

operational performance requirements (14 CFR parts 121 and 135/JAR-OPS) and develop a list of differences between the two sets of requirements. (Use should be made of preliminary work on the task carried out by industry). During this review, if differences are identified in the associated certification requirements, such differences should be reported to the Aviation Rulemaking Advisory Committee (ARAC) and the Harmonization Management Team by the FAA and JAA contracts.

2. When the first step is completed, explore the feasibility of harmonization of each identified difference in the following order of priority: Performance Class A, Class B, and Class C.

3. Develop recommendations for common (harmonized) operational performance requirements for those items identified under item 2 above as being feasible for harmonization. If the working group determines FAA rulemaking is required, that determination must be forwarded to the FAA for consideration of rulemaking priority, resource allocation, and additional tasking to ARAC, as appropriate.

4. *(The new task)* Within one year of publication of this revised ARAC task in the **Federal Register**, recommend: a) whether the standards adopted by the FAA on February 18, 1997, in the final rule, "Improved Standards for Determining Rejected Takeoff and Landing Performance," should be applied retroactively to airplanes currently in use or airplanes of existing approved designs that will be manufactured in the future; and b) whether to adopt a requirement for operators to take into account any distance needed to align the airplane on the runway in the direction of takeoff. The standards referenced in (a) revise the method for taking into account the time needed for the pilot to accomplish the procedures for a rejected takeoff; require that takeoff performance be determined for wet runways; and require that rejected takeoff and landing stopping distances be based on worn brakes, but apply only to airplanes whose type certification basis includes Amendment 25-92 (effective March 20, 1998) or equivalent. JAR-OPS 1 requires operators of Performance Class A airplanes to take wet runways and runway alignment distance into account regardless of the type certification basis of the airplane.

#### **Working Group Activity**

The Airplane Performance Harmonization 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 work plan for completion of the tasks, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider air carrier operations 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. Draft an appropriate report.

4. Provide a status report at each meeting of ARAC held to consider air carrier operations issues.

#### **Participation in the Working Group**

The Airplane Performance Harmonization Working Group is composed of experts having an interest in the assigned tasks. A working group member need not be a representative of a member of the full committee. The working group has formed. However, an individual who has specific expertise in the subject matter and wishes to become a member of the working group should contact the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the tasks, 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. To the extent possible, the composition of the working group will be balanced among the aviation interests selected to participate.

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. Meetings of the Airplane Performance Harmonization 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 December 23, 1998.

**Quentin J. Smith,**

*Assistant Executive Director, Air Carrier Operations Issues Group, Aviation Rulemaking Advisory Committee.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **RTCA Special Committee 193/Eurocae Working Group 44; Terrain and Airport Databases**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 193/EUROCAE Working Group 44 meeting to be held January 18-21, 1999, starting at 9:00 a.m. on January 18. The meeting will be held at the Sheraton Denver Technical Center, 7007 South Clinton Street, Englewood, Colorado.

The agenda will be as follows: Monday, January 18, Opening Plenary Session: (1) Chairmen's Introductory Remarks; (2) Review/Approval of Meeting Agenda; (3) Review of Summary of the Previous Meeting (4) Subgroup 2, Terrain and Obstacle Databases: (a) Review of Summary of the Previous Meeting; (b) Review of Actions Taken during the Previous Meeting; (c) Presentations; (d) Review of the Draft Document. Tuesday, January 19: (5) Subgroup 2, continuation of previous day's discussions. Wednesday, January 20: (6) Subgroup 3, Airport Databases. Thursday, January 21: (7) Subgroup 3, continuation of previous day's discussions. Closing Plenary Session: (8) Summary of Subgroups 2 and 3 Meetings; (9) Assign Tasks; (10) Other Business; (11) Dates and Locations of Next Meetings; (12) Adjourn.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC, 20036; (202) 833-9339 (phone), (202) 833-9434 (fax), or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on December 28, 1998.

**Richard A. Cox,**

*Designated Official.*

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