DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 186: Automatic Dependent Surveillance—Broadcast (ADS–B)

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 Special Committee (SC)–186 meeting to be held February 5–8, 2001, starting at 9 a.m. The meeting will be held at the Sheraton Four Points Barcelo Hotel, 10220 North Metro Parkway East, Phoenix, AZ 85051.

The agenda will include: February 5: Working Group (WG)–4, Airborne Separation Assurance (ASA) Minimum Aviation System Performance Standards (MASPS); February 6, 7: WG–1, Operations and Implementation; WG–4, ASA MASPS; February 8: Plenary Session: (1) Welcome and Introductory Remarks; (2) Review of Meeting Agenda; (3) Review and Approval of the Previous Meeting Minutes, RTCA Paper No. 394–00/SC186–175; (4) Briefing—FAA ADS–B “Big Picture” Roadmap; (5) Briefing—ASDE–X Program; (6) Briefing—OCG–3 Memphis Op Eval–PM Status and Plans; (7) Briefings—DOD Requirements Process; (8) Eurocae WG–51 Status Report; (9) SC–186 Activity Reports for the following Working Groups: (a) WG–1, Operations & Implementation; (b) WG–2, Traffic Information Services—Broadcast (TIS–B); (c) WG–3, 1090 MHz Minimum Operational Performance Standards (MOPS); (d) WG–4, Application Technical Requirements; (e) WG–5, Universal Access Transceiver (UAT) MOPS; (f) Ad Hoc MASPS Working Group (DO–242); (10) Review Action Items/Work Program; (11) Other Business; (12) Date and Location of Next Meeting; (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, 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., Suite 1020, Washington, DC 20036; (202) 833–9339 (phone); (202) 833–9344 (fax); or the on-site contact, Greg Stayton at (602) 436–1234 (phone), (602) 436–5500 (fax) or greg.stayton@1–3com.com (email). Members of the public may present a written statement to the committee at any time.


Janice L. Peters,
Designated Official.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement Number ACE–00–23.1155–01]


AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of policy statement.

SUMMARY: This document announces an FAA general statement of policy for certification of normal, utility, acrobatic, and commuter category turbine powered airplanes with propeller beta mode pitch settings.

FOR FURTHER INFORMATION CONTACT: Randy Griffith, Federal Aviation Administration, Small Airplane Directorate, Regulations and Policy Branch, ACE–111, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329–4126; fax (816) 329–4090; email: <randy.griffith@faa.gov>.

SUPPLEMENTARY INFORMATION:

Background

This notice announces the following policy statement, ACE–00–23.1155–01. The purpose of this statement is to address certification of normal, utility, acrobatic, and commuter category turbine powered airplanes with propeller beta mode pitch settings.

What Is the General Effect of This Policy?

The FAA is presenting this information as a set of guidelines suitable for use. However, we do not intend that this policy set up a binding norm; it does not form a new regulation and the FAA would not apply or rely on it as a regulation.

The FAA Aircraft Certification Offices (ACO’s) and Flight Standards District Offices (FSDO’s) that certify changes in type design and approve alterations in normal, utility, and acrobatic category airplanes should try to follow this policy when appropriate. Applicants should expect the certificating officials would consider this information when making findings of compliance.

As with all advisory material, this statement of policy identifies one way, but not the only way, of compliance.

General Discussion of Comments

Has FAA Taken Any Action to This Point?

We issued a notice of policy statement, request for comments. This proposed policy appeared in the Federal Register on September 1, 2000 (65 FR 53340) and the public comment period closed October 2, 2000.

Was the Public Invited To Comment?

The FAA encouraged interested people to join in making this proposed policy. We received comments from 5 different commenters. Commenters included manufacturers and aviation regulatory authorities.

Two commenters did not provide recommendations specific to the policy. The first agreed with the content. The second provided information and safety concerns on the possible rulemaking discussed in the background to the policy. We have noted the second’s comment, which will be considered if we determine that rulemaking should be pursued.

Two commenters recommended that FAA consider for part 23 the material that was recently prepared for 14 CFR part 25 under the Powerplant Installation Harmonization Working Group (PPIHWG), as the same risks and considerations apply. We disagree that the same risks and considerations for part 25 airplanes directly relate to part