

that the statutory required consultation has been accomplished.

Copies of the Noise Exposure Maps and the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591

Federal Aviation Administration, Western-Pacific Region, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261

Mr. Rodney L. Murphy, Director of Airports, County of Ventura, 555 Airport Way, Camarillo, California 9310

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

Issued in Hawthorne, California on September 10, 1998.

Herman C. Bliss,

Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 98-25471 Filed 9-22-98; 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 5: Power Plant Fire Mitigation Requirements

Specific Tasks—Phase I

1. Rule Harmonization

(a) JAR 25.1183 has a (c) paragraph that adds the requirement for components to be fireproof where, if damaged, fire could spread or essential services could be adversely affected.

(b) FAR/JAR 25.1187, 25.1189(a) and 25.1193(c) are considered equivalent—no harmonization is required.

2. Advisory Material (AC/AMJ) Harmonization

(a) FAR 25.1187—Drainage and Ventilation of Fire Zones. FAA regulation requires the provisions for flammable fluid drainage, including the drainage path and drainage capacity, be demonstrated to be effective under anticipated conditions. Draft AC 25.1187, published for comments, describes the methodology to be used. FAA and JAA agreement on an acceptable means of demonstrating compliance is required. The Advisory Material to be developed should provide guidance on an acceptable means of demonstrating compliance for "drainage of flammable fluids".

(b) FAR 25.1189(a)—Shutoff Means. This paragraph requires shutoff valves to prevent a hazardous quantity of flammable fluid entering a fire zone following detection of a fire. The central issue to be resolved is associated with FAA/JAA agreement of the definition of "hazardous quantity" of flammable fluid. The working group should provide guidance to the FAA and JAA to define what is considered a "Hazardous Quantity of Flammable Fluid" when showing compliance to this regulation.

(c) FAR 25.1193(c)—Cowling and Nacelle Skin. FAA requires the nacelle be fireproof for 360 degrees, unless aerodynamic testing shows that fire exiting the nacelle poses no additional

hazards to the airframe. JAA reportedly accepts 90 degrees (45 degrees from pylon centerline) without additional testing. JAA NPA proposes to provide guidance (JAA PNPA 25E-266). FAA and JAA should document current practices for use by Task Group consideration towards development of harmonized guidance regarding this subject. The Guidance Material to be developed should provide guidance on an acceptable means of demonstrating that the extent of fire proof cowling assures "no additional hazard to the airframe" for all types of transport category airplane engine installations.

The FAA expects ARAC to submit its recommendation(s) resulting from Phase I by November 30, 2000.

Specific Tasks—Phase II

1. Rule Harmonization

(a) Harmonize the definitions of the terms "fire resistant" and "fire proof" in FAR 1 and JAR 1.

2. Advisory Material (AC/AMJ) Harmonization

(a) Draft additional advisory material for 25.903(d)(1) related to minimizing the hazard associated with engine case burnthrough.

(b) Validate and harmonize the Fire Test Guidance Material in Paragraph 8 of AC 20-135 (may be transferred to be included in burnthrough advisory material).

(c) Validate and Harmonize the FAR/JAR Advisory Material for Engine Case Burnthrough and/or Related Engine Fire Test Guidance material such as an ISO standard.

The FAA expects ARAC to submit its recommendation(s) resulting from Phase II by April 1, 2001.

Task 6: Prohibition of Inflight Operation for Turbopropeller Reversing System and Turbojet Thrust Reversing System Intended for Ground Use Only

Recommend harmonized changes to FAR/JAR 25.1155 which would require a means to prevent the flight crew of turbine powered airplanes from inadvertently or intentionally placing the propellers into beta, deploying the thrust reverser while inflight, or otherwise commanding reverse thrust, unless the airplane has been certified for such operation. In addition to the harmonized rule recommendation, harmonized advisory material may also need to be developed in order to further standardize compliance with the recommended rule.

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

Task 7: Powerplant Inflight Restarting

Review FAR 25.903(e) and corresponding JAR requirement related to inflight restarting and generate an amended harmonized requirement that provides a minimum engine restart capability within the airplane operating envelope following loss of all engine thrust. In addition, provide harmonized advisory material that defines the acceptable methods of compliance to the amended regulations. Both of these tasks should take into account and address:

1. Review of the service history.
2. Review of inherent starting capability of the engines at the time the original 25.903(e) rule was promulgated.
3. Alternative design means for restarting main engines.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by July 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 Powerplant Installation 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 Powerplant Installation 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 17, 1998.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-25469 Filed 9-22-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Commercial Space Transportation Advisory Committee—Open Meeting**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee Open Meeting.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Thursday, October 22, 1998, from 8:00 a.m. to 1:00 p.m. in the Bessie Coleman Conference Room, Federal Aviation Administration Headquarters building at 800 Independence Avenue SW, in Washington, DC. This will be the twenty-eighth meeting of the COMSTAC.

The agenda for the meeting will include reports from the COMSTAC Working Groups; a legislative update on Congressional activities involving commercial space transportation; an activities report from FAA's Associate Administrator for Commercial Space Transportation (formerly the Office of Commercial Space Transportation [60 FR 62762, December 7, 1995]); and a special presentation on state government support of commercial

space launch activities by commercial spaceport operators. The meeting is open to the public; however, space is limited.

Meetings of the Technology and Innovation, Reusable Launch Vehicle, Risk Management, and Launch Operations and Support Working Groups will be held on Wednesday, October 21, 1998. For specific information concerning the times and locations of these meetings, contact the Contact Person listed below.

Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Brenda Parker (AST-200), Office of the Associate Administrator for Commercial Space Transportation (AST), 800 Independence Avenue SW, Room 331, Washington, DC 20591, telephone (202) 267-8308.

Dated: September 17, 1998.

Patricia G. Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 98-25468 Filed 9-22-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Research and Special Programs Administration****Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications**

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of Applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: J. Suzanne Hedgepeth, Director, Office of Hazardous Materials, Exemptions and Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4535.

Key to "Reasons for Delay"

1. Awaiting additional information from applicant.