rule language and take care of the economic evaluation. Ms. Courtney (ARM-200) suggested that GACO might want to add or revise questions in the "Fast Track" questionnaire since GACO is going to do something other than harmonize. Mr. Sedgwick said that JAA is interested in this subject matter, but that the FAA will continue to develop the rule with or without JAA support as a standardized special condition.

Mr. Rizner referred to the Federal Register notices that identified the 5 GACO tasks and working groups and pointed out that they did not seem to match. He cited examples from each of the 5 Federal Register notices. Mr. Griffith said that the working group names had carried over from the old JAA working groups, but agreed that it was confusing to refer to the working groups by generic names that did not necessarily reflect the scope of their tasks. Mr. Rizner suggested that in the next Federal Register publication, the names of the working groups be clearly identified and reflect the tasks accurately. He also pointed out that the reader should not have to read the text of the notice to find the names of the tasks and the working groups—those should be clear in the headings or somewhere near the top of the notice. There was general agreement, and FAA's Office of Rulemaking said it would ensure that future notices are clearer.

Ms. Courtney suggested that, since no GACO working groups have been formed, GACO should determine which tasks it wishes to drop and what new tasks it wants to pursue. She said that the FAA could publish one comprehensive notice in the Federal Register. Mr. Sedgwick said that he believes GACO should drop the "Dihedral Effects" and "Miscellaneous Systems and Part 23" taskings, and that the "Stall Characteristics" tasks could be put on the back burner.

Mr. Griffith asked if there should be two groups, one to address jets and one to address airplanes powered by reciprocating engines. There was general discussion then on how aircraft should be categorized, for example, by weight, high-performance characteristics, or non-high-performance characteristics. There was agreement that it would be necessary for any GACO working group to define what "high performance" means before being able to proceed with its work. There was also discussion that GACO should look at operations issues because certification and operations issues in 14 CFR part 23 are intertwined.

After these discussions, Mr. Sedgwick and Mr. Tigie proposed that the 5 current tasks be retracted, and that 2 new tasks be developed. Mr. Rizner said that GACO should be careful to use the term "airplane" instead of "aircraft" when naming working groups and tasks, and there was agreement that this was an important distinction. The 2 new tasks

would be as follows. These would address most features of the "Propulsion" and "Occupant Protection" taskings.

Task 1: Jet and High-Performance Airplanes—The first order of business would be to define "high performance," then to review all of part 23 to establish a workscope. In general terms, the working group would focus on systems, structures, powerplants, subpart B issues, cabin safety issues (occupant protection; but not necessarily include the passenger safety components required by airplanes in 14 CFR part 121 revenue service), and cockpit displays for turbine airplanes.

Task 2: Reciprocating Engine Propulsion Systems - The first order of business would be to review all of part 23 to establish a workscope. In general terms, the working group would focus on installation of diesel engines, which would require consideration of the way fuels are addressed in part 23, electronic engine controls (EEC), low fuel, Single Lever Power Controls (SLP), and cockpit displays.

Mr. Tigie stated that he believed a reasonable timeframe for completion of these tasks would be 2 years, since GACO does not plan on harmonizing with JAA because the tasks apply primarily to certification issues. He said that if GACO were planning on harmonizing, the effort would take 4-5 years. Mr. Sedgwick said that the FAA's Small Airplane Directorate agrees that it is not practicable to harmonize with JAA at this time although it may be advisable at some point in the future.

Regarding the process for retracting the current 5 tasks and going forward with the 2 new reorganized tasks, it was agreed that the FAA's Small Airplane Directorate would write the tasks and coordinate that document among its offices. If approved, Mr. Tigie would circulate the draft tasks to ARAC's Executive Committee. The FAA's Office of Rulemaking would then publish one Federal Register document, clearly stating the tasks and the working groups' names, and reiterate the appeal for working group members. Ms. Courtney mentioned that the requests in the previous notices did not bring much response. There was then discussion on how the FAA and ARAC could find interested parties. Mr. Sedgwick said he would look at the list of FAA members and contact them to see if they were still active. Mr. Tigie and Mr. Rizner said they would do the same with the certification and operations industry groups members. Mr. Sedgwick, Mr. Tigie, and Mr. Rizner will then give the results of their outreach efforts to the FAA's Office of Rulemaking for the official list to be updated. There was general agreement that another meeting would be planned after the membership list is updated and the Federal Register notice is published.

Regarding the matter of where the meeting should be held, there was general discussion over many companies' stricter limits on travel, and that perhaps there could be a "virtual meeting" or one held in Kansas City, depending on where the majority of issue group members were located. There was agreement that the FAA and GACO would be open to options that were the least burdensome for the majority of participants.

Attendance – The May 7 meeting of the ARAC to address general aviation certification and operation issues was attended by 8 people including committee members, alternates, government employees, and members of the general public.

The meeting adjourned at 12:10 p.m.

Public Notification –An announcement of the meeting was published in the Federal Register on April 16, 2002 (67FR18670).

Approval - We certify that the above minutes are accurate.

Mr. John Tighe

Co-Assistant Chair for ARAC

Mr. Glenn Rizner

Co-Assistant Chair for ARAC

Issued on

Attachments

Systems and Part 23; and (5) Dihedral Effect. These can be reviewed on the FAA's web site at <http://www.faa.gov/avr/arm>.

The agenda for the meeting will include:

- (1) Review current tasks under General Aviation Certification and Operations Issues (GACO);
- (2) Discuss where tasks fit into the FAA's overall Aircraft Certification Service rulemaking activities.
- (3) Clarify the scope of the Turbofan/Jet Installations portion of the "Update Certification Requirements" task. This includes all configurations of jet airplanes less than 19,000 pounds, including recommendations for distinguishing different classes of jets. This also includes a thorough review of the Subpart B performance requirements.
- (4) Possible approaches to those portions of the "Update Certification Requirements" task that are not limited to jets but would apply to all airplane configurations.
- (5) Possible approaches to the portions of the "Occupant Protection" task that could be grouped with the "Update Certification Requirements" task for general safety in part 91 operations.
- (6) Possible approaches to portions of the "Occupant Protection Standards" task that are necessary for part 121 operations.
- (7) Review the current state of JAA harmonization activities pertaining to GACO's tasks.

This meeting is announced pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II).

Attendance is open to the public but will be limited to the space available. The FAA will arrange teleconference capability for individuals wishing to participate by teleconference if the FAA receives notification no later than 3 business days before the meeting. Arrangements to participate by teleconference can be made by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**. Callers outside the Washington metropolitan area will be responsible for paying long distance charges.

To present oral statements at the meeting, members of the public must make arrangements no later than 3 business days before the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director, or by bringing the copies to the meeting.

Requests for sign or oral interpretation, or for a listening device,

may be made by contacting the person listed under **FOR FURTHER INFORMATION CONTACT** at least 10 calendar days before the meeting.

Issued in Washington, DC, on April 8, 2002.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 02-9116 Filed 4-12-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee—Open Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee open meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Thursday, May 23, 2002, from 8 a.m. to 1 p.m. at the Federal Aviation Administration Headquarters Building, 800 Independence Avenue SW, Washington, DC, in the Bessie Coleman Conference Center (second floor). This will be the thirty-fifth meeting of the COMSTAC.

The agenda for the meeting will include an industry update on the Evolved Expendable Launch Vehicle program; an activities report from FAA's Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and a status report on the FAA Supplemental Notice of Proposed Rulemaking on Licensing and Safety Requirements for Launch.

Meetings of the COMSTAC Working Groups (Technology and Innovation, Reusable Launch Vehicle, Risk Management, and Launch Operations and Support) will be held on Wednesday, May 22, 2002. For specific information concerning the times and locations of these meetings, contact the Contact Person listed below.

Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Michelle Murray (AST-100), Office of

the Associate Administrator for Commercial Space Transportation (AST), 800 Independence Avenue SW, Room 331, Washington, DC 20591, telephone (202) 267-7892; e-mail michelle.murray@faa.dot.gov.

Issued in Washington, DC, April 8, 2002.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 02-9134 Filed 4-15-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 02-04-C-00-TLH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Tallahassee Regional Airport, Tallahassee, FL

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 Tallahassee Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 16, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, Suite 400, 5950 Hazeltine National Drive, Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Kenneth Austin, Airport Director of the City of Tallahassee at the following address: Tallahassee Regional Airport, 3300 Capital Circle, SW, Suite 1, Tallahassee, Florida 32310.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Tallahassee under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Farris, Program Manager, Orlando Airports District Office, Suite 400, 5950 Hazeltine National Drive, Orlando Florida 32822, (407) 812-6331, extension 25. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public