

$W_1H_1$  = hourly PC&B rate for employee 1, times estimated hours

$W_2H_2$  = hourly PC&B rate for employee 2, etc., times estimated hours

T = estimated travel and transportation expenses

O = other agency costs related to each activity including overhead.

(3) In no event will the applicant be charged more than the actual FAA costs of providing production certification-related services.

(4) If the actual FAA costs vary from the estimated fees by more than 10 percent, written notice by the FAA will be given to the applicant as soon as possible.

(5) If FAA costs exceed the estimated fees, the applicant will be required to pay the difference prior to receiving further services. If the estimated fees exceed the FAA costs, the applicant may elect to apply the balance to future agreements or to receive a refund.

(f) Fees will be reviewed by the FAA periodically and adjusted either upward or downward in order to reflect the current costs of performing production certification-related services outside the United States.

(1) Notice of any change to the elements of the fee formula in this Appendix will be published in the FEDERAL REGISTER.

(2) Notice of any change to the methodology in this Appendix and other changes for the fees will be published in the FEDERAL REGISTER.

[Doc. No. 28967, 62 FR 55703, Oct. 27, 1997]

## PART 189—USE OF FEDERAL AVIATION ADMINISTRATION COMMUNICATIONS SYSTEM

Sec.

189.1 Scope.

189.3 Kinds of messages accepted or relayed.

189.5 Limitation of liability.

AUTHORITY: 31 U.S.C. 9701; 49 U.S.C. 106(g), 40104, 40113, 44502, 45303.

SOURCE: Docket No. 27778, 60 FR 39615, Aug. 2, 1995, unless otherwise noted.

### § 189.1 Scope.

This part describes the kinds of messages that may be transmitted or relayed by FAA Flight Service Stations.

### § 189.3 Kinds of messages accepted or relayed.

(a) Flight Service Stations may accept for transmission over FAA communication systems any messages concerning international or overseas aircraft operations described in paragraphs (a) (1) through (6) of this sec-

tion. In addition, Flight Service Stations may relay any message described in this section that was originally accepted for transmission at an FAA Flight Service Station outside the 48 contiguous States, or was received from a foreign station of the Aeronautical Fixed Telecommunications Network that, in normal routing, would require transit of the United States to reach an overseas address:

(1) Distress messages and distress traffic.

(2) Messages concerning the safety of human life.

(3) Flight safety messages concerning—

(i) Air traffic control, including—

(A) Messages concerning aircraft in flight or about to depart;

(B) Departure messages;

(C) Flight plan departure messages;

(D) Arrival messages;

(E) Flight plan messages;

(F) Flight notification messages;

(G) Messages concerning flight cancellation; and

(H) Messages concerning delayed departure;

(ii) Position reports from aircraft;

(iii) Messages originated by an aircraft operating agency of immediate concern to an aircraft in flight or about to depart; and

(iv) Meteorological advice of immediate concern to an aircraft in flight or about to depart.

(4) Meteorological messages concerning—

(i) Meteorological forecasts;

(ii) Meteorological observations exclusively; or

(iii) Other meteorological information exchanged between meteorological offices.

(5) Aeronautical administrative messages—

(i) Concerning the operation or maintenance of facilities essential to the safety or regulatory of aircraft operation;

(ii) Essential to efficient functioning of aeronautical telecommunications; or

(iii) Between civil aviation authorities concerning aircraft operation.

(6) Notices to airmen.

(b) The following messages may only be relayed through the FAA communications systems:

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- (1) Flight regularity messages—
  - (i) Addressed to the point of intended landing and to not more than two other addressees in the general area of the route segment of the flight to which the message refers, containing information required for weight and balance computation and remarks essential to the rapid unloading of the aircraft;
  - (ii) Concerning changes, taking effect within 72 hours, in aircraft operating schedules;
  - (iii) Concerning the servicing of aircraft en route or scheduled to depart within 48 hours;
  - (iv) Concerning changes in the collective requirements for passengers, crew, or cargo of aircraft en route or about to depart, if the changes are caused by unavoidable deviations from normal operating schedules and are necessary for flight regularity;
  - (v) Concerning non-routine landings to be made by aircraft en route or about to depart;
  - (vi) Concerning parts or materials urgently needed to operate aircraft en route or scheduled to depart within 48 hours; or
  - (vii) Concerning pre-flight arrangement of air navigation services and, in the case of non-scheduled or irregular operations, operational servicing of aircraft scheduled to depart within 48 hours.
- (2) Messages originated by and addressed to aircraft operating agencies or their representatives that directly bear on the efficient and economic conduct or day to day operations, if adequate non-United States communications facilities are not available and the messages concern—
  - (i) Matter described in paragraph (b)(1) of this section, but not meeting the time limitations described in paragraph (b)(1) of this section;
  - (ii) Aircraft parts, equipment, or supplies, air navigation or communications, or essential ground facilities;
  - (iii) Train or hotel reservations for passengers or employees;
  - (iv) Lost baggage or personal effects;
  - (v) Tickets or cargo shipments and payment therefore;
  - (vi) Location of passengers and cargo;
  - (vii) New or revised passenger or cargo rates;

- (viii) Crew assignments and similar operations personnel matters taking effect within 7 days;
- (ix) Post flight reports for record purposes;
- (x) Publicity and special handling regarding dignitaries; or
- (xi) Reservations, when originated by aircraft operating agencies to secure space required in transport aircraft.

**§ 189.5 Limitation of liability.**

The United States is not liable for any omission, error, or delay in transmitting or relaying, or for any failure to transmit or relay, any message accepted for transmission or relayed under this part, even if the omission, error, delay, or failure to transmit or relay is caused by the negligence of an employee of the United States.

**PART 193—PROTECTION OF VOLUNTARILY SUBMITTED INFORMATION**

- Sec.
- 193.1 What does this part cover?
- 193.3 Definitions.
- 193.5 How may I submit safety or security information and have it protected from disclosure?
- 193.7 What does it mean for the FAA to designate information as protected?
- 193.9 Will the FAA ever disclose information that is designated as protected under this part?
- 193.11 What is the notice procedure?
- 193.13 What is the no-notice procedure?
- 193.15 What FAA officials exercise the authority of the Administrator under this part?
- 193.17 How must design and production approval holders handle information they receive from the FAA under this part?

AUTHORITY: 49 U.S.C. 106(g), 40113, 40123.

SOURCE: 66 FR 33805, June 25, 2001, unless otherwise noted.

**§ 193.1 What does this part cover?**

This part describes when and how the FAA protects from disclosure safety and security information that you submit voluntarily to the FAA. This part carries out 49 U.S.C. 40123, protection of voluntarily submitted information.

**§ 193.3 Definitions.**

*Agency* means each authority of the Government of the United States,