

Comments Invited

A copy of the draft AC revision may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**: Interested persons are invited to comment on the proposed AC revision by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25-17A, and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC revision. The proposed AC can be found and downloaded from the Internet at <http://www.faa.gov/avr/air/airhome.htm>, at the link titled "Draft Advisory Circulars." A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

Discussion

Advisory Circular 25-17 contains guidance pertinent to the cabin safety and crashworthiness type certification requirements of part 25 as amended through Amendment 25-59. This proposed revision essentially updates AC 25-17 by compiling additional pertinent guidance associated with amendments through Amendment 25-70. As is the case with AC 25-17, the proposed AC 25-17A continues to be organized numerically by basic part 25 crashworthiness requirements, then by a chronological reference of amendments that affect each requirement, and finally by any guidance associated with each of those amendments. In order to correctly utilize either AC 25-17 or the proposed revision, the applicability of a particular crashworthiness requirement, amendment, or associated guidance to an airplane must first be established by determining the airplane's certification basis as defined in its Type Certificate Data Sheet (TCDS).

Some advisory and guidance information applicable to transport airplane cabin safety and crashworthiness has been formally published in single-topic ACs. Advisory circulars have not been developed for all topics related to cabin safety and crashworthiness, however. In many instances, the introduction of new technology or features, or the occurrence of incidents or accidents has prompted a fresh interpretation of existing regulations or the introduction of new regulations. Issue papers and special conditions have in some cases documented the means of compliance found to be satisfactory to the FAA. In

other instances, applicants, FAA Aircraft Certification Office (ACO) managers, and foreign regulatory authorities have requested interpretations of the intent of specific regulations. Responses to those requests have been documented in the form of issue papers, and policy memorandums distributed to all ACOs, letters to applicants and foreign airworthiness authorities. Generally, all these types of information have not been organized or cataloged in a manner that facilitates ready access, and consequently, it is sometimes difficult to identify the guidance that may exist on any given topic. This proposed AC revision compiles existing policy up to the previously identified part 25 amendment into one document, so that all interested parties have more current and easier access to this information. The methods and procedures described in this AC, as proposed to be revised, have evolved over many years, and represent certification practices pertinent to the associated requirements, at the indicated amendment levels.

Issued in Renton, Washington, on September 21, 1999.

Vi L. Lipski,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of a Current Public Collection of Information

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

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on 11 currently approved public information collections which will be submitted to OMB for renewal.

DATES: Comments must be received on or before December 6, 1999.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Ms. Judith Street, Room 612, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judith Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: The FAA solicits comments on the following current collection of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection. Following is a short synopsis of the currently approved public information collection activity, which will be submitted to OMB for review and renewal:

1. 2120-0010, Repair Station Certification, 14 CFR Part 145. The information collected on FAA Form 8310-3, Application for Repair Station Certificate and/or Rating, is required from applicants who wish repair station certification. 14 CFR Part 145 prescribes the requirements for issuing repair station certificates and associated ratings to maintenance and alteration facilities the collection of this information is necessary for the issuance, renewal, or amendment of applicant's repair station certificates, and ensuring that repair stations meet minimum acceptable standards. There are an estimated 1100 applications annually for an estimated annual burden of 305,000 hours.

2. 2120-0026, Domestic and International Flight Plans. The information collected on FAA Form 7233-1 Domestic Flight Plan, is used to control aircraft operating under instrument flight rules and to provide search and rescue information in the event of an accident or incident. The information is used by air traffic controllers and search and rescue personnel. The information collected on FAA Form 7233-4, International Flight Plan, is used for the same purposes as domestic flight plans and is used by foreign controllers as well as domestic. Statistics are not kept on the total number of flight plans filed into the national airspace system (NAS). The estimated burden associated with this collection during the last submission was 2.5 minutes per response, times 6,327,833 responses, equaling 263,660 hours annually. The burden associated with this submission has not been calculated.

3. 2120-0039, Air Carriers/Commercial Operators 14 CFR Part 135. The respondents in the last submission three years ago was an estimated 1,700 air carriers and commercial operators. The estimated total annual burden in the last submission was 1,000,000 hours

annually. Each operator who seeks to obtain, or is in possession of an air carrier or FAA operating certificate must comply with the requirements of 14 CFR Part 135 in order to maintain data which is used to determine if the air carrier or commercial operator is operating in accordance with minimum safety standards.

4. *2120-0043, Recording of Aircraft Conveyances and Security Documents.* Approval is needed for security conveyances, such as mortgages, submitted by the public for recording against aircraft, engines, propellers, and spare parts locations. There is an estimated 56,000 hours on an estimated 56,000 respondents.

5. *2120-0049, Agricultural Aircraft Operations, 14 CFR part 137.* Standards have been established for the operation of agricultural aircraft and for the dispensing of chemicals, pesticides, and toxic substances. Information collected shows applicant compliance and eligibility for certification by FAA. 14 CFR Part 137 prescribes requirements for issuing agricultural aircraft operator certificates and for appropriate operating rules. We estimate 4000 respondents with an estimated annual burden of 14,000 hours.

6. *2120-0543, Pilots Convicted of Alcohol or Drug Related Motor Vehicle Offenses or Subject to State Motor Vehicle Administrative Procedures.* 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 unsuited for pilot certification, and (3) affects those pilot who have been convicted of a drug or alcohol related traffic violation. The respondents are an estimated 2,200 pilots who have been or will be convicted of a drug or alcohol-related traffic violation. The estimated annual burden is 375 hours.

7. *2120-0545, Race and National Origin Identification.* The collection of data is necessary for examination of employee selection procedures, enhancement of recruitment programs and providing equal employment opportunity to all candidates. The respondents are an estimated 50,000 individuals taking the FAA air traffic control specialist examination. The estimated total annual burden is 1,700 hours.

8. *2120-0552, Suspected Unapproved Part Notification, FAA Form 8120-11, Suspected Unapproved Parts Notification.* The information collected on the FAA Form 8120-11 will be reported by manufacturers, repair station operations, owner/operators, or the general public who wish to report suspected unapproved parts to the FAA.

The notification information is collected, correlated, and used to determine if an unapproved part investigation is in fact warranted. It is estimated that there will be 400 respondents annually for an estimated burden of 60 hours.

9. *2120-0554, Employment Standards—Parts 107 and 108 of the Federal Aviation Regulations.* Section 105 of Public Law 101-604, the Aviation Security Improvement Act of 1990, directed the FAA to prescribe standards for the hiring, continued employment and contracting of air carrier and appropriate airport security personnel. These standards were developed and have become part of 14 CFR parts 107 and 108. Airport operators will maintain at their principal business office at least one copy of evidence of compliance with training requirement for all employees having unescorted access privileges to security areas. Air carrier ground security coordinators are required to maintain at least one copy of the annual evaluation of their security-related functions. This is a recordkeeping burden and the affected public is estimated at 1,300 airport operators and air carrier checkpoints. The estimated annual recordkeeping burden is 16,300 hours.

10. *2120-0571, Alcohol Misuse Prevention Program for Personnel Engaged in Specified Aviation Activities.* This regulation required specified aviation employers to implement an FAA-approved Alcohol Misuse Prevention program (AMPP) to provide the FAA with an AMPP certification statement, and to report annually on alcohol testing results. The respondents are an estimated 5,500 specified aviation employers for an estimated burden of 32,000 hours annually.

11. *2120-0606, Fleet and Operations Reporting: Grand Canyon National Park.* The information is needed to (a) establish accurate information on overflights of Grand Canyon National Park for noise and safety management purposes; (b) validate noise models for use in mitigation studies; (c) determine when and where noise mitigation is required and (d) provide the basis for a flexible and adaptable noise management system.

Issued in Washington, DC, on October 1, 1999.

Patricia W. Carter,
Acting Manager, Standards and Information Division, APF-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Record of Decision for the Adoption of the Colorado Airspace Initiative Prepared by the Air National Guard

AGENCY: Federal Aviation Administration.

ACTION: Record of decision.

SUMMARY: The Federal Aviation Administration (FAA), after carefully reviewing the Final Environmental Impact Statement (FEIS) prepared by the Air National Guard (ANG), announces its decision to adopt the ANG FEIS and implement the requested Special Use Airspace changes to the National Airspace System in and around the state of Colorado. This airspace initiative is known as the Colorado Airspace Initiative (CAI).

FOR FURTHER INFORMATION CONTACT: Elizabeth Graffin, Environmental Specialist, Environmental Programs Division (ATA-300), Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591 (202) 267-3075.

SUPPLEMENTARY INFORMATION: As provided in 40 CFR 1506.3 and FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts," the FEIS of another Federal Agency may be adopted in accordance with the procedures in 40 CFR 1506.3. Under 40 CFR 1506.3(b), if the actions covered by an EIS and the actions proposed by another Federal agency are substantially the same, the agency adopting another agency's statement is not required to recirculate it except as a final statement. The FAA has determined that the proposed action of modifying existing and establishing new military training airspace areas over the State of Colorado is substantially the same as the actions considered in the ANG's FEIS. FAA staff has independently reviewed the ANG FEIS and has determined that it is current and that the FAA NEPA procedures have been satisfied. FAA has determined that the FEIS adequately assesses and discloses the potential environmental impacts of the proposed action. FAA staff concluded that, after mitigation measures are taken into consideration, the existing airspace can be modified and new military training airspace can be established with no significant impacts on environmental resources.

The ANG has requested this action to respond to changes in readiness training requirements. The requirements