

the subject of the AC, 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 Engine and Propeller Directorate, Aircraft Certification Service before issuance of the final AC.

### Background

The AC is on the subject of engine vibration tests and surveys, and was identified as one where differences existed between the Joint Aviation Requirements—Engines, and part 33 of the Federal Aviation Regulations. A study group composed of representatives of the Federal Aviation Administration, the Joint Aviation Authorities, Transport Canada and industry worked to produce a set of improved and harmonized requirements that was subsequently incorporated into part 33 of the FAR. This AC is intended to provide guidance in implementing these new harmonized requirements during certification.

These requirements have been published as a notice of proposed rulemaking in the **Federal Register** on March 16, 1995.

This advisory circular, published under the authority granted to the Administrator by 49 U.S.C. 106(g), 49 U.S.C. App. 1354(a), 1421 and 1423, provides guidance for these proposed requirements,

Issued in Burlington, Massachusetts, on April 7, 1995.

**James C. Jones,**

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

[FR Doc. 95-9503 Filed 4-17-95; 8:45 am]

BILLING CODE 4910-13-M

### Airborne Weather Radar With Forward-Looking Windshear Capability

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice of availability for public comment.

**SUMMARY:** This notice announces the availability of and request comments on a proposed technical standard order (TSO) pertaining to airborne weather radar with forward-looking windshear capability. The proposed TSO prescribes the minimum performance standards that airborne weather radar with forward-looking windshear capability must meet to be identified with the marking "TSO-C134."

**DATES:** Comments must identify the TSO file number and be received on or before July 20, 1995.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C134, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Bobbie J. Smith, Technical Program and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546.

### Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

### Background

This is a new TSO that sets forth minimum operational performance standards for airborne weather radar with forward-looking windshear detection capability.

For windshear detection, the airborne radar equipment must detect areas containing windshear activity. It must be capable of correlating and generating appropriate alerts based on F factor. This output must be clear, automatic, concise and distinct to allow for rapid pilot interpretation. The selection of the windshear detection mode must be done automatically during takeoff and landing phases of flight.

This TSO contains standards for weather detection and ground mapping. In the case of weather detection, the airborne radar equipment must detect and display echoes from precipitation in a way that will allow flight crew analysis of probable turbulent areas ahead. In the case of ground mapping,

the airborne radar equipment must be able to detect and display echoes from the surface of the earth to allow in-flight analysis.

### How to Obtain Copies

A copy of the proposed TSO-C134 may be obtained by contacting **FOR FURTHER INFORMATION CONTACT.** Copies of RTCA Document No. DO-220, "Minimum Operational Performance Standards for Airborne Weather Radar with Forward-Looking Windshear Capability," may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on April 12, 1995.

**John K. McGrath,**

*Manager, Aircraft Engineering Division Aircraft Certification Service.*

[FR Doc. 95-9502 Filed 4-17-95; 8:45 am]

BILLING CODE 4910-13-M

### Aircraft Flight Recorder and Cockpit Voice Recorder

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

**ACTION:** Notice of Cancellation of Technical Standard Orders (TSO's) C51a and C84.

**SUMMARY:** This notice cancels TSO-C51a, Aircraft Flight Recorder and TSO-C84, Cockpit Voice Recorder. TSO-C51a prescribes the minimum performance standards that aircraft flight recorders were required to be identified with marking "TSO-C51a," dated January 6, 1966. TSO-C84 prescribes the minimum performance standards that cockpit voice recorders (CVR) were required to be identified with marking "TSO-C84." This cancellation will ensure that future flight recorders and cockpit voice recorders are produced under TSO-C123a, Cockpit Voice Recorder System, and TSO-C124a, Flight Data Recorder Systems.

**EFFECTIVE DATE:** May 18, 1995.

**FOR FURTHER INFORMATION CONTACT:** Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546.

### SUPPLEMENTARY INFORMATION:

#### Background

The National Transportation Safety Board reported that seven flight recorder media destroyed by postimpact fire in