

of State, SA-44, Room 700, 301 4th Street, S.W., Washington, DC 20547-0001.

Dated: July 19, 2001.

**Brian J. Sexton,**

*Deputy Assistant Secretary for Professional Exchanges, United States Department of State.*

[FR Doc. 01-18664 Filed 7-25-01; 8:45 am]

**BILLING CODE 4710-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Changes to Advisory Circular 27-1B, Certification of Normal Category Rotorcraft, and Advisory Circular 29-2C, Certification of Transport Category Rotorcraft

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

**ACTION:** Notice of availability of Advisory Circular (AC) proposal changes; request for comments.

**SUMMARY:** This notice announces the availability of proposed changes, request for comments, to AC 27-1B, Certification of Normal Category Rotorcraft, and AC 29-2C, Certification of Transport Category Rotorcraft. The proposed changes contain guidance material to bring the AC's up to date with the most recent amendments to 14 Code of Federal Regulations (CFR) parts 27 and 29 and/or current practices. There are 23 paragraph changes proposed for AC 27-1B, and 21 paragraph changes proposed for AC 29-2C.

**DATES:** Any comments must identify Proposed Changes to AC 27-1B, or Proposed Changes to AC 29-2C, and must be received by September 28, 2001.

**ADDRESSES:** Any comments can be submitted to FAA, Rotorcraft Standards Staff, ASW-110, Rotorcraft Directorate, Aircraft Certification Service, Fort Worth, Texas 76193-0110, or via electronic mail to [Kathy.L.Jones@FAA.GOV](mailto:Kathy.L.Jones@FAA.GOV).

**FOR FURTHER INFORMATION CONTACT:** Kathy L. Jones, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate, Aircraft Certifications Service, Fort Worth, TX 76193-0110; telephone (817) 222-5359; fax (817) 222-5961; email: [Kathy.L.Jones@FAA.GOV](mailto:Kathy.L.Jones@FAA.GOV).

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of proposed changes; request for comments. These proposed changes have been reviewed and commended on

by representatives from U.S. industry, European industry, U.S. authorities, and European authorities. Any interested person not receiving these proposed changes may obtain a copy by contacting the person named under the caption **FOR FURTHER INFORMATION CONTACT**. Copies of these proposed changes may be obtained also from the FAA website [www.faa.gov/avr/air/asw/rotor.htm](http://www.faa.gov/avr/air/asw/rotor.htm).

Interested persons can submit comments on these proposed changes. Comments received may be inspected at the office of the Rotorcraft Standards Staff, FAA, 4th floor, 2601 Meacham Boulevard, Fort Worth, Texas.

Issued in Fort Worth, Texas, on July 20, 2001.

**Michele M. Owsley,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 01-18675 Filed 7-25-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Task

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

**ACTION:** Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** The FAA assigned the Aviation Rulemaking Advisory Committee a new task to develop recommendations to ensure airplane ventilation systems and cabin environment will provide a suitable environment for crew and passengers following a pressurization system failure resulting in an airplane decompression. This notice is to inform the public of this ARAC activity.

**FOR FURTHER INFORMATION CONTACT:** Charles Huber, Federal Aviation Administration, Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW, Renton, Washington, (425) 227-2589, [charles.huber@faa.gov](mailto:charles.huber@faa.gov).

**SUPPLEMENTARY INFORMATION:**

#### Background

The FAA established the Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitments to harmonize Title 14 of the Code of

Federal Regulations (14 CFR) with its partners in Europe and Canada.

#### The Task

##### *Part 1: Ventilation—Heating and Humidity (§ 25.831(g))*

- Review the current airworthiness standards for transport category airplanes regarding airplane cabin and flight deck environment.

- Determine if revisions are needed to ensure the ventilation system, following system failures, will provide a suitable environment for crew and passengers. The assessment should consider:

1. The types of airplane system failure conditions that should be addressed.

2. Setting the appropriate limiting values of cabin and flight-deck temperature, humidity levels, and exposure times to eliminate any unacceptable impact on flight crews and cabin crew performance, disabling any passengers, or creating long-term health problems to passengers or crews.

3. Any relevant National Aeronautics and Space Administration (NASA), United States (US) Armed Forces, National Institute of Occupational Safety and Health (NIOSH), Occupational Safety and Health Administration (OSHA), Federal Aviation Administration (FAA), academia and industry standards for pressure, temperature and humidity.

- Develop a report based on the review, and recommend any revisions to the rules (including cost estimates) and advisory materials needed to address the above issues.

- If as a result of the recommendations in this report, the FAA publishes a notice of proposed rulemaking and/or notice of availability of proposed advisory circular for public comment, ARAC may be further tasked to review all comments received and provide the FAA with a recommendation for disposition of those comments.

*Schedule:* This report is to be submitted no later than 24 months after the task is published by the FAA in the **Federal Register**.

##### *Part 2: Cabin Pressurization (§ 25.841(a))*

- Review and current airworthiness standards for transport category airplanes regarding airplane cabin altitudes resulting from cabin decompression.

- Determine if revisions are needed to ensure that during certain failure conditions the cabin environment is suitable for crew and passengers. The assessment should consider: