

communications received by the closing date before issuing the final AC.

### Background

The propeller type certification process requires the applicant to prepare Instructions for Continued Airworthiness (ICA) under § 35.4. The ICA provides information for proper maintenance that ensures that propellers of that type design are airworthy. This AC addresses preparing ICA for propellers.

**Authority:** 49 U.S.C. 106(g), 40113, 44701–44702, 44704.

Issued in Burlington, Massachusetts, on December 19, 2002.

**Jay J. Pardee,**

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 02–33127 Filed 12–31–02; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Revision to Advisory Circular (AC) 25.562–1A, Dynamic Evaluation of Seat Restraint Systems and Occupant Protection on Transport Airplanes

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

**ACTION:** Notice of proposed revision to advisory circular.

**SUMMARY:** The Federal Aviation Administration invites public comment on a proposed revision to Advisory Circular 25.561–1A, Dynamic Evaluation of Seat Restraint Systems and Occupant Protection on Transport Airplanes. The revision provides updated guidelines for demonstrating compliance with the airworthiness standards applicable to dynamic testing of seats.

**DATES:** Comments must be received on or before April 2, 2003.

**ADDRESSES:** You should send your comments on the proposed revision to the Federal Aviation Administration, Attention: Jeff Gardin, Airframe/Cabin Safety Branch, ANM–115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055–4056. You may also submit comments electronically to: [jeff.gardlin@faa.gov](mailto:jeff.gardlin@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Jeff Gardin at the above address, telephone (425) 227–2136, facsimile (425) 227–1149, or e-mail [jeff.gardlin@faa.gov](mailto:jeff.gardlin@faa.gov).

**SUPPLEMENTARY INFORMATION:**

#### How Do I Obtain a Copy of the Proposed Advisory Circular Revision?

You may obtain an electronic copy of the draft advisory circular identified in this notice at the following Internet address: <http://www.airweb.faa.gov/DraftAC> If you do not have access to the Internet, you may request a copy by contacting Jeff Gardlin at the address or phone number listed earlier in this announcement.

#### How Do I Submit Comments on the Draft Advisory Circular?

You are invited to comment on the proposed advisory material by submitting written comments, data, or views. You must identify the title of the AC and submit your comments in duplicate to the address specified above. We will consider all comments received on or before the closing date for comments before issuing the final advisory material.

#### Discussion

This revision to Advisory Circular 25.562–1A provides an improved procedure for selection of test articles, as well as criteria for determining whether analysis or testing is appropriate for substantiation.

Issued in Renton, Washington, on December 20, 2002.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Revisions to Advisory Circular 25–7A, Flight Test Guide for Certification of Transport Category Airplanes

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

**ACTION:** Notice of proposed advisory circular revisions and request for comments.

**SUMMARY:** The Federal Aviation Administration (FAA) requests comments on proposed revisions to Advisory Circular (AC) 25–7A, “Flight Test Guide for Certification of Transport Category Airplanes.” The proposed revisions provide revised guidance on a means of demonstrating compliance with the new requirements of part 25 as presented in Amendment 25–108 (67 FR 70812, November 26, 2002), entitled “1-g Stall Speed as the Basis for Compliance with Part 25 of the Federal

Aviation Regulations.” This notice provides interested persons an opportunity to comment on the proposed revisions to the AC. The guidance will be included in the next revision to AC 25–7A.

**DATES:** Comments must be received on or before March 3, 2003.

**ADDRESSES:** Send all comments on the proposed AC revisions to the Federal Aviation Administration, Attention: Don Stimson, Airplane and Flight Crew Interface Branch, ANM–111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, WA 98055–4056. Comments may be examined at the above address between 7:30 a.m., and 4 p.m., except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Jan Thor, Standardization Branch, ANM–113, at the above address, telephone (425) 227–2127, or facsimile (425) 227–1320.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to comment on the proposed AC revisions by submitting such written data, views, or arguments, as they may desire. You must identify the title of the AC and submit comments in duplicate to the address specified above. The Transport Airplane Directorate will consider all comments received on or before the closing date for comments before issuing the revision to the AC. You may view the complete text of AC 25–7A on the Internet at: [http://www.faa.gov/certification/aircraft/air\\_index.htm](http://www.faa.gov/certification/aircraft/air_index.htm), at the link titled “Advisory Circulars,” or at the Regulatory and Guidance Library Web site at <http://www.airweb.faa.gov/rgl>, at the link titled “Advisory Circulars.”

#### Discussion

By Amendment 25–108 (67 FR 70812, November 26, 2002), the FAA revised the airworthiness standard for transport category airplanes to redefine the reference stall speed for transport category airplanes to a speed not less than the 1-g stall speed instead of the minimum speed obtained in a stalling maneuver. The FAA took this action to provide for a consistent, repeatable reference stall speed; ensure consistent and dependable maneuvering margins; provide for adjusted multiplying factors to maintain approximately the current requirements in areas where use of the minimum speed in the stalling maneuver has proven adequate; and harmonize the applicable regulations with those currently adopted in Change 15 to the European Joint Aviation