

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Draft Advisory Circular (AC) No. 120-28D, Criteria for Approval of Category III Weather Minima for Takeoff, Landing, and Rollout**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of a draft advisory circular.

**SUMMARY:** This notice announces the availability of a draft AC, recommended by the Aviation Rulemaking Advisory Committee (ARAC), which provides information and guidance on obtaining and maintaining approval of Category III landing weather minima and low visibility takeoff criteria, including the installation and approval of associated aircraft systems. This draft AC would incorporate changes to AC 20-57 resulting from the harmonization efforts of the Federal Aviation Administration, European Joint Aviation Authority and other regulatory authorities. This notice solicits public comment on the draft AC.

**DATES:** Comments on the draft AC must be received on or before July 20, 1998.

**ADDRESSES:** Send all comments on the draft AC to Jim Enias, Technical Programs Division (AFS-400), Room 835, Federal Aviation Administration, 800 Independence Ave., SW., Washington DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Jim Enias, Technical Programs Division (AFS-400), Federal Aviation Administration, Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7211.

**Comments Invited**

The FAA invites interested parties to submit comments on this draft AC, as recommended by the ARAC. Commenters should identify AC 120-28D and submit comments to the person and address listed above. The FAA will consider all communications received on or before the closing date for comments before completing its review of this ARAC recommended AC. The recommended draft AC and comments received may be inspected at the Office of Flight Standards Service, Technical Programs Division, Room 935, Federal Aviation Administration (Federal Office Building 10A), between the hours of 9 a.m. and 5 p.m. weekdays, except Federal holidays.

**Background**

This draft AC was received from the ARAC on December 15, 1997. The AC recommended by the ARAC would set

forth an acceptable means, but not the only means, of obtaining and maintaining approval of operations in Category III landing weather minima and low visibility takeoff criteria including the installation and approval of associated aircraft systems. It includes additional or revised Category III criteria for use in conjunction with heads-up displays, satellite navigation systems, low visibility takeoff guidance systems, wide-body fail passive operations, and use of Category III criteria during certain engine inoperative operations.

This draft AC should be reviewed in conjunction with the regulatory requirements of 14 CFR parts 121, 125, and 135, as applicable. This draft AC would not change, add, or delete any regulatory requirement or authorize any deviation from parts 121, 125, or 135.

This draft revision also updates and incorporates provisions of the former AC 20-57 into AC 120-28, since AC 20-57's former provisions are directly related to and dependent on criteria provided in the draft AC.

The FAA is currently reviewing this ARAC recommendation and may make revisions to this document before it is issued. These revisions may include editorial changes to ensure that this AC does not impose requirements on operators independent of the current regulations. The regulations themselves, referenced in the draft AC, may be reviewed for revisions, as appropriate. It should be noted that the draft AC explicitly states that nothing in it is intended to preclude an operator from proposing and demonstrating to the FAA its ability to operate to Category III minima with a different equipment configuration, or alternatively to an RVR minima lower than presently described in this document.

If, after review of this recommendation, the FAA decides to make any substantive changes in the draft AC, the revised document will be made available again for comment before final issuance.

This draft revision incorporates changes resulting from the first steps toward international all weather operations criteria harmonization taken by the FAA, JAA, and several other regulatory authorities. Subsequent revisions of this AC are planned as additional all weather operations harmonization items are agreed and completed by FAA and JAA, or internationally.

Issued in Washington, DC on May 15, 1998.

**Thomas E. Stuckey,**

*Acting Director, Flight Standards Service.*

[FR Doc. 98-13578 Filed 5-20-98; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for June 8 and 9, 1998, beginning at 8:30 a.m. on June 8. Arrange for oral presentations by June 1, 1998.

**ADDRESSES:** Aerospace Industries Association, 1250 Eye Street, NW. (Suite 1100), Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7626.

**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 given of an ARAC meeting to be held June 8-9, 1998, at Aerospace Industries Association, 1250 Eye Street, NW. (Suite 1100), Washington, DC. The agenda will include:

Monday, June 8, 1998

- Opening Remarks.
- FAA Report.
- Joint Aviation Authorities (JAA)

Report.

- Transport Canada Report.
- Executive Committee (EXCOM)

Meeting Report.

- Harmonization Management Team Report.

- Harmonization Program Plan.

• Flight Test Harmonization Working Group (HWG) Report.

- Systems Design and Analysis HWG

Report and Vote.

- Ice Protection HWG Report.

- Powerplant Installation HWG

Report.

- Engine HWG Report.

- Flight Guidance System HWG

Report.

Tuesday, June 9, 1998

- General Structures HWG Report.
- Electromagnetic Effects HWG Report.
- Loads & Dynamics HWG Report.
- Airworthiness Assurance HWG Report.
- Hydraulic Test HWG Report and Vote.
- Brake Systems Harmonization Working Group (if needed).
- Review Action Items.

The Systems Design and Analysis HWG is requesting a vote for formal FAA economic and legal review of a draft notice and advisory circular relating to a review of 14 CFR 25.1309, European Joint Aviation Requirements (JAR) 25.1309, associated Advisory Circular 25.1309-1A, and Advisory Circulars Joint Numbers 1 through 8. The Hydraulic Test HWG is requesting a vote for the acceptance of a disposition of comments to Notice of Proposed Rulemaking No. 96-6. The proposed rulemaking would amend the airworthiness standards for transport category airplanes to harmonize hydraulic systems design and test requirements with standards proposed for the JAR.

Attendance is open to the public, but will be limited to the space available. Arrangements may be made to present statements, request the public must make arrangements by June 1, 1998, to present oral statements at the meeting. Written statements may be presented to the Committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine issues or by providing copies at the meeting. Copies of the documents to be voted upon may be made available 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 May 13, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-13519 Filed 5-20-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Intent To Rule on PFC Application (98-03-I-00-OTH) To Impose Only a Passenger Facility Charge (PFC) at North Bend Municipal Airport; Submitted by the City of North Bend, North Bend, Oregon**

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose only a PFC at North Bend Municipal Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before June 22, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue, S.W., Suite 250; Renton, Washington 98055-4056.

On addition, one copy of any comments submitted to the FAA must be mailed or delivered to Gary Le Tellier, Airport Manager, at the following address: City of North Bend, P.O. Box B, North Bend, OR 97459.

Air carriers and foreign air carriers may submit copies of written comments previously provided to North Bend Municipal airport under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue, S.W., Suite 250; Renton, Washington 98055-4056. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application (98-03-I-00-OTH) to impose only a PFC at North Bend Municipal Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On May 13, 1998, the FAA determined that the application to impose only a PFC submitted by the City of North Bend, Oregon, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 22, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1998.

Proposed charge expiration date: January 1, 2001.

Total estimated PFC revenue: \$136,800.

Brief description of proposed projects—(Impose Only): East Side.

Terminal Area Site Preparation; and East Airport Roadway Alignment, and Runway 13—31 Safety Area.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-scheduled air taxi/commercial operators utilizing aircraft having a seating capacity of less than 20 passengers not to be required to collect PFCs.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Regional Office, Airports Division, 1601 Lind Avenue, S.W., Suite 315; Renton, Washington 98055-4056.

In addition, any person may, upon request, inspect the application, notice, and other documents germane to the application in person at the North Bend Municipal Airport, North Bend, Oregon.

Issued in Renton, Washington on May 13, 1998.

**David A. Field,**

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 98-13576 Filed 5-20-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3701; Notice 1]

#### **Mitsubishi Motor Sales of America Inc.; Receipt of Application for Decision of Inconsequential Noncompliance**

Mitsubishi Motor Sales of America (MMSA) of Cypress, California, has determined that some of its 1994-1998 models fail to meet the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 118, "S4," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defects and Noncompliance Reports." MMSA has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the