

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: February 5, 2002.

Description: Application of Piedmont Aviation Services, Inc., d/b/a Pace Airlines (PASI), requesting the Department to disclaim jurisdiction and reissue its certificates in the name of Pace Airlines, Inc. (PACE). In the alternative, PASI requests that the Department approve the transfer of PASI's certificates of public convenience and necessity and other operating authority to PACE with an effective date of no later than January 25, 2002.

Dorothy Y. Beard,

Federal Register Liaison.

[FR Doc. 02-2354 Filed 1-30-02; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Revisions to Advisory Circular—Flight Test Guide for Certification of Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed advisory circular revision and request for comments.

SUMMARY: This notice requests comments regarding proposed revisions to Advisory Circular (AC) 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes." This AC provides guidance on acceptable means, but not the only means, of demonstrating compliance with certain airworthiness standards for transport category airplanes. The proposed revisions to the AC complement proposed revisions to the airworthiness standards for transport category airplanes, published by separate document in the **Federal Register** on January 14, 2002 (67 FR 1846). This notice provides interested persons an opportunity to comment on the proposed revisions to the AC concurrently with the proposed rulemaking. Like all ACs, it is not mandatory, but is to provide guidance for applicants in demonstrating compliance with the objective safety standards set forth in the related rule. **DATES:** Comments must be received by April 1, 2002.

ADDRESSES: Send all comments on the proposed AC revisions to the Federal Aviation Administration, Attention: Don Stimson, Airplane and Flight Crew Interface Branch, ANM-111, Transport

Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056.

Comments may be examined at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Susan Boylon, Program Management Branch, ANM-114, at the above address, telephone (425) 227-1152, or facsimile (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed revisions to the AC by submitting such written data, views, or arguments, as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the revised AC.

Discussion

In a separate document published in the **Federal Register** on January 14, 2002 (67 FR 1846), the FAA proposes to amend the airworthiness standards for transport category airplanes concerning miscellaneous flight requirements. We initiated the proposal under the "Fast Track Harmonization Program" November 26, 1999 (64 FR 66522). Adopting that proposal would eliminate regulatory differences between the airworthiness standards of the U.S. and the Joint Aviation Requirements of Europe, without affecting current industry design practices.

In addition to the amendments proposed in Notice 02-01, the FAA also proposes to revise Advisory Circular (AC) 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes," to provide additional guidance concerning takeoff path, lateral control, trim (longitudinal), trim (airplanes with four or more engines), and demonstration of static longitudinal stability. This proposed revision to AC 25-7A should not be confused with other proposed revisions of AC 25-7A on which the FAA is currently seeking comments. This revision only addresses guidance material associated with these specific airworthiness requirements. Issuance of a revised AC based on this proposal is contingent on adoption of the revisions to part 25 in Notice 02-01.

Proposed Revisions to AC 25-7A

1. *Add a new paragraph, 12a(1)(iii) to read as follows:*

(iii) The height references in § 25.111 should be interpreted as geometrical heights.

2. *Revise paragraph 12e(2) to read as follows:*

(2) Procedures. The time between liftoff and the initiation of gear retraction during takeoff distance demonstrations should not be less than that necessary to establish an indicated positive rate of climb plus one second. For the purposes of flight manual expansion, the average demonstrated time delay between liftoff and initiation of gear retraction may be assumed; however, this value should not be less than 3 seconds.

3. *Revise paragraph 22a(2) to read as follows:*

(2) Sections 25.147(c) and (e) require an airplane to be easily controllable with the critical engine(s) inoperative. Section 25.147(d) further requires that lateral control be sufficient to provide a roll rate necessary for safety, without excessive control forces or travel, at the speeds likely to be used with one engine inoperative. Compliance can normally be demonstrated in the takeoff configuration at V_2 speed, because this condition is usually the most critical. Normal operation of a yaw stability augmentation system (SAS) should be considered in accordance with normal operating procedures. Roll response, § 25.147(e), should be satisfactory for takeoff, approach, landing, and high speed configurations. Any permissible configuration that could affect roll response should be evaluated.

4. *Revise paragraph 22b as follows:*

b. Procedures. The following test procedures outline an acceptable means for demonstrating compliance with § 25.147.

5. *Revise paragraph 22b(4) to read as follows:*

(4) *Lateral Control—Roll Capability*, § 25.147(d).

(i) Configuration:

(A) Maximum takeoff weight.

(B) Most aft c.g. position.

(C) Wing flaps in the most critical takeoff position.

(D) Landing gear retracted.

(E) Yaw SAS on, and off, if applicable.

(F) Operating engine(s) at maximum takeoff power.

(G) The inoperative engine that would be most critical for controllability, with the propeller feathered, if applicable.

(ii) Test Procedure: With the airplane in trim, or as nearly as possible in trim, for straight flight at V_2 , establish a steady 30 degree banked turn. It should be demonstrated that the airplane can be rolled to a 30 degree bank angle in the other direction in not more than 11 seconds. In this demonstration, the

rudder may be used to the extent necessary to minimize sideslip. The demonstration should be made in the most adverse direction. The maneuver may be unchecked. Care should be taken to prevent excessive sideslip and bank angle during the recovery.

6. *Revise paragraph 22b(4) by renumbering it as paragraph 22b(5) as follows:*

(5) *Lateral Control—Four or More Engines*, § 25.147(e).

7. *Revise paragraph 22b(5) by renumbering it as paragraph 22b(6) as follows:*

(6) *Lateral Control—All Engines Operating*, § 25.147(f).

Issued in Renton, Washington, on December 19, 2001.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-1003 Filed 1-30-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Five Current Public Collections of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the FAA invites public comment on five currently approved public information collections which will be submitted to OMB for renewal.

DATES: Comments must be received on or before April 1, 2002.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA solicits comments on the following current collections of information in order to evaluate the necessity of the collection, the accuracy

of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearances of the following information collections.

1. *2120-0003, Malfunction or Defect Report.* Collection of this information permits the FAA to evaluate its certification standards, maintenance programs, and regulatory requirements since their effectiveness is reflected in the number of equipment failures or the lack thereof. It is also the basis for issuance of Airworthiness Directives designed to prevent unsafe conditions or accidents. The affected public includes aircraft and repair station operators. The current estimated annual reporting burden is 6,935 hours.

2. *2120-0027, Application for Certificate of Waiver or Authorization.* Part A of Subtitle VII of the Revised Title 49 United States Code authorizes the issuance of regulations governing the use of navigable airspace. 14 CFR 91, 101, and 105 prescribe regulations governing the general operation and flight of aircraft, moored balloons, kites, unmanned rockets, unmanned free balloons, and parachute jumping. Applicants are individual airmen, state and local governments, and businesses who have a need to deviate from the provisions of these regulations. The current estimated annual reporting burden is 12,202 hours.

3. *2120-0507, Special Federal Aviation Regulation (SFAR) 36, Development of Major Repair Data.* SFAR 36 (to part 121) relieves qualifying applicants (Aircraft Maintenance, Commercial Aviation, Aircraft Repair Stations, Air Carriers, Air Taxi, and Commercial Operators) of the burden to obtain FAA approval of data developed by them for major repairs on a case-by-case basis, and provides for one-time approvals. The current estimated annual reporting burden is 530 hours.

4. *2120-0574, Aviation Safety Counselor of the Year Competition.* The form is used to select nominees for recognition of their volunteer services to the FAA. The agency will use the information on the form to select nine regional winners and one national winner among private citizens involved in aviation. The current estimated annual reporting burden is 180 hours.

5. *2120-0644, License Requirements for Operation of a Launch Site.* The information to be collected includes data required for performing launch site location analyses. This data is necessary in order to demonstrate to the Associate Administrator for Space Transportation/

FAA that the proposed activity meets applicable public safety, national security, and foreign policy interests of the United States. A launch site is valid for a period of five years. Respondents are licensees authorized to operate sites. The current estimated annual reporting burden is 1592 hours.

Issued in Washington, DC, on January 24, 2002.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 02-2282 Filed 1-30-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Third Party War Risk Liability Insurance

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of extension.

SUMMARY: This notice contains the text of a memo from the Secretary of Transportation to the President regarding the extension of the provision of aviation insurance coverage for U.S. flag commercial air carrier service in domestic and international operations.

DATES: Dates of extension from January 20, 2002 through March 20, 2002.

FOR FURTHER INFORMATION CONTACT: Helen Kish, Program Analyst, APO-3, or Eric Nelson, Program Analyst, APO-3, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, telephone 202-267-9943 or 202-267-3090. Or online at *FAA Insurance Website: http://api.hq.faa.gov/911policies/inscover.html*.

SUPPLEMENTARY INFORMATION: On January 4, 2002, the Secretary of Transportation authorized a 60-day extension of aviation insurance provided by the Federal Aviation Administration as follows:

Memorandum to the President

"Pursuant to the authority delegated to me in paragraph (3) of Presidential Determination No. 01-29 of September 23, 2001, I have extended that determination to allow for the provision of aviation insurance and reinsurance coverage for U.S. Flag commercial air service in domestic and international operations for an additional 60 days.

Pursuant to section 44306(c) of chapter 443 of 49 U.S.C.—Aviation Insurance, the period for provision of insurance shall be extended from January 20, 2002, through March 20, 2002."

/s/Norman Y. Mineta