

The Secretary of Transportation has determined that the formation and use of the ARAC are necessary and in the public interest, in connection with the performance of duties of the FAA. Meetings of the ARAC to consider noise certification issues will be open to the public, except as authorized by Section 10(d) of the Federal Advisory Committee Act. Meetings of the FAR/JAR Harmonization Working Group for Helicopters 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 October 10, 1995.

Paul R. Dykeman,  
*Assistant Executive Director for Noise Certification, Aviation Rulemaking Advisory Committee.*

[FR Doc. 95-25678 Filed 10-16-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Aviation Rulemaking Advisory Committee; Noise Certification Issues—Revised Task**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of revised task assignment for the Aviation Rulemaking Advisory Committee.

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

**FOR FURTHER INFORMATION CONTACT:**  
Mr. Paul R. Dykeman, Assistant Executive Director for Noise Certification, Deputy Director, Office of Environment and Energy (AEE-2), 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-3577; FAX: (202) 267-5594.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991; and 58 FR 9230, February 19, 1993) 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 of the ARAC deals with noise certification issues. These issues involve the harmonization of part 36 of the Federal Aviation Regulations (14 CFR part 36) with Joint Aviation Requirements (JAR) part 36, their associated guidance material including equivalent procedures, and the interpretation of the regulations. The FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes will forward recommendations to the ARAC, which will determine whether to forward them to the FAA.

#### **The Revised Task**

This notice is to inform the public that the FAA has revised a task previously assigned to ARAC. The revised task has been accepted by ARAC. The FAA has asked ARAC to provide advice and recommendation on the following revised task:

Specifically, the FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes is charged with reviewing the applicable provisions of subparts A and F and appendices F and G of the 14 CFR part 36 and harmonizing them with the corresponding applicable provisions of JAR 36. The review should also include a review of the acoustical change provisions of the 14 CFR 21 subpart D. Any recommendation on noise issues should consider harmonization with respect to corresponding JAR to the extent practicable. The FAA recommends that any proposed recommendations be coordinated among other working groups to ensure consistency in proposed regulatory language, advisory and guidance material, and any other collateral documents developed by the working groups.

ARAC should consider the current international standards and recommended practices, as issued under the International Civil Aviation Organization (ICAO), Annex 16, Volume 1, and its associated Technical Manual, as the basis for development of these harmonization proposals. ARAC should also consider recommending a process whereby subsequent ICAO Annex 16 changes are properly incorporated into JAR and FAR 36.

#### **ARAC Acceptance of Revised Task**

ARAC has accepted the revised task and has chosen to assign it to the FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes. The working group will serve 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 Activities**

The FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

(a) Recommend a work plans for completion of the task and subtasks, including the rationale supporting the plan, for consideration at the meeting of the ARAC to consider noise certification issues held following publication of this notice;

(b) Give a detailed conceptual presentation on the proposed recommendation to the ARAC before proceeding with the work stated in item (c) below;

(c) If considered appropriate, develop NPRM(s) proposing the revised rules for aircraft noise certification, a supporting economic and other required analyses, advisory and guidance materials, and any other collateral documents the Working Group determines to be needed. Present these recommendations to the ARAC for further consideration and disposition; and

(d) Give a status report on the task at each meeting of the ARAC held to consider noise certification issues.

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Meetings of the ARAC to consider noise certification issues will be open to the public, except as authorized by Section 10(d) of the Federal Advisory Committee Act. Meetings of the FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes 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.

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