Federal Aviation Administration – Regulations and Policies
Aviation Rulemaking Advisory Committee

General Aviation Certification and Operations Issue Area
Accelerated Stalls Working Group

**Task 2 – Review Comments on Accelerated Stalls NPRM**

# Task Assignment

## Aviation Rulemaking Advisory Committee; General Aviation and Business Airplane Issues; Accelerated Stalls Working Group—New Task

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

**ACTION:** Notice of new task assignment for the Accelerated Stalls Working Group.

**SUMMARY:** Notice is given of a new task assignment to the Aviation Rulemaking Advisory Committee (ARAC) Accelerated Stalls Working Group. This notice informs the public about that activities of the ARAC on general Aviation and Business Airplane issues.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Colomy (ACE-110), Assistant Executive Director for GABA issues, Small Airplane Directorate, 601 E. 12th Street, Kansas City, Missouri 64106; telephone (816) 426-6930.

**SUPPLEMENTARY INFORMATION:** A Notice of Proposed Rulemaking (NPRM) on Accelerated Stalls was published on June 7, 1993, Notice No. 93-5 (58 FR 32034), and the comment period closed on September 7, 1993. As a result of discussions at the February 8, 1994, ARAC meeting, the FAA decided that the Accelerated Stalls Working Group should review and dispose of the comments received on the NPRM. Specifically, the Accelerated Stalls Working Group task is as follows:

### Task

Review the comments received in response to the Accelerated Stalls Notice of Proposed Rulemaking, Notice No. 93-5 (58 FR 32034, June 7, 1993). Recommend a disposition of those comments to the FAA. Develop appropriate regulatory documents to support the recommended disposition) (for example, Final Rule, Supplemental Notice of Proposed Rulemaking, or withdrawal).

### Reports

The working group chair should develop and present the following to the ARAC:

1. A work plan for completion of the task, including the rationale.
2. A detailed conceptual presentation.
3. A briefing on the recommendation.
4. A task status report at each meeting.

### Composition

The Accelerated Stalls Working Group is composed of experts from those organizations having an interest in the task. A working group member need not be a representative of one of the organizations of the ARAC. An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. The request will be reviewed with the Assistant ARAC chair for GABA issues who will advise the individual whether or not he/she is accepted as a member of the working group.

The Secretary of Transportation determined that the ARAC is necessary and in the public interest. The ARAC permits the Secretary of Transportation to complete duties imposed on the FAA by law. Meetings of the full ARAC will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Accelerated Stalls Working Group meetings will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. Working group meetings will not be announced to the public.

Issued in Kansas City, Missouri on April 25, 1994.

**John R. Colomy,**

*Assistant Executive Director for General Aviation and Business Airplane Issues, Aviation Rulemaking Advisory Committee.*

[FR Doc. 94-10286 Filed 4-26-94; 8:45 am]

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**Analysis completed; no recommendation resulted.**

FAA Action

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 23**

**[Docket No. 27316 Notice No. 93–5]**

**RIN 2120–AE86**

## Accelerated Stalls in Commuter Category Airplanes

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

**ACTION:** Notice of Proposed Rulemaking (NPRM); Withdrawal.

**SUMMARY:** The FAA is withdrawing a previously published Notice of Proposed Rulemaking (NPRM) that proposed to eliminate the certification requirement to demonstrate an accelerated entry stall for commuter category airplanes. The proposed rule would have removed an unwarranted hazard during flight demonstrations required for airplane type certification, and would not compromise passenger safety. This hazard was a direct result of the high power-to-weight rations of new commuter airplanes. The FAA has proposed a similar requirement in the Airworthiness Standards; Flight Proposals Based on European Joint Aviation Requirements, Docket No. 27807, Notice No. 94–22 (59 FR 37878), published July 25, 1994.

**FOR FURTHER INFORMATION CONTACT:** Lowell Foster, Standards Office (ACE–111), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426–5688.

**SUPPLEMENTARY INFORMATION:** On June 7, 1993, the FAA published Notice of Proposed Rulemaking No. 93–5 (58 FR 32034), Docket No. 27316, to announce its intention to amend 14 CFR part 23. Concurrent with publication of that notice, the FAA published notice of availability of a proposed change to AC 23–8A.

The FAA proposed a similar requirement in Notice No. 94–22 (59 FR 37878; July 25, 1994), Docket No. 27807, which covers the accelerated stall demonstration and would harmonize it with the Joint Aviation Requirements. The proposed requirement, based on the European rules, provides relief from high power settings for the accelerated stall demonstration, removing the condition that created the hazard that was the subject of the petition for rulemaking. Therefore the FAA considers that Notice No. 94–22 addresses the petitioner's original concerns for hazardous flight demonstrations, even though it is not identical to the original rule change proposed by the petitioner. Accordingly, the Accelerated Stalls Notice of Proposed Rulemaking and the draft advisory circular, published in the **Federal Register** on June 7, 1993 (58 FR 32034), are withdrawn.

Comments submitted to Docket No. 27316 are being reviewed, and will be disposed of as part of Docket No. 27807.

Issued in Washington, DC on October 25, 1995.

**Daniel P. Salvano,**

*Acting Director, Aircraft Certification Service.*

[FR Doc. 95–26993 Filed 10–31–95; 8:45 am]

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