

Federal Aviation Administration
Aviation Rulemaking Advisory Committee

Training and Qualification Issue Area
Operator Flight Attendant English Language Program Working Group

Task 1 – Sufficient English Language

Task Assignment

Office of the Secretary**[Docket OST-95-703]****Application of AlphaJet International, Inc., For Certificate Authority****AGENCY:** Department of Transportation.**ACTION:** Notice of Order to Show Cause (Order 96-2-18).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding AlphaJet International, Inc., fit, willing, and able, and awarding it a certificate of public convenience and necessity to engage in interstate charter air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than February 28, 1996.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-95-703 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street SW., Washington, D.C. 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Carol A. Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590, (202) 366-2340.

Dated: February 13, 1996.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-3809 Filed 2-20-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration**Aviation Rulemaking Advisory Committee; Training and Qualification Issues—New Task**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of New Task Assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Toula, Assistant Executive Director for Training and Qualification Issues, Flight Standards Service (AFS-210), 800 Independence Avenue, SW, Washington, DC 20591, telephone: (202) 267-3729; fax: (202) 267-5229.

SUPPLEMENTARY INFORMATION:**Background**

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is training and qualification issues. These issues involve training and qualification of air carrier crewmembers and other air transport employees.

The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following task:

Recommend disposition of comments made to the Advance Notice of Proposed Rulemaking No. 94-74, which proposes to amend the applicable portions of parts 123, 125, and 135 of the Federal Aviation Regulations to establish requirements to ensure that flight attendants understand sufficient English language to communicate, coordinate, and perform all required safety related duties.

The FAA also has asked ARAC to evaluate these comments and recommend an appropriate rulemaking action (e.g., notice of proposed rule making, withdrawal) or if advisory material should be issued. If so, ARAC has been asked to prepare the necessary documents, including economic analysis, to justify and carry out its recommendation(s). If ARAC determines that the NPRM or Advisory Circular would be appropriate, those documents are to be submitted in the format prescribed by the FAA.

ARAC Acceptance of Task

ARAC has accepted the task and has chosen to establish an Operator Flight Attendant English Language Program Working Group to which to assign the task. The working group serves as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

Working Group Activity

The Operator Flight Attendant English Language Program 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 workplan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider training and qualification 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. For each task, 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.

4. Provide a status report at each meeting of ARAC held to consider training and qualification issues.

Participation in the Working Group

The Operator Flight Attendant English Language Program Working Group will be composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. The request will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individual will be advised whether or not the request can be accommodated.

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, except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Operator Flight Attendant English Language Program 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 February 13, 1996.

Thomas Toula,

Assistant Executive Director, for Training and Qualifications, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-3865 Filed 2-20-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In January 1996, there were seven applications approved. Additionally, two approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Port of Oakland, Oakland, California.

Application Number: 95-05-C-00-OAK.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$5,400,000.

Estimated Charge Effective Date: September 1, 1996.

Estimated Charge Expiration Date: February 1, 1997.

Class of Air Carriers Not Required to Collect PFC's:

Air taxi/commercial operators exclusively filing FAA Form 1800-31.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Metropolitan Oakland International Airport.

Brief Description of Project Approved for Collection and Use:

Construct passenger corridor between Terminals One and Two.

Decision Date: January 2, 1996.

FOR FURTHER INFORMATION CONTACT: Joseph R. Rodriguez, San Francisco Airports District Office, (415) 876-2805.

Public Agency: Town of Massena, New York.

Application Number: 95-01-C-00-MSS.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$200,079.

Estimated Charge Effective Date: April 1, 1996.

Estimated Charge Expiration Date: November 1, 2005.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Project Approved for Collection and Use:

Runway 5 obstruction removal, General aviation apron, Taxiway A rehabilitation and lighting, Runway 23 extension environmental assessment, Parallel taxiway A, Runway 5 visual aids and beacon, Runway 5 terrain removal, PFC application, Storm Water pollution prevention plan, Airport pavement management system.

Decision Date: January 11, 1996.

For Further Information Contact: Philip Brito, New York Airports District Office, (516) 227-3803.

Public Agency: City of Phoenix, Arizona.

Application Number: 95-03-C-00-PHX.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$80,978,000.

Estimated Charge Effective Date: April 1, 1996.

Estimated Charge Expiration Date: February 1, 1998.

Classes of Air Carriers Not Required to Collect PFC's:

(1) Air taxi/commercial operators exclusively filing FAA Form 1800-31; (2) commuters-small certificated air carriers filing Department of Transportation Form 298-C schedule T-1 or E-1 with less than 7,500 enplanements per year at Phoenix Sky Harbor International Airport (PHX); and (3) large certificated route air carriers filing Research and Special Programs Administration Form T-100 providing nonscheduled service with less than 7,500 enplanements per year at PHX.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that each approved class accounts for less than 1 percent of the total annual enplanements at PHX.

Brief Description of Projects Approved for Collection Use:

Build out Terminal 4 Concourse N-4, Noise mitigation efforts, Realign taxiway F to eliminate jog, Combined third runway project.

Brief Description of Project Approved for Collection:

Extend north runway west.

Decision Date: January 26, 1996.

For Further Information Contact: John P. Milligan, Western Pacific Region Airports Division, (301) 725-3621.

Public Agency: County of Albany, Albany, New York.

Application Number: 95-02-U-00-ALB.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$40,737,924.

Charge Effective Date: March 1, 1994.

Estimated Charge Expiration Date: April 1, 2005.

Class of Air Carriers Not Required to Collect PFC's:

No change to class approved on December 3, 1993.

Brief Description of Projects Approved for Use:

Runway and taxiway improvements, Flood management improvements, Environmental remediation, Airport studies.

Decision Date: January 26, 1996.

For Further Information Contact: Philip Brito, New York Airports District Office, (516)227-3803.

Public Agency: Ogdensburg Bridge and Port Authority, Ogdensburg, New York.

Application Number: 95-01-C-00-OGS.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$125,050.

Charge Effective Date: April 1, 1996.

Estimated Charge Expiration Date: March 1, 2006.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

PFC application, Runway 9/27 rehabilitation.

Decision Date: January 26, 1996.

For Further Information Contact: Philip Brito, New York Airports District Office, (516) 227-3803.

Public Agency: Department of Port Control, Cleveland, Ohio.

Application Number: 96-04-U-00-CLE.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$54,018,042.

Charge Effective Date: November 1, 1992.

Estimated Charge Expiration Date: February 1, 1997.

Class of Air Carriers Not Required to Collect PFC's:

No change from previous decision.

Brief Description of Project Approved for Use:



U.S. Department
of Transportation

Federal Aviation
Administration

APR - 3 1997

800 Independence Ave., S.W.
Washington, D.C. 20591

Mr. Walter S. Coleman
President
Regional Airline Association
1200 19th Street, NW.
Washington, DC 20036

Dear Mr. Coleman:

The Federal Aviation Administration (FAA) has reviewed the Aviation Rulemaking Advisory Committee's (ARAC) recommendation to proceed with rulemaking in reference to the Operator Flight Attendant English Language Program advanced notice of proposed rulemaking (ANPRM). As a result, the FAA has determined that if it is to proceed with rulemaking, it will be most appropriate to address the flight attendant English language issue in the overall context of crew training. Therefore, the FAA will incorporate the flight attendant English language issue into a training rulemaking project currently being developed internally. Consequently, the task is being formally withdrawn from ARAC and the working group has been dissolved.

As you know, on a continuing basis, we are evaluating and prioritizing ARAC and FAA resources and rulemaking efforts. In support of this process, we must be cognizant of the dedication and expenditure of these limited resources. We believe by consolidating the flight attendant English language issue within the proposed training rulemaking, we will more effectively and efficiently utilize ARAC and FAA resources. However, the dynamics of the agency's priorities will determine when resources will be dedicated to the training, as well as other, rulemaking projects.

We appreciate the dedicated efforts of ARAC. More specifically, I would like to thank the Operator Flight Attendant English Language Program Working Group for its commitment to the ARAC process and for its action on this task.

Sincerely,

Guy S. Gardner
Associate Administrator
for Regulation and Certification

Recommendation

Continental users

11

OPERATOR FLIGHT ATTENDANT ENGLISH LANGUAGE PROGRAM; PROPOSED RULE (Docket No. 27694)

FAA is considering creating requirements for Flight Attendants to understand sufficient English language to communicate, coordinate, and perform all required safety related duties. Such requirements would improve communication, coordination, and performance of required safety related duties that may benefit Crewmembers and Customers. This proposed requirement is similar to regulatory requirements for other crewmembers and dispatchers.

The background of this proposal originated from the necessity of all Flight Crewmembers, Dispatchers, and Air Traffic Controllers, being able to communicate with each other. The Aviation Rulemaking Advisory Committee, an entity comprised of Aviation related organizations that advised the FAA on various regulatory issues, states that it is inconsistent to assign Flight Attendant safety related duties on board a flight without confirming that the Flight Attendants have the ability to effectively communicate and coordinate these duties with other Crewmembers.

FAA is issuing this Advanced Notice of Proposed Rulemaking (ANPRM) to collect operational and economic data to use in the evaluation process in determining whether to develop the Notice of Proposed Rulemaking (NPRM). The FAA is trying to obtain information in the following areas:

Nature of the Problem

1. What are the safety related duties that would be affected by lack of proficiency in the English language?
 - Safety Demonstration
 - ABA Briefings
 - Evacuation Commands

2. What are the actual or potential safety related problems, if any, caused by a lack of English language proficiency on the part of the Flight Attendants?
 - Instructions given to ABAs in case of an emergency
 - Being able to follow emergency procedures contained within the Inflight Safety Manual
 - Informing the Cockpit about cabin emergencies
 - Instructions from the Cockpit (*i.e.*, *Brace/Evacuation signals*)

3. What level of understanding and fluency should a Flight Attendant have in order to perform safety related duties?
 - Should be the equivalent of passing the TOFEL Test in College

JUL 11 9 03 AM '94
RECEIVED

67:38
84 JUL 8 2003
OFFICE OF CHIEF COUNSEL
RULES DOCKET

4. What constitutes sufficient English language proficiency for operations conducted by the certificate holders?
- Proficiency for operations conducted by the certificate holders should be about the same standards as other flight Crewmembers

Extent of the Problem

5. How many Flight Attendants are serving with United States operators who do not possess English language proficiency?
- Research unavailable (*All Flight Attendants employed by Continental Airlines are proficient in the English language*)

Cost

6. What would be the average cost of training each Flight Attendant who is not proficient in the English language, to the extent necessary to be proficient in the English language?
- Data not on file (*Cost analysis not on file, as all Initial new-hire candidates for Continental are proficient in the English language*)
7. What would be the cost of replacing a Flight Attendant who is not proficient in the English language?
- Data not on file
8. Would there be a need to hire additional personnel to train Flight Attendants who are not proficient in the English language?
- No

Present Practices

9. How are Flight Attendants, who are not proficient in the English language, given duty assignments?
- Not Applicable to Continental Airlines
10. Is an effort made to have at least one English speaking Flight Attendant on each flight?
- All Flight Attendants on Continental Aircraft are proficient in the English language

11. Are Flight Attendants, who are not proficient in the English language, routinely assigned to certain positions on a flight?
 - Not Applicable to Continental Airlines
12. When foreign operators function with Flight Attendants who do not speak the language of the operator or English, how are these Flight Attendants assigned to positions on the flight?
 - Not Applicable to Continental Airlines
13. How do foreign governments ensure that Flight Attendants possess the language skills necessary to perform crew coordination duties?
 - Research unavailable

Method of Ensuring Proficiency

14. What type of program, procedures, or standard should be used to ensure the Flight Attendants possess the necessary proficiency in the English language to communicate, coordinate and perform all safety related duties?
 - Standard used for the English language proficiency program should be the same as the other flight crewmembers and dispatchers
 - The possible program for the English language proficiency program are following the same structure as the Universities and Colleges in their English Departments for Foreign Students
 - Provide inhouse training to individuals who require proficiency in the English language
15. Should all Flight Attendants be proficient in the English language? If not, why not?
 - Flight Attendants should be proficient in the language of their carrier with some understanding of the English language, should they consistently carry English speaking Customers
16. What percentage of Flight Attendants on a flight should be proficient in the English language?
 - 100% if on a carrier governed by the English language (*Supernumeraries not included*)

REGULATORY PROCESS MATTERS

Economic Impact

The FAA is unable to calculate the cost of enforcing the regulations influencing an operator Flight Attendant English language program. After reviewing ANPRM, the FAA will determine what regulatory requirements will be proposed, if any, and will review the potential costs and benefits. FAA is seeking cost data for the evaluation of the proposed requirements.

Other Regulatory Matters

Presently, it is not possible to determine the economic impact or what the paperwork burden might be.



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 18 1994

Mr. Walt Coleman
Regional Airline Association
1200 19th Street NW Suite 300
Washington, DC 20036-2401

Dear Mr. Coleman:

In a letter dated July 16, 1992, the Aviation Rulemaking Advisory Committee (ARAC) recommended that the Federal Aviation Administration (FAA) consider drafting a Notice of Proposed Rulemaking (NPRM) on flight attendant English language proficiency. ARAC made this recommendation in response to an FAA task to review the regulations pertaining to flight attendant training and to examine the issue of flight attendant qualifications. ARAC determined that it is inconsistent to assign flight attendants safety-related duties aboard flights without ensuring that they have the ability to effectively communicate and coordinate these duties with other crewmembers.

After careful consideration, the FAA responded to this recommendation by issuing an Advance Notice of Proposed Rulemaking (ANPRM) on April 18, 1994 (59 FR 18457). In this ANPRM, the FAA announced that it was considering amending the applicable portions of parts 121, 125, and 135 of the Federal Aviation Regulations by requiring certificate holders to establish a program to ensure that flight attendants understand sufficient English to communicate, coordinate, and perform all required safety-related duties. The FAA invited public input on the impact of such a regulation by asking for operational and economic data for use in determining whether to develop an NPRM. The FAA received a total of 11 comments on this ANPRM from the public; four internal comments were also received from FAA field offices.

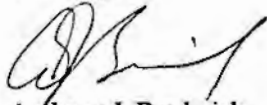
The FAA asks ARAC to evaluate these comments and recommend an appropriate disposition to the FAA. This working group is also tasked to develop appropriate regulatory documents to support the recommended disposition (in this case either an NPRM or a withdrawal). If an NPRM is the final recommendation, then an economic analysis must be prepared. This analysis must contain a detailed estimate of the economic consequences (costs and benefits) of the proposed rulemaking change.

The enclosed attachments are provided for your information. Included among these attachments are a copy of your July 16, 1992 memo and FAA's August 5, 1992 response to that memo, a copy of the April 18, 1994 ANPRM, a copy of the comments received on the ANPRM, and a matrix summary of those comments.

The FAA recommends that this task be discussed at your December 7, 1994, meeting. If the task is accepted, the FAA will publish an appropriate notice announcing the task in the Federal Register.

We look forward to hearing from you and thank you for your continued support of the ARAC process.

Sincerely,



Anthony J. Broderick
Associate Administrator for Regulation
and Certification

Enclosures

Federal Register

Monday
April 18, 1994

Part III

Department of Transportation

Federal Aviation Administration

14 CFR Parts 121, 125 and 135
Operator Flight Attendant English
Language Program; Proposed Rule

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 121, 125 and 135**

[Docket No. 27694; Notice No. 94-11]

RIN 2120-AE98

Operator Flight Attendant English Language Program

AGENCY: Federal Aviation Administration, DOT.

ACTION: Advance notice of proposed rulemaking (ANPRM).

SUMMARY: The FAA is considering rulemaking to establish requirements to ensure that flight attendants understand sufficient English language to communicate, coordinate, and perform all required safety related duties. If the FAA actually proposes such a requirement, it would be comparable to regulatory requirements for other crewmembers and dispatchers. Improvements in communication, coordination, and performance of required safety related duties that may result from this regulatory process would benefit crewmembers and passengers.

DATES: Comments must be submitted on or before July 18, 1994.

ADDRESSES: Comments on this notice should be mailed, in triplicate, to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 27694, 800 Independence Avenue, SW., Washington, DC 20591.

Comments delivered must be marked Docket No. 27694. Comments may be examined in room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Donell Pollard, Project Development Branch, AFS-203, Air Transportation Division, Office of Flight Standards, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3735.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of a proposed rule by submitting such written data, views, or arguments as they may desire. Comments relating to the environmental, energy, federalism, or economic impact that might result from any future rulemaking action are also invited. Substantive comments should be accompanied by cost estimates. Communications should identify the

regulatory docket or notice number and should be submitted in triplicate to the Rules Docket address specified above. All communications received on or before the closing date for comments specified will be considered by the Administrator before rulemaking action is taken. All comments received will be available, both before and after the closing date for comment, in the Rules Docket for examination by interested persons. A report summarizing each substantive public contact with Federal Aviation Administration (FAA) personnel concerned with this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments must include a preaddressed, stamped postcard on which the following statement is made: "Comments to Docket No. 27694." The postcard will be date stamped and mailed to the commenter.

Availability of ANPRM

Any person may obtain a copy of this ANPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this ANPRM.

Persons interested in being placed on the mailing list for future rulemaking actions should request from the above office a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

It is essential that all flight crewmembers, dispatchers, and air traffic controllers, be able to communicate with each other. Sections 61.83, 61.103, and 61.123 of the Federal Aviation Regulations (FAR) require that a person, in order to be eligible to receive a special pilot certificate without limitations, be able to read, write, and understand the English language. Section 61.151 of the FAR requires that a person, in order to be eligible for an airline transport pilot certificate, to be able to read, write, and understand the English language and speak it without accent or impediment of speech that would interfere with two-way radio conversation. Additionally, persons eligible to be flight engineers, navigators, and dispatchers are required to be able to read, write and understand the English language. The primary objective of these rules is to insure communication and coordination

among crewmembers and others who have duties related to the safe operation of a flight. The Aviation Rulemaking Advisory Committee, an entity comprised of aviation related organizations that advise the FAA on various regulatory issues, has stated that it is inconsistent to assign flight attendants safety related duties aboard flights without ensuring that they have the ability to effectively communicate and coordinate these duties with other crewmembers.

Possible Rulemaking

This notice is to inform the public that the FAA is considering amending the applicable portions of parts 121, 125 and 135 of the FAR by requiring certificate holders to establish a program to ensure that flight attendants understand sufficient English to communicate, coordinate and perform all required safety related duties.

The FAA is issuing this Advance Notice of Proposed Rulemaking to gather operational and economic data for use in determining whether to develop a Notice of Proposed Rulemaking (NPRM). The FAA is seeking information in the following specific areas:

Nature of the Problem

(1) What are the safety related duties that would be affected by lack of proficiency in the English language?

(2) What are the actual or potential safety related problems, if any, caused by a lack of English language proficiency on the part of the flight attendants?

(3) What level of understanding and fluency should a flight attendant have in order to perform safety related duties?

(4) What constitutes sufficient English language proficiency for operations conducted by the certificate holders?

Extent of the Problem

(5) How many flight attendants are serving with United States operators who do not possess English language proficiency? (Please provide information regarding the basis, source or criteria used to formulate the number of flight attendants that do not possess English language proficiency.)

Cost

(6) What would be the average cost of training each flight attendant who is not proficient in the English language, to the extent necessary, to be proficient in the English language?

(7) What would be the cost of replacing a flight attendant who is not proficient in the English language?

(8) Would there be a need to hire additional personnel to train flight attendants who are not proficient in the English language?

Present Practices

(9) How are flight attendants, who are not proficient in the English language, given duty assignments?

(10) Is an effort made to have at least one English speaking flight attendant on each flight?

(11) Are flight attendants, who are not proficient in the English language, routinely assigned to certain positions on a flight?

(12) When foreign operators function with flight attendants who do not speak the language of the operator or English, how are these flight attendants assigned to positions on the flight?

(13) How do foreign governments ensure that flight attendants possess the language skills necessary to perform crew coordination duties?

Method of Ensuring Proficiency

(14) What type of program, procedures, or standard should be used to ensure that flight attendants possess the necessary proficiency in the English language to communicate, coordinate and perform all safety related duties?

(15) Should all flight attendants be proficient in the English language? If not, why not?

(16) What percentage of flight attendants on a flight should be proficient in the English language? (Please provide the basis for your analysis).

Regulatory Process Matters

Economic Impact

The FAA is presently unable to determine the likely costs of imposing regulations affecting an operator flight attendant English language program. Following a review of the responses submitted to this ANPRM, the FAA will determine what regulatory requirements will be proposed, if any, and will review the potential costs and benefits, as required by Executive Order 12866. As discussed above, the FAA is seeking relevant cost data to facilitate the FAA's determinations.

Other Regulatory Matters

At this preliminary stage, it is not possible to determine whether there will be a significant economic impact on a substantial number of small entities or what the paperwork burden might be. These regulatory matters will be addressed at the time of publication of any NPRM on this subject.

Federalism Implications

Federalism implications, if any, will be discussed if an NPRM is issued.

List of Subjects

14 CFR Part 121

Aircraft, Airmen, Aviation safety, Safety.

14 CFR Part 125

Aircraft, Airmen, Aviation safety.

14 CFR Part 135

Air taxes, Aircraft, Airmen, Aviation safety.

Authority: [for Part 121] 49 U.S.C. app. 1354(a), 1355, 1356, 1357, 1401, 1421-1430, 1472, 1485, and 1502; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

Authority: [for Part 125] 49 U.S.C. 1354, 1421 through 1430, and 1502; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

Authority: [for Part 135] 49 U.S.C. 1354(a), 1355(a), 1421 through 1431, and 1502; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

Issued in Washington, DC, on April 8, 1994.

Thomas C. Accardi,

Director, Flight Standards Service.

[FR Doc. 94-9221 Filed 4-15-94; 8:45 am]

BILLING CODE 4910-12-M