

the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program revision for Naples Municipal Airport, also effective on September 3, 1998. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program revision. The formal review period, limited by law to a maximum of 180 days, will be completed on or before March 2, 1999.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program revision with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the revised noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program revision are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Drive, Suite 400, Orlando, Florida 32822-5024 and Naples Airport Authority, 160 Aviation Drive North, Naples, Florida 34104.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Orlando, Florida September 3, 1998.

**Charles E. Blair,**

*Manager, Orlando Airport District Office.*

[FR Doc. 98-24967 Filed 9-17-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues, New Tasks

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

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

**SUMMARY:** Notice is given of new tasks 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, Transport Standards Staff (ANM-110), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; phone (425) 227-1255; fax (425) 227-1320.

#### 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 and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

##### The Tasks

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

##### Task 8: Casting Factors

Review the current standards of § 25.621 and those proposed for the corresponding JAR 25.621 in NPA 25C-272 (circulated for public consultation

by JAA on 16 November 1997) as they pertain to the strength of structural castings. Review also any available FAA and JAA advisory material. In the light of this review, recommend changes to harmonize this section and the corresponding JAR paragraph, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by July 31, 2001.

##### Task 9: Fuel Tank Access Doors

Review the current standards of FAR 25.963(e) and JAR 25.963(g) as they pertain to the requirements for fuel tank access doors impact and fire resistance. Review also the related FAA and JAA advisory material. In the light of this review, recommend changes to harmonize these sections and the corresponding JAR paragraphs, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by July 31, 2001.

##### Task 10: Strength of Windshields and Windows

Review the current standards of § 25.775 and those for corresponding JAR 25.775 as they pertain to the strength of windshields and windows. Review also any related FAA and JAA advisory material. In the light of this review, recommend changes to harmonize this section and the corresponding JAR paragraph, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by March 31, 2001.

The FAA requests that ARAC draft appropriate regulatory documents with supporting economic and other required analyses, and any other related guidance material or collateral documents to support its recommendations. If the resulting recommendation(s) are one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

##### Working Group Activity

The General Structures 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 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. Draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations. If the resulting recommendation is one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

4. Provide a status report at each meeting of ARAC held to consider transport airplane and engine issues.

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 General Structures 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 September 14, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-25070 Filed 9-17-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Training and Qualifications

**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

Aviation Rulemaking Advisory Committee to discuss training and qualification issues.

**DATES:** The meeting will be held on October 20, 1998, at 12:00 noon.

**ADDRESSES:** The meeting will be held at the Regional Airlines Association, Second floor, 1200 19th St. NW, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Regina L. Jones, (202) 267-9822, Office of Rulemaking, (ARM-100) 800 Independence Avenue, SW, Washington, DC 20591.

**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 (ARAC) to discuss training and qualification issues. This meeting will be held October 20, 1998, at 12:00 noon, at the Regional Airlines Association. The agenda for this meeting will include a progress report from the Air Carrier Pilot Pre-Employment Screening Standards and Criteria Working Group, the presentation of the Licensing Harmonization Working Group work plan, and the ARAC's review, comment and approval of the Licensing Harmonization Working Group work plan. Copies of the Licensing Harmonization Working Group work plan is available for public review and may be obtained by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present statements to the committee at any time. In addition, 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. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on September 14, 1998.

**Jean Casciano,**

*Acting Assistant Executive Director for Training and Qualifications Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-25068 Filed 9-17-98; 8:45 am]

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## 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:** 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, Transport Standards Staff (ANM-110), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; phone (415) 227-1255; fax (415) 227-1320.

**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 and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

#### 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

#### *Task 3: Harmonization of Airworthiness Standards; Flight Rules*

The following differences between Part 25 and JAR 25 and their associated guidance material have been identified as having a potentially significant impact on airplane design:

1. Section 25.107(e)(1)(iv) requires a greater margin between  $V_{LOF}$  and  $V_{MU}$  than JAR 25.107(e)(1)(iv) for airplanes where liftoff attitude is limited either by geometry or elevator power. The FAA permits a reduction in the margin for