

25.203, no further stall warning margin demonstrations need to be done.

Revise paragraph 29f(4) as follows:

(4) *Data Acquisition and Reduction.* The stall warning speed and type and quality of warning should be noted. The speed at which acceptable stall warning begins should then be compared to the stall identification speed and, for the conditions under which VSR is defined, VSR, to determine if the required margin exists. The stall warning speed margin required by § 25.207(d) should be determined at a constant load factor.

Revise paragraph 29g as follows:

g. *Accelerated Stall Warning.* (1) *Explanation.* Section 25.207(e) requires that, in slow-down turns with at least a 1.5g load factor normal to the flight path and an airspeed deceleration rate greater than 2 knots per second, sufficient stall warning is provided to prevent stalling when the pilot takes recovery action not less than one second after recognition of stall warning. The purpose of the requirement is to ensure that adequate stall warning exists to prevent an inadvertent stall under the most demanding conditions that are likely to occur in normal flight. The conditions of 1.5g and an airspeed deceleration rate greater than 2 knots per second correspond to the steep turn maneuver prescribed in Part 121, Appendices E and F for pilot initial and proficiency training, respectively, plus some margin for error (3 degrees more bank and a decreasing airspeed). The elevated load factor will emphasize any adverse stall characteristics, such as wing drop or asymmetric wing flow breakdown, while also investigating Mach and potential aeroelastic effects on available lift. The greater than 2 knot per second deceleration rate is intended to result in a reasonable penetration beyond the onset of stall warning.

(2) *Procedures.* (i) Trim at 1.3  $V_{SR}$ . Once trimmed, accelerate to a speed that will allow enough time to set up and complete the maneuver at the specified load factor and airspeed deceleration rate. Power or thrust should be set appropriate to the power for level flight at 1.3  $V_{SR}$  and not adjusted during the maneuver. In a level flight maneuver, 1.5g equates to a bank angle of 48 degrees. To prevent an excessive deceleration rate (e.g., greater than 3 knots per second), a descent may be used. Conversely, if the deceleration rate is too low, the maneuver should be conducted in a climbing turn.

(ii) After the onset of stall warning, continue the maneuver without releasing stick force for one second before attempting recovery. Normal low speed recovery techniques should be used. If any of the indications of a stall

prescribed in § 25.201(d) (see paragraph 29b(3) of this AC) occur during the accelerated stall warning demonstration, compliance with § 25.207(d) will not have been demonstrated.

Revise paragraph 29h as follows:

h. *Maneuver Margins.* See paragraph 20 of this AC for guidance material associated with demonstrating compliance to the maneuvering capability requirements of § 25.143(g).

Redesignate existing paragraph 29i as 29j and add a new paragraph 29i as follows:

i. *Tolerance Considerations for Airplanes Equipped with Stall Identification Systems.* For airplanes equipped with a stall identification device, the applicant should consider the combined effects of the variables listed in paragraphs (1) through (4) below to determine the critical configuration for stall testing. A maximum deviation in stall speed of  $\pm 1$  knot, from that defined in the nominal configuration, is considered acceptable for the combined effects of the items listed in paragraphs (1) through (3). The deviation in stall speed due to stall identification system tolerances (paragraph 3), alone, should not exceed  $\pm 0.5$  knots. (The stall identification system consists of everything from the angle of attack sensing device to the connection of the force application actuator to the longitudinal control system.) It should be verified that threshold tolerances and system design features (e.g., filtering, phase advancing) will not result in an unsafe diminishing of the margin between stall warning and pusher activation, or pusher activation and some dangerous airplane characteristic. Investigations should include the demonstration of maneuver margins, dynamic stall entries, the effects of atmospheric turbulence, and operation in windshear environments where the airplane will be flown at, or very near, stall warning. These flying conditions should not result in unwanted activation of the stall identification system or aerodynamic stall prior to, or close to, activation of the stall warning system. This verification may be provided by a combination of analysis, simulation, and flight test.

(1) High lift device and control surface rigging—at the limits of their respective tolerance bands that is most detrimental to the production of lift;

(2) Airframe build tolerances—the impact of wing angle of incidence variation relative to stall identification system vane angle;

(3) Stall identification system tolerances—activation vane angles should be at the low end of the

tolerance band for stall speed testing, and at the high end for stall characteristics testing; and

(4) Wing leading edge condition—the effect of wing leading edge contamination (e.g., insects) on stall speeds should be determined and accounted for if significant. The critical height and density of the contaminant should be substantiated by Generic. This testing may be accomplished using an artificial contaminant.

Remove existing Figure 29-1, renumber Figure 29-5 as Figure 29-1, add a new Figure 29-2, and reorder the remaining figures appropriately.

Revise paragraphs 30c(2)(i), 30e(1)(iii), and 30e(2)(ii) by replacing “ $V_{SO}$ ” with “ $V_{SR}$ ”.

Revise Page 2 of Appendix 4 by replacing “ $1.2V_S$ ” with “ $1.13 V_{SR}$ ” (two occurrences).

Remove Appendix 5.

Issued in Renton, Washington, on December 20, 2002.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aging Transport Systems Rulemaking Advisory Committee Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aging Transport Systems Rulemaking Advisory Committee (ATSRAC).

**DATES:** The FAA will hold the meeting on January 22 and 23, 2003, in Savannah, Georgia from 8:30 a.m. to 4:30 p.m. on the 22nd and from 8:30 a.m. to noon on the 23rd.

**ADDRESSES:** Hyatt Regency Savannah, 2 West Bay Street, Savannah, Georgia, 31401.

#### FOR FURTHER INFORMATION CONTACT:

Shirley Stroman, Office of Rulemaking, ARM-208, FAA, 800 Independence Avenue, SW, Washington, DC 20591; telephone (202)267-7470; fax (202)267-5075; or e-mail [shirley.stroman@faa.gov](mailto:shirley.stroman@faa.gov).

**SUPPLEMENTARY INFORMATION:** The ATSRAC will meet at the Hyatt Regency Savannah at the address shown under the **ADDRESSES** heading in this notice. The meeting agenda will include the following:

- Presentation of Working Group 10's (Small Transport Airplane

Harmonization Working Group) final report

- Discussion of comments on the FAA's Intrusive Inspection Recommendations Final Report
- Discussion of ATSRAC's recommendation to the FAA on an Enhanced Zonal Analysis Procedure implementation schedule
- Update on FAA's Research and Development Program
- Presentation by Robins Air Force Base: Lubricant Effectiveness Study for Corrosion Protection and Improved Reliability of Avionics

The meeting is open to the public, but attendance will be limited to the availability of meeting room space. The FAA will make the following services available if you request them by January 14, 2003:

- Teleconferencing
- Sign and oral interpretation
- A listening device

Individuals using the teleconferencing service and calling from outside the Washington, DC metropolitan area will be responsible for paying long distance charges. To arrange for any of the above services, contact the person listed under the **FOR FURTHER INFORMATION CONTACT** heading of this notice.

The public may present written statements to the Committee at any time by providing 20 copies to the Committee's Executive Director or by bringing the copies to the meeting. Public statements will be considered if time permits.

Issued in Washington, DC on December 23, 2002.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration (RSPA)

[Docket No. RSPA-02-14079; Notice 1]

#### Pipeline Safety: Pipeline Communications (Natural Gas and Hazardous Liquid Pipelines)

**AGENCY:** Office of Pipeline Safety, Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** RSPA/OPS invites the public to a meeting on pipeline communications, including current RSPA initiatives, the development of American Petroleum Institute Recommended Practice 1162, integrity management communications, and

pipeline performance metrics. This meeting is a continuation of a meeting held on February 12–14, 2001, to discuss pipeline integrity management and integrity management communications.

**DATES:** The public meeting will be on January 29, 2003, from 9 a.m. to 7 p.m.

**ADDRESSES:** Bellevue Community College, Carlson Theater, 3000 Landerholm Circle SE, Bellevue WA 98007-6484, (425) 564-2376. Driving directions and a map of the college can be found on Bellevue Community College's Web site: <http://www.bcc.ctc.edu>. To ensure sufficient seating, persons wishing to attend are encouraged to register for the meeting through the following Internet Web site: <http://primis.rspa.dot.gov/meetings>. The public will have an opportunity to make short statements on the topics under discussion. Members of the public who are unable to attend in person can view the meeting over the Internet and submit questions through the RSPA/OPS Web site: <http://ops.dot.gov>. In addition, a transcript will be available approximately 30 days after the meeting.

Persons wishing to submit comments relating to the public meeting may do so by mail or delivery to the Dockets Facility, U.S. Department of Transportation, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. The Dockets facility is open from 10 a.m. to 5 p.m., Monday through Friday, except on Federal holidays. You should submit the original and one copy. Anyone who wants confirmation of receipt of their comments must include a stamped, self-addressed postcard. You may also submit comments to the docket electronically. To do so, log on to the Internet Web address <http://dms.dot.gov> and click on "Help" for instructions on electronic filing of comments. All written comments should identify the docket number RSPA-02-14079; Notice 1.

**Information on Services for Individuals With Disabilities:** For information on facilities or services for individuals with disabilities or to request special assistance during the telephone conference calls, contact Christina Sames (tel: 202-366-4561; E-mail: [christina.sames@rspa.dot.gov](mailto:christina.sames@rspa.dot.gov)).

**FOR FURTHER INFORMATION CONTACT:** Christina Sames (tel: 202-366-4561; E-mail: [christina.sames@rspa.dot.gov](mailto:christina.sames@rspa.dot.gov)). You can read comments and other material in the docket on the Internet at: <http://dms.dot.gov>.

#### SUPPLEMENTARY INFORMATION:

## Background

RSPA/OPS's communication initiatives are intended to improve safety and environmental protection and to provide better assurance to the public about the safety of pipelines.

On February 14, 2001, RSPA/OPS held a public meeting to discuss pipeline integrity management and integrity management communications. Meeting attendees provided input on how State and local officials and the public could use and benefit from risk assessment information, how the consequences of potential pipeline failures should be characterized, how risk control actions should be described, and what operational information would be meaningful.

Additional information on that workshop can be found in the Dockets Facility at the Internet Web Site listed above and under Docket RSPA-00-7408.

Since the February 2001 meeting, RSPA/OPS has been exploring communication requirements for all pipeline operators to share information with community and State officials and the public about risks from pipelines, how pipeline risks can be managed and controlled, and how we know the pipelines are being operated safely. RSPA/OPS has also begun several initiatives to provide the public and local officials with pipeline educational material, training material for emergency officials responding to a pipeline accident, public outreach on damage prevention, and community assistance and technical service inspectors to assist communities with current and upcoming integrity management regulations.

The January 29, 2003, public meeting will be divided into three sessions. Each session will include presentations by RSPA/OPS, a panel discussion on that session's topic, and an open question and answer period. Panelists will include representatives from various communities, environmental organizations, first responders, city/county government, state government, and pipeline companies.

Session 1 will address the need for communications in regard to the integrity management programs. The panelists will provide their viewpoints on what information should be exchanged between pipeline operators and community officials and how this information should be provided. This session will include a discussion of a new RSPA/OPS program to provide community assistance and technical services to State and local officials, to assist with community damage