

**Registered  
Rotorcraft**

**MONDAY, JANUARY 15, 1979  
PART V**



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**DEPARTMENT OF  
TRANSPORTATION**

**Federal Aviation  
Administration**

**ROTORCRAFT  
REGULATORY REVIEW  
PROGRAM**

**Invitation To Submit Proposals for  
Consideration**

[4910-13-M]

**DEPARTMENT OF TRANSPORTATION**

Federal Aviation Administration

[14 CFR Parts 27, 29, 43, 61, 91, 121, 127, 133,  
and 135]

[Docket No. 18689; Notice No. 79-11]

**ROTORCRAFT REGULATORY REVIEW PROGRAM**Invitation to Submit Proposals for  
Consideration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Initiation of a Rotorcraft Regulatory Review Program and inviting interested persons to submit proposals.

SUMMARY: This notice announces the agency's Rotorcraft Regulatory Review Program and invites interested persons to submit proposals for consideration at a Rotorcraft Regulatory Review Conference. The Review Program's objective is to provide full public participation in improving and updating the rotorcraft airworthiness and operating requirements in parts 27, 29, 43, 61, 91, 121, 127, 133, and 135 of the Federal Aviation Regulations.

DATES: Proposals must be received on or before March 31, 1979.

ADDRESSES: Send proposals in duplicate to: The Rotorcraft Regulatory Review Program, Federal Aviation Administration, Flight Standards Service, Operations Review Branch, AFS-920 800 Independence Avenue SW., Washington, D.C. 20591.

**FOR FURTHER INFORMATION CONTACT:**

Thomas G. Walenta, Safety Regulations Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591; telephone: 202-755-8715.

**SUPPLEMENTARY INFORMATION:****BACKGROUND**

The Helicopter Association of America (HAA) has for several years contended that many parts of the Federal Aviation Regulations (FAR) are basically written around fixed wing airplanes which has resulted in improper and inadequate requirements for helicopter operators. The HAA, supported by the National Business Aircraft Association (NBAA), believes that the current rules need to be rewritten to more effectively reflect the unique capabilities of the helicopter, especially in light of the advancing state-of-the-art for IFR certificated helicopters. In addition, numerous persons have petitioned for relief from certain parts of

the FAR pertinent to helicopter operations.

The need for developing and updating criteria, standards, and procedures directed to the safe operation of helicopters has been under study and analysis by the FAA. In view of recent technological advances in helicopter design and recent operating experience with new helicopter capabilities, there is a requirement to upgrade the rules regarding the helicopter airworthiness standards and operating requirements.

The FAA wishes to obtain the participation of all interested persons in resolving the regulatory issues that may be involved. The FAA believes that the most effective procedure is the Rotorcraft Regulatory Review program announced in this notice and the dialogue that will take place during the associated Review Conference.

Accordingly, interested persons are invited to submit any proposal they deem appropriate to amend the regulations that fall within the scope of this Regulatory Review.

**SCOPE OF THE REGULATORY REVIEW**

The scope of the rotorcraft Regulatory Review Program is limited to the rotorcraft airworthiness and operating requirements in Parts 27, 29, 43, 61, 91, 121, 127, 133, and 135 of the Federal Aviation Regulations.

**IMPROVING GOVERNMENT REGULATIONS**

In order to implement the President's policy on improving Government regulations, agencies must consider alternative ways to deal with a problem and must analyze the economic consequences of each alternative. Thus, each proposal submitted should be supported by complete economic data expressing the costs and benefits of the rule change. Non-quantifiable impacts should also be fully stated as applicable.

**REQUIRED FORMAT AND INFORMATION**

Based on experience gained in previous review programs, the FAA has determined that the processing of regulatory proposals is greatly facilitated when they are submitted in a standard format and contain certain specific information.

Set forth below is a sample proposal with the format that should be used. Each proposal should include at least the following information:

1. The full name or title of the component or an acceptable acronym.
2. The FAR section affected.
3. A short title identifying the subject of the proposal in 10 words or less.
4. A precise description of the objective(s) of the proposal.

5. The specific regulatory language proposed to attain the objective sought.

6. The language of the current rule that the proposal would change.

7. An explanation and justification of the proposal, including answers to the following questions:

- a. What is the background?
- b. Why is the proposed change necessary?
- c. What data, reports, records, etc., support the proposal?
- d. What is the probable impact (if any) on the environment, inflation, energy consumption and the traveling public?

When more than one proposal is submitted to attain the objective sought, the information in paragraph 7 above may be stated in one of the proposals and cross-referenced in the others.

**CONFERENCE AGENDA**

The FAA will prepare a Conference Agenda containing a compilation of the proposals submitted, including a number of FAA proposals. The Conference Agenda will be distributed to each person who has submitted a proposal or who has expressed an interest in this Regulatory Review. At that time, a Notice of Availability of the Rotorcraft Regulatory Review Conference Agenda will be issued and published in the FEDERAL REGISTER. The Conference Agenda will provide general information on the Conference, including Conference dates and location. The agenda will also contain detailed information on the scheduling of the proposals for discussion.

All proposals received in response to this notice will not necessarily appear in the Conference Agenda. To avoid overloading the Conference, the FAA may elect to narrow the scope of the Regulatory Review as set forth in this notice by excluding certain proposals. Proposals that are received too late, are beyond the scope of this Regulatory Review, do not follow the prescribed format, or lack the essential information previously outlined, may also be excluded. Further, the FAA will exclude proposals that are not adequately justified, would require further research, or are not likely to generate fruitful discussion at the Conference.

**CONFERENCE PROCEDURES**

Persons who plan to attend the Conference should be aware of the following procedures which are established to facilitate the workings of the Conference:

1. There will be no admission fee or other charge to attend and participate. However, all persons must register, either in advance or at the Conference. All Conference sessions will be

open, on a space available basis, to all persons who register. If necessary to complete the Conference Agenda, sessions may be extended to evenings or additional days. If practicable, the Conference may be accelerated to enable adjournment in less than the time scheduled.

2. One or more committees, each chaired by the FAA, will be established to discuss the proposals in the Conference Agenda.

3. All Conference sessions will be recorded by a court reporter. Anyone interested in purchasing the transcript should contact the court reporter directly. A copy of the court reporter's transcript will be docketed. In addition, the sessions may be tape recorded.

4. The FAA will not consider material presented at the Conference by participants on any issue that is not contained in the Conference Agenda. Position papers or other handout material may be accepted at the discretion of the Committee Chairperson. However, enough copies must be provided for distribution to all Conference participants.

5. Proposals appearing in the Conference Agenda will not necessarily be included in a notice of proposed rule making. The FAA will decide, after post-Conference analysis, which proposals will be revised, expanded, or accepted without change and which will be deferred or rejected. Statements made by FAA participants at the Conference should not be taken as expressing a final FAA position.

#### STATUS OF THE FEDERAL AVIATION REGULATIONS WITHIN THE SCOPE OF THIS REVIEW

The latest amendments to each part of the Federal Aviation Regulations (FAR) included in the Review are as follows:

Amendments 27-16, 29-17, 43-19, 61-66, 91-154, 121-150, 127-35, 133-8, and Revised Part 135.

#### PENDING PETITIONS AND OTHER RULEMAKING ACTIVITY

The following is a list of petitions and other rulemaking activity which may be included for consideration in the Review. Those which are at an advanced stage of processing may be completed independently of the Review.

(a) *Petitions for exemption.* 1. Sikorsky Aircraft seeks exemption from § 29.811(h) to allow type certification of Model S-76 without complying with the emergency exit external marking requirements (Docket No. 17403).

2. Boeing Vertol Company seeks relief from § 29.1093(b)(2) to allow type certification of Model 234 without meeting the induction system ice

protection requirements for the idle power condition (Docket No. 18105).

3. Bell Helicopter Textron seeks relief from § 29.811(h) to allow type certification of Model 222 without complying with the emergency exit external marking requirements (Docket No. 18339).

4. Petroleum Helicopters, Incorporated, seeks relief from § 43.3(h) to allow properly trained pilots to remove, check, and reinstall magnetic chip detector plugs in Bell Model 206 helicopters (Docket No. 12468).

5. Aerospatiale Helicopter Corp. seeks relief from § 91.28(b)(3) to allow the issuance of a special flight authorization for the purpose of flight testing Aerospatiale-manufactured helicopters, for conducting customer crew training in the helicopter and for ferrying them for export to Canada and Mexico (Docket No. 16148).

#### PROPOSED AND FINAL RULE MAKING

The proposals in the Conference Agenda and the related discussions at the Conference will be used by the FAA in developing an appropriate notice of proposed rule making which will be published in the FEDERAL REGISTER. This notice will provide interested persons an opportunity to comment on specific proposed amendments to the Federal Aviation Regulations. Final rules adopted pursuant to that notice will be issued after consideration of all comments received.

(Secs. 313, 601 through 605, and 608 through 610 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421 through 1425, and 1428 through 1430) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c).))

The Federal Aviation Administration has determined that this document is not significant in accordance with the criteria required by Executive Order 12044, and set forth in the proposed "Department of Transportation Regulatory Policies and Procedures" published in the FEDERAL REGISTER June 1, 1978 (43 FR 23925).

Issued in Washington, D.C. on January 5, 1979.

QUENTIN S. TAYLOR,  
*Acting Administrator.*

#### FORMAT FOR PROPOSALS

The format below should be used in developing proposals for consideration during the Rotorcraft Review Conference. In addition, each proposal should be submitted on a separate page. The text should be within margins nor more than 6½ inches wide nor more than 9 inches long, so that it can be printed on 8- by 10½-inch paper.

[FR Doc. 79-1275 Filed 1-12-79; 8:45 am]

Proposal: (Leave Blank)  
 From: Mr. John Doe  
 Index: (Leave Blank)  
 FAR: 127.73  
 Subject: Proving tests.

Proposal

Current Rules

Revise § 127.73(b)(2) to read  
 as follows:

§ 127.73 Proving tests.

§ 127.73 Proving tests.

\* \* \* \* \*

(b) An air carrier may not operate a helicopter of a type that has been proven in commercial or extensive military service, if it has not previously used that type, or if that helicopter has been materially altered in design, unless-

(1) \* \* \*

(2) The Administrator specifically authorizes deviations when special circumstances make full compliance unnecessary in a particular case.

\* \* \* \* \*

(b) \* \* \*

(2) [Insert proposed language here]

\* \* \* \* \*

\* \* \* \* \*

Explanation and Justification

[Outline the background, explain why the proposed change is necessary and set forth the rationale supporting the proposed change. Express the costs and benefits in quantifiable and qualitative terms. Include an estimate of the probable impact (if any) on the environment, inflation, energy consumption, and the traveling public.]

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Faint, illegible text, possibly bleed-through from the reverse side of the page.

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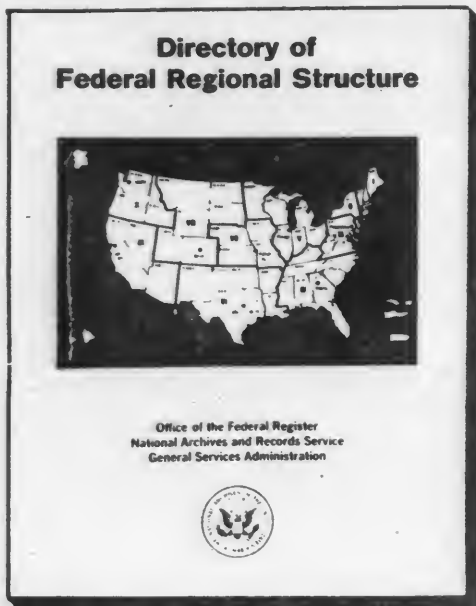
# Directory of Federal Regional Structure

[Revised as of May 1, 1978]

The Directory serves as a guide to the regional administrative structure of the departments and agencies of the Federal Government.

Designed to provide the public with practical information about regional offices, the Directory is particularly useful to citizens residing outside the Nation's Capital.

Included in the Directory is a map showing the 10 standard Federal regions followed by tables listing the key personnel, addresses, and telephone numbers for agencies with offices in those regions. In addition, maps and tables are provided for those agencies with regional structures other than that of the standard regional system.



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