

Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

DATES: The meeting will be held on November 13, 1996, at 10 a.m. Arrange for oral presentation by November 4, 1996.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Miss Jean Casciano, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9683; fax (202) 267-5075; e-mail Jean.Casciano@faa.dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on November 13, 1996, at the General Aviation Manufacturers Association, 1400 K Street, NW., Suite 801, Washington, DC, 10 a.m. The agenda will include:

- Status of ARAC under the Air Traffic Management System Performance Improvement Act of 1996 (reauthorization)
- Proposed recommendation by the Digital Information Working Group on a Use of Digital Systems for Direct Access and Interchange of Technical Data advisory circular (AC) (tentative)
- Update on a proposed task concerning overflights of national parks
- Feedback from visits to FAA Certification Directorates

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by November 4, 1996, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

A copy of the proposed AC that will be the subject of the Digital Information Working Group's briefing may be obtained by contacting the individual listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Sign and oral interpretation can be made available at the meeting, as well

as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on October 22, 1996.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

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BILLING CODE 4910-03-M

Notice of Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: This notice announces a public meeting which is being held by the Federal Aviation Administration (FAA) for the purpose of soliciting and reviewing information from the public on the criteria used in showing compliance with § 25.671(c)(3) of the Federal Aviation Regulations (FAR) relative to jammed flight control systems. Interested parties are invited to make presentations or submit material for the record.

DATES: The public meeting is scheduled for Tuesday, December 3, 1996. On-site registration will begin at 7:30 a.m., and the public meeting will begin at 8:30 a.m.

REGISTRATION: Persons planning to attend the public meeting should pre-register by contacting the person identified later in this notice as the contact for further information. Arrangements for oral presentations must be made by November 1, 1996.

ADDRESSES: The public meeting will be held at the Holiday Inn Sea-Tac International Airport, 17338 International Blvd., Seattle, WA 98188. Telephone: 206-248-1000, Fax: 206-242-7089. Hotel room reservations should be made in advance. A block of rooms has been reserved at the Holiday Inn Sea-Tac International Airport. The room rate is \$74 plus tax. Persons wishing to attend the public meeting are encouraged to make reservations by November 15, 1996, by contacting the hotel direct at 206-248-1000. Be sure to identify yourself as an attendee of the "FAA public meeting on jammed flight controls" to receive the special rate.

FOR FURTHER INFORMATION CONTACT: Iven Connally, FAA, Transport Standards Staff, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (206) 227-2120.

SUPPLEMENTARY INFORMATION: Notice is herewith given of a public meeting to be

held on Tuesday, December 3, 1996, at the Holiday Inn Sea-Tac International Airport. The purpose of this meeting is to hear comments from the general public regarding criteria to be used in showing compliance with the requirements of § 25.671(c)(3) relative to the flight control jams in the "normally encountered" position. The FAA is inviting the interested public to participate in developing standardized methods to be used in showing compliance with this requirement. The FAA will consider information presented at the public meeting in the course of developing future advisory material on this subject. In addition, the public is invited to discuss the National Transportation Safety Board (NTSB) Recommendation A-96-108. It recommends that 14 CFR 25.671 be revised to account for failure or jamming of any flight control surface at its design-limited deflection. The FAA will consider any public comments on this recommendation in developing a response to the NTSB.

The agenda for the meeting will include:

Regulatory Background
Certification Procedures
Presentations from the Public

In order to expedite the resolution of this issue, the FAA has developed an initial certification policy on this subject, which is presented in this notice. The public is invited to comment on any aspect of the draft policy. In addition to the general discussion on jams in the flight controls, the FAA is soliciting data on control surface deflection exceedances per flight hour based on normal revenue flights. For convenience, this data should be presented in the form of a plot of control surface deflection in degrees vs. number of exceedances per flight hour. These data are needed to determine the surface deflections normally encountered during all phases of flight.

The FAA Proposed Policy

In the absence of more rational data, the criteria listed below should be used to define the jammed control surface positions. The control surface deflections associated with the "Conditions at the time of the Control Surface Jam" must be based on the maximum deflections developed during initiation of and recovery from the maneuver. In order to account for the probability of occurrence of the jam, the maneuver and gust conditions at the time of the jam should be selected at the once in one hundred hours exceedance level. The exceedance data should be obtained from normal revenue flights.