

for initial and renewal certification as a Rotorcraft External Load Operator, or from currently certified operators adding additional aircraft or equipment.

8. 2120-0060, General Aviation and Air Taxi Activity and Avionics Survey. The respondents are 19,000 commuter air carriers. The estimated total annual burden is 4,750 hours. Abstract: The survey is to collect information on the use and the characteristics of general aviation and air taxi aircraft. The data is used by the FAA in safety study, regulatory changes and formulating long-term programs and policies.

9. 2120-0535, Anti-Drug Program for Personnel Engaged in Specified Aviation Activities. The respondents are 6,076 specified aviation employers. The estimated total annual burden is 100,276 hours. Abstract: Federal Aviation Regulations require specified aviation employers to implement and conduct FAA-Approved anti-drug plans. They monitor program compliance, institute program improvements, and anticipate program problem areas. The FAA receives drug test reports from the aviation industry. More detailed and specific information is necessary to effectively manage the anti-drug program.

10. 2120-0543, Pilots Convicted of Alcohol or Drug Related Motor Vehicle Offenses or Subject to State Motor Vehicle Administrative Procedures. The respondents are 2184 pilots who have been/will be convicted of a drug- or alcohol-related traffic violation. The estimated annual burden is 364 hours. Abstract: The requested information (1) is needed to mitigate potential hazards presented by airmen using alcohol or drugs in flight, (2) is used to identify persons possibly unsuitable for pilot certification, and (3) affects those pilots who will be convicted of a drug- or alcohol related traffic violation.

11. 2120-0575, Airworthiness Standards, Occupant Protection Standards for Commuter Category Airplanes. The respondents are 5 manufacturers of seat cushions. The estimated total annual burden is 3 hours. Abstract: The information collected will be a record of the test results on seat cushion flammability. The tests will be performed by manufacturers of seat cushions and will become a part of the type certification basis for the airplane.

12. 2120-0577, Explosives Detection Systems Certification Testing. The respondent is the manufacturer of explosive detection systems. The estimated total annual burden is 1,502 hours. Abstract: Pub. L. 101-604 requires the Administrator of the Federal Aviation Administration to

certify explosives detection systems, pursuant to protocols developed outside the agency, prior to mandating their use. The information required is necessary for the FAA to perform the certification testing on systems submitted by manufacturers.

13. 2120-0578, Training and Checking in Ground Icing Conditions. The respondents are 2175 air carriers. The estimated total annual burden is 87,000 hours. Abstract: The required collection that respondents must prepare and submit to the FAA contains those airplane ground deicing/anti-icing policies and procedures that ensure the highest level of safety during icing conditions. All Part 125 and 135 air carriers are effected.

Issued in Washington, DC., on June 26, 1996.

Steve Hopkins,

Manager, Corporate Information Division, ABC-100.

[FR Doc. 96-17042 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-13-M

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

AGENCY: Federal Aviation Administration (FAA), DOT.

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

SUMMARY: Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Stewart R. Miller, Manager, Transport Standards Staff, ANM-110, FAA, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056, telephone (206) 227-2190, fax (206) 226-1320.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine issues. These issues involve the airworthiness standards for transport category airplanes in 14 CFR parts 25, 33, and 35 of the FAR and parallel provisions in 14 CFR parts 121 and 135 of the FAR. The corresponding European airworthiness standards for transport category airplanes are contained in Joint Aviation Requirements (JAR)-25, JAR-E and JAR-P, respectively. The corresponding Canadian Standards are contained in Chapters 525, 533 and 535 respectively.

The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization task:

Engine Windmilling Imbalance Loads. Define criteria for establishing the maximum level of engine imbalance that should be considered, taking into account fan blade failures and other likely causes of engine imbalance. Develop an acceptable methodology for determining the dynamic airframe loads and accelerations resulting from an imbalanced windmilling engine. Validate the proposed methodology with a demonstrative ground or flight test program (as deemed appropriate by ARAC) that has the objective of establishing confidence in the proposed methodology. The validation process should answer the following questions: (1) What are the parameters to consider in determining the minimum degree of dynamic structural modeling needed to properly represent the imbalanced condition; (2) Is the proposed analytical methodology taken in conjunction with the traditional ground vibration tests, flight flutter tests, and tests performed under § 33.94 of 14 CFR sufficient, or are there additional tests and measurements that need to be made to address this condition?

Within 12 months from the date of the published notice of new task in the Federal Register, complete the above tasks and submit a report to the FAA with recommendations detailing the criteria and methodology.

ARAC Acceptance of Task

ARAC has accepted this task and has chosen to assign it to the existing Loads and Dynamics Harmonization Working Group. The working group will serve as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

Working Group Activity

The Loads and Dynamics 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 rational supporting such a plan, for consideration at the meeting of ARAC to consider Transport Airplane and Engine 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. For each task, draft appropriate documents with supporting analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate.

4. Provide a status report at each meeting of ARAC held to consider Transport Airplane and Engine Issues.

Participation in the Working Group

The Loads and Dynamics Harmonization Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to 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.

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, except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Loads and Dynamics 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 June 26, 1996.

Chris A. Christie,
Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-16960 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-13-M

Time for Public Scoping Meeting To Be Held in Lexington, KY on Environmental Impact Statement; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of correction of time.

SUMMARY: This notice corrects the time previously published in the Federal Register June 25, 1996, (FR 96-16109, page 32883 in the third column over to page 32884) for a public scoping meeting to be held in Lexington, Kentucky, on July 31, 1996, to obtain input from the public on the planned Environmental Impact Statement. The corrected ending time for the meeting is 8 p.m.

The date, starting time, and address for the meeting remains unchanged: July 31, 1996, Wednesday, 6 p.m. at Paul Laurence Dunbar High School cafeteria located on the lower level, 1600 Man O' War Blvd., Lexington, Kentucky.

Issued in Memphis, Tennessee, June 26, 1996.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

[FR Doc. 96-17044 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting on General Aviation and Business Airplane and Transport Airplane and Engine Issues

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 Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss harmonization priorities and issues related to certification and validation of foreign products.

DATES: The meeting will be held July 29, 1996 for General Aviation and Business Airplane (GABA) Issues, starting at 9 a.m. and July 31 through August 1, 1996 for Transport Airplane and Engine (TAEI) Issues, starting at 8:30 a.m. Arrange for oral presentations by July 19, 1996.

ADDRESSES: The meeting will be held at The Boeing Company Renton Facility, 10-16 Building, Room 11D5, 535 Garden Avenue North, Renton WA.

FOR FURTHER INFORMATION CONTACT: Brenda Courtney, Office of Rulemaking, FAA, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3327.

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 Aviation Rulemaking Advisory Committee to be held on July 29 (GABA) and July 31 through August 1, 1996 (TAEI), at The Boeing Company Renton Facility, 10-16 Building, Room 11D5, 535 Garden Avenue North, Renton WA. The agenda for the meeting will include:

- Opening Remarks
- Review of Action Items
- Discussion of 13th Annual International Harmonization Conference, June 3-7, San Diego, CA
- Discussion of harmonization priorities
- Discussion of certification/validation of foreign products
- Reports of Working Groups (Time permitting)
- Schedule future meetings

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by July 19, 1996, to present oral statements at the meeting. The public may present written statements to the committee, at any time, by providing 40 copies to the Assistance Executive Director, or by bringing the copies to him at the meeting. Arrangements may be made by contacting the person 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.

Issued in Washington, DC, on June 26, 1996.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-17043 Filed 7-2-96; 8:45 am]

BILLING CODE 4910-13-M

Aviation Security Advisory Committee; Meeting

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: Notice is hereby given of a meeting of the Aviation Security Advisory Committee.

DATES: The meeting will be held July 17, 1996 from 9 a.m. to 12 p.m.

ADDRESS: The meeting will be held in the MacCracken Room, tenth floor, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone 202-267-7451.