CoRs 4b, 40, 41 & 42

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FEDERAL AVIATION AGENCY

[14 CFR Ch. I]

[Reg. Docket No. 1866; Ref. Notices 63–28, 63–28A; Special Civil Air Regs. SR–422, SR–422A, SR–422B]

TURBOJET TRANSPORT CATEGORY AIRPLANES

Proposed Special Operating Limitations

NOTICE OF PUBLIC HEARING

The Agency will hold a public hearing at 10:00 a.m. e.d.t., on May 28, 1964, at 800 Independence Avenue SW., Washington, D.C., to receive the views of interested persons concerning proposed amendments to Special Civil Air Regulations Nos. SR–422, SR–422A, and SR–422B concerning special operating limitations for turbojet transport category airplanes with respect to accelerate-stop and landing distances. These amendments were proposed in notices of proposed rule making, Notices 63–28 dated July 15, 1963, and 63–28A dated August 4, 1963, and published in the FEDERAL REGISTER (28 F.R. 7565 and 9211).

The comments received in response to the notices of proposed rule making indicate widely divergent views with respect to the necessity for any change in the present requirements or the kind of change which should be made. After a study of these comments and a further analysis of the problem involved, the Agency is of the opinion that in order to assure informed administrative action, interested persons should be given a further opportunity to express their views with respect to the methods of determining accelerate-stop and landing distances in order to account for the operational variations and adverse runway conditions. In this connection, some of the comments indicate that insofar as the proposed rule applies fixed factors to the accelerate-stop and landing distances for all turbojet airplanes without taking into account the differences in the characteristics of the various airplanes, it could result in accelerate-stop and landing distances which are not appropriate for certain of these airplanes. Some of the comments indicate that a more rational approach is needed.

The Agency recognizes that the subject proposal applies fixed factors without considering the variations in characteristics of different types of turbojet airplanes. However, the previous attempt in proposed SR–422C to account for operations under adverse runway conditions by proposing rationalized requirements for accelerate-stop and landing distances was withdrawn for the reasons set forth in Withdrawal of Notice of Conference dated July 5, 1962.

In view of the foregoing, the Agency solicits specific recommendations as to the criteria or procedures which can be used in establishing adequate accelerate-stop and landing distances for each type and model turbojet airplane. Since such criteria or procedures would be used in lieu of or as an alternate to the proposal set forth in Notice 63–28, the hearing will be devoted to a presentation of such recommendations.

The hearing will be an informal hearing, conducted by a designated representative of the Agency under section 4 (b) of the Administrative Procedure Act. It will not be a judiciary or evidentiary type hearing, so there will be no cross-examination of persons presenting statements.

An Agency spokesman will open the hearing with a statement discussing the amendments as proposed in Notice 63–28, the comments received in response thereto, and the need for recommendations from interested persons concerning alternative approaches to this problem. Interested persons will then have an opportunity to present their initial statements. As stated above, the Agency is particularly interested in receiving recommendations which will assist it in establishing adequate accelerate-stop and landing distances. After all initial statements have been completed, those persons who wish to make rebuttal statements will be given an opportunity to do so, in the same order in which they made their initial statements.

Interested persons are invited to attend the hearing and present oral or written statements on the matters as set forth above, which will be made part of the record of the hearing. Any person who wishes to make an oral statement at the hearing should notify the Agency by May 21, 1964, stating the amount of time requested for his initial statement. In addition, any person who is unable to attend the hearing may submit written comments with respect to any provision of the proposal. These comments must be received by the Agency by May 27, 1964, to be made part of the hearing record. Communications concerning this hearing should be addressed to the Docket Section, Federal Aviation Agency, Washington, D.C., 20553, marked "Attention: Presiding Officer, Public Hearing on Notice 63–28."

A transcript of the hearing will be made; anyone may buy a copy of the transcript from the reporter.

Issued in Washington, D.C., on April 23, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64–4204; Filed, Apr. 27, 1964; 8:51 a.m.]

(Published in the Federal Register /29 F.R. 5640/ April 28, 1964)