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ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1110.127A

1/25/01

SUBJ: AGING TRANSPORT SYSTEMS RULEMAKING ADVISORY COMMITTEE

1. **PURPOSE.** This order renews and constitutes the charter for the Aging Transport Systems Rulemaking Advisory Committee that is designated and established pursuant to the Administrator's authority under 49 USC 106(p)(5).

2. **DISTRIBUTION.** This order is distributed to the director level in Washington headquarters and the Technical Center and division level in the Aircraft Certification Directorates.

3. **CANCELLATION.** This order cancels Order 1110.127, Aging Transport Systems Rulemaking Advisory Committee, dated January 19, 1999.

4. **BACKGROUND.**

a. On October 2, 1998, the Administrator announced the FAA Aging Transport Non-Structural Systems Plan. This plan was put in place to address concerns with potential safety issues associated with problems that may develop in transport category airplane systems as a result of wear and degradation in service. This plan involves study of the existing transport airplane fleet and development of appropriate approaches to mitigate the effects of system aging, if such action is determined to be necessary. One important component of the Aging Transport Non-Structural Systems Plan is the use of the Aging Transport Systems Rulemaking Advisory Committee to provide a mechanism for public input to FAA activities.

b. The Aging Transport Systems Rulemaking Advisory Committee serves the public interest by providing a forum for interaction among FAA, the military, NASA, the airlines, airline pilots, manufacturers, and their representatives. The level of expertise and balanced viewpoint of this committee will enable early identification of potential problem areas and accelerated development of cost-effective corrective action, thereby creating greater safety and public confidence in the Nation's air transportation system.

c. The committee will be assigned specific tasks by the Associate Administrator for Regulation and Certification. Only tasks assigned by the FAA will be undertaken. These tasks will be published in the Federal Register for public notification and establishment of working groups, if appropriate. Neither the committee nor any of its working groups may assign a task without prior approval by the FAA. The committee will be responsible for timely completion of the assignments under procedures set forth in this charter or as specified in the tasking notice.

Under previous taskings, the FAA identified certain steps that the committee must perform to generate the data necessary to develop corrective actions for aging system. The tasks were as follows:

(1) The committee reviewed service history, service bulletins, and service letters for the aging transport fleet that pertained to aging systems for possible mandatory action and provided recommendations to the FAA.

(2) The committee conducted evaluations of in-service transport airplane models. This work included an evaluation plan and report on evaluation findings and recommendations.

(3) The committee developed recommendations to the FAA for improvements to airplane maintenance practices that would address aging airplane systems. This work involved a study of inspection criteria for systems, including acceptable corrosion criteria, and identification of improvements to maintenance processes for aging systems. In addition to review of maintenance practices, this work also included review and recommendations for improvement of air carrier and repair station processes and training, and review and update of manufacturers' standard practices for wiring. The official recommendations are expected to be submitted to the FAA early in 2001.

The recommendations from the committee may lead to proposed revisions to the Federal Aviation Regulations and associated guidance material appropriate to institutionalize the lessons learned from the aging systems program. The FAA will review the recommendations of the committee and may choose to task the committee with follow-on activities based in part on its initial recommendations.

5. OBJECTIVES AND SCOPE. The general objectives and scope of the committee's work are defined in this paragraph. Definitive tasking statements for the committee will be provided by the Associate Administrator for Regulation and Certification. The committee chair may, with approval of the Associate Administrator for Regulation and Certification, establish working groups. These working groups must report to the committee at each regular committee meeting, will be established for the length of the specific assigned task only, and must include at least one representative of a committee member organization. The committee's primary task is to propose such revisions to the Federal Aviation Regulations and associated guidance material as may be appropriate to ensure that non-structural systems in transport airplanes are designed, maintained, and modified in a manner that ensures their continuing operational safety throughout the service life of the airplanes.

The results and recommendations from previous committee taskings indicate that problems associated with systems on aging airplanes are not completely related to the degradation over time of wire systems. Inadequate installation and maintenance practices can lead to what is commonly referred to as an "aging system" problem. As such, the scope of the committee will not be limited solely to age-related issues, but will include improving the continued airworthiness of airplane systems. This expanded scope is considered in the Enhanced Airworthiness Program for Airplane Systems (EAPAS). EAPAS will be the means to develop, maintain, and institute the necessary changes to ensure the safety of airplane systems.

6. DUTIES.

a. The committee is to make recommendations for standardizing, clarifying, and upgrading regulations, guidance, standards, and procedures related to continued airworthiness of transport airplane systems as may be necessary to institutionalize the lessons learned from the aging systems review and future reviews, including research and development. These regulations may effect existing airplane type certificates and operations.

b. The committee may make recommendations for mandatory rules in the form of airworthiness directives necessary to ensure the safety of the existing transport airplane fleet.

c. The committee acts solely in an advisory capacity in accomplishing its duties.

7. ORGANIZATION AND ADMINISTRATION.

a. The committee consists of member organizations and members selected by FAA as most representative of the various viewpoints of aircraft manufacturers and users. Additionally, individual members may be selected because of their unique qualifications and expertise. The organizations provide a membership balanced fairly in terms of points of view of those represented and the functions to be performed by the committee. If a need for representation from additional organizations is identified, the charter will be amended to include these groups. Each member organization may designate one representative and alternate. The list of members and member organizations consists of the following:

- | | |
|---|--|
| (1) Federal Aviation Administration | (9) National Air Disaster Alliance/Foundation |
| (2) Department of Defense | (10) AECMA |
| (3) Air Line Pilots Association | (11) European Joint Aviation Authorities |
| (4) Air Transport Association of America | (12) International Air Transport Association |
| (5) Aerospace Industries Association of America | (13) Boeing Commercial Airplane Group |
| (6) National Aeronautics and Space Administration | (14) Airbus Industrie |
| (7) General Aviation Manufacturers Association | (15) Society of Automotive Engineers |
| (8) International Federation of Airworthiness | (16) National Electric Manufacturers Association |
| | (17) International Association of Machinists |

Transport Canada Aviation will serve as a consultant to the Aging Transport Systems Rulemaking Advisory Committee. If Transport Canada holds a minority position on any issue, it will be submitted in the recommendation or in the letter transmitting the recommendation.

b. The Administrator is the sponsor of the committee. The Associate Administrator for Regulation and Certification shall receive all committee recommendations and reports. The associate administrator shall also be responsible for providing administrative support for the committee and shall provide a secretariat. An executive director of the committee shall be designated by the associate administrator and shall be a full-time employee of the Aircraft Certification Service. The executive director shall be responsible for establishment of the

procedures, consistent with the charter, under which the committee shall operate. Committee meetings may be held only with the approval of the sponsor and at the call of the executive director who has formulated or approved the agenda. The executive director of the committee shall adjourn any committee meeting whenever he or she determines adjournment to be in the public interest.

c. Mr. Kent Hollinger shall serve as chairperson of the charter period. Meetings shall not be conducted in the absence of the chairperson and executive director; however, in case of an emergency, the chairperson may designate Mr. Jim Shaw, the vice chairperson, to serve as chairperson. The chairperson should be promptly notified of any changes in representation. The chairperson:

(1) Determines, in coordination with the executive director of the committee, when a meeting is required and where it will be held. Advisory committee meetings shall be held in a Federal building in Washington, D.C., unless a written waiver is submitted and approved by the Department of Transportation Committee Management Officer.

(2) Formulates an agenda for each meeting, which will be approved in advance by the executive director.

(3) Arranges notification to all members of the time, place, and agenda for any meeting through the secretariat.

(4) Conducts the meeting.

(5) Arranges secretariat support for the taking of minutes at each meeting and certifies the accuracy of the minutes.

d. Meetings shall be held as needed, approximately once each quarter.

e. Detailed minutes, as certified by the chairperson, shall be kept of each committee meeting. The minutes shall include the time and place of the meeting; a list of committee members, staff, and agency employees present at the meeting; a complete and accurate description of matters discussed and conclusions reached; copies of all reports received, issued, or approved by the committee; a description of public participation, including a list of the members of the public who presented oral or written statements; and a description of the public statements. The written public statements and descriptions of the public oral statements shall be retained.

f. The committee meetings shall be open to the public and notice of such meetings shall be published in the Federal Register at least 15 days before the meeting, except in emergency situations. The proposed agenda, as well as the time and place of the meeting and information that the meeting will be open to the public, will be included in the notice. Other forms of notice, such as press releases, will be used to the extent practicable.

8. **COMPENSATION**. Representatives of the non-Government member organizations serve without Government compensation and bear all costs related to their participation on the committee.
9. **ESTIMATED COST**. The estimated annual operating cost (including pro rata share of salaries of DOT employees) is \$50,000. Approximately .6 person-years will be required to provide staff support for the committee.
10. **PUBLIC PARTICIPATION**. Each committee meeting shall be open to the public, and interested persons shall be permitted to attend and appear before the committee, subject to reasonable limitations of space and time. Meetings or portions of meetings may be closed to the public where the Administrator determines, in writing, that such meetings or portions of a meeting should be closed. Subsection (e) of 552b of Title 5, United States Code, will be used as guidance in determining whether to close a meeting. Interested persons may file written statements with the committee at any time.
11. **AVAILABILITY OF RECORDS**. Subject to the conditions of the Freedom of Information Act, 5 U.S.C. § 522, records, reports, transcripts, minutes, appendixes, working papers, drafts, studies, agendas, and other documents that are made available to or prepared for or by the committee shall be available for public inspection and copying at the FAA, Office of Rulemaking, 800 Independence Avenue, SW., Washington, D.C. 20591. Fees shall be charged for information furnished to the public in accordance with the fee schedule published in Part 7 of Title 49, Code of Federal Regulations.
12. **PUBLIC INTEREST**. The formation of the Aging Transport Systems Rulemaking Advisory Committee is determined to be in the public interest in connection with the performance of duties imposed on FAA by law.
13. **EFFECTIVE DATE AND DURATION**. This committee is effective January 20, 2001. The committee shall remain in existence for 2 years after this date unless sooner terminated or extended.



Jane F. Garvey
Administrator

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1110.127B

01/28/03

SUBJ: AGING TRANSPORT SYSTEMS RULEMAKING ADVISORY COMMITTEE

1. **PURPOSE.** This order renews and constitutes the charter for the Aging Transport Systems Rulemaking Advisory Committee that is designated and established pursuant to the Administrator's authority under 49 USC 106(p)(5).
2. **DISTRIBUTION.** This order is distributed to the director level in Washington headquarters and the Technical Center and division level in the Aircraft Certification Directorates.
3. **CANCELLATION.** This order cancels Order 1110.127A, Aging Transport Systems Rulemaking Advisory Committee, dated January 25, 2001.
4. **BACKGROUND.**
 - a. On October 2, 1998, the Administrator announced the FAA Aging Transport Non-Structural Systems Plan. This plan was put in place to address concerns with potential safety issues associated with problems that may develop in transport category airplane systems as a result of wear and degradation in service. This plan involves study of the existing transport airplane fleet and development of appropriate approaches to mitigate the effects of system aging, if such action is determined to be necessary. One important component of the Aging Transport Non-Structural Systems Plan is the use of the Aging Transport Systems Rulemaking Advisory Committee to provide a mechanism for public input to FAA activities.
 - b. The Aging Transport Systems Rulemaking Advisory Committee serves the public interest by providing a forum for interaction among FAA, the military, NASA, the airlines, airline pilots, manufacturers, and their representatives. The level of expertise and balanced viewpoint of this committee will enable early identification of potential problem areas and accelerated development of cost-effective corrective action, thereby creating greater safety and public confidence in the Nation's air transportation system.
 - c. The committee will be assigned specific tasks by the Associate Administrator for Regulation and Certification. Only tasks assigned by the FAA will be undertaken. These tasks will be published in the Federal Register for public notification and establishment of working groups, if appropriate. Neither the committee nor any of its working groups may assign a task without prior approval by the FAA. The committee will be responsible for timely completion of the assignments under procedures set forth in this charter or as specified in the tasking notice.

Under previous taskings, the FAA identified certain steps that the committee must perform to generate the data necessary to develop corrective actions for aging systems. The tasks were as follows:

(1) The committee reviewed service history, service bulletins, and service letters for the aging transport fleet that pertained to aging systems for possible mandatory action and provided recommendations to the FAA.

(2) The committee conducted evaluations of in-service transport airplane models. This work included an evaluation plan and report on evaluation findings and recommendations.

(3) The committee developed recommendations to the FAA for improvements to airplane maintenance practices that would address aging airplane systems. This work involved a study of inspection criteria for systems, including acceptable corrosion criteria, and identification of improvements to maintenance processes for aging systems. In addition to review of maintenance practices, this work also included review and recommendations for improvement of air carrier and repair station processes and training, and review and update of manufacturers' standard practices for wiring. The official recommendations were submitted to the FAA early in 2001.

(4) The committee has been assigned additional tasks:

- Review and revise, as appropriate, existing advisory material, guidance and policies, and related Aviation Rulemaking Advisory Committee recommendations on design and installation of wiring systems, in consideration of aging effects of wiring noted in previous recommendations submitted by ATSRAC.
- Recommend, as appropriate, changes to the existing Standard Wire Practice Manual (SWPM) required by airline and repair station programs.
- Identify and recommend SWPM minimum recurrent training requirements for maintenance technicians with particular focus on aging and degradation of wiring systems.
- Develop recommendations for enhanced maintenance criteria for systems in consideration of the elements of previous recommendations in the ATSRAC, including the enhanced zonal analysis program.
- Investigate and develop recommendations to enhance the safety of electrical wiring systems in small transport airplanes.

The recommendations from the committee may lead to proposed revisions to the Federal Aviation Regulations and associated guidance material appropriate to institutionalize the lessons learned from the aging systems program. The FAA will review the recommendations of the committee and may choose to task the committee with follow-on activities based in part on its initial recommendations.

5. OBJECTIVES AND SCOPE. The general objectives and scope of the committee's work are defined in this paragraph. Definitive tasking statements for the committee will be provided by the Associate Administrator for Regulation and Certification. The committee chair may, with approval of

the Associate Administrator for Regulation and Certification, establish working groups. These working groups must report to the committee at each regular committee meeting. They will be established for the length of the specific assigned task only and must include at least one representative of a committee member organization. The committee's primary task is to propose revisions to the Federal Aviation Regulations and associated guidance material as may be appropriate to ensure that non-structural systems in transport airplanes are designed, maintained, and modified in a manner that ensures their continuing operational safety throughout the service life of the airplanes.

The results and recommendations from previous committee taskings indicate that problems associated with systems on aging airplanes are not completely related to the degradation over time of wire systems. Inadequate installation and maintenance practices can lead to what is commonly referred to as an "aging system" problem. As such, the scope of the committee will not be limited solely to age-related issues, but will include improving the continued airworthiness of airplane systems. This expanded scope is considered in the Enhanced Airworthiness Program for Airplane Systems (EAPAS). EAPAS will be the means to develop, maintain, and institute the necessary changes to ensure the safety of airplane systems.

6. **DUTIES.**

a. The committee is to make recommendations for standardizing, clarifying, and upgrading regulations, guidance, standards, and procedures related to continued airworthiness of transport airplane systems as may be necessary to institutionalize the lessons learned from the aging systems review and future reviews, including research and development. These regulations may affect existing airplane type certificates and operations.

b. The committee may make recommendations for mandatory rules in the form of airworthiness directives necessary to ensure the safety of the existing transport airplane fleet.

c. The committee acts solely in an advisory capacity in accomplishing its duties.

7. **ORGANIZATION AND ADMINISTRATION.**

a. The committee consists of member organizations and members selected by FAA as most representative of the various viewpoints of aircraft manufacturers and users. Additionally, individual members may be selected because of their unique qualifications and expertise. The organizations provide a membership balanced fairly in terms of points of view of those represented and the functions to be performed by the committee. If a need for representation from additional organizations is identified, the charter will be amended to include these groups. Each member organization may designate one representative and alternate. The list of members and member organizations consists of the following:

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| (3) Air Line Pilots Association | (14) European Joint Aviation Authorities |
| (4) Air Transport Association of America | (15) Dassault |
| (5) Airbus | (16) Boeing Commercial Airplane Group |
| (6) National Aeronautics and Space Administration | (17) Aerospace Industries Association of America |
| (7) International Association of Machinists | (18) National Electric Manufacturers Association |
| (8) General Aviation Manufacturers Association | (19) Society of Automotive Engineers |
| (9) International Federation of Airworthiness | (20) National Business Aircraft Association |
| (10) Pemco Aviation Group, Inc. | (21) Air Tran Airways |
| (11) Northwest Airlines | |

Transport Canada Aviation will serve as a consultant to the Aging Transport Systems Rulemaking Advisory Committee. If Transport Canada holds a minority position on any issue, it will be submitted with the recommendation or with the letter transmitting the recommendation.

b. The Administrator is the sponsor of the committee. The Associate Administrator for Regulation and Certification shall receive all committee recommendations and reports. The Associate Administrator shall also be responsible for providing administrative support for the committee and shall provide a secretariat. An Executive Director of the committee shall be designated by the Associate Administrator and shall be a full-time employee of the Aircraft Certification Service. The Executive Director shall be responsible for establishment of the procedures, consistent with the charter, under which the committee shall operate. Committee meetings may be held only with the approval of the sponsor and at the call of the Executive Director, who has formulated or approved the agenda. The Executive Director of the committee shall adjourn any committee meeting whenever he or she determines adjournment to be in the public interest.

c. Mr. Kent Hollinger shall serve as chairperson of the committee. Meetings shall not be conducted in the absence of the chairperson and Executive Director; however, in case of an emergency, the chairperson may designate Mr. William Schultz, the vice chairperson, to serve as chairperson. The chairperson should be promptly notified of any changes in representation. The chairperson:

(1) Determines, in coordination with the Executive Director of the committee, when a meeting is required and where it will be held. Advisory committee meetings shall be held in a Federal building in Washington, D.C., unless a written waiver is submitted and approved by the Department of Transportation Committee Management Officer.

(2) Formulates an agenda for each meeting, which will be approved in advance by the Executive Director.

(3) Arranges notification to all members of the time, place, and agenda for any meeting through the secretariat.

(4) Conducts the meeting.

(5) Arranges secretariat support for the taking of minutes at each meeting and certifies the accuracy of the minutes.

d. Meetings shall be held as needed, approximately once each quarter.

e. Detailed minutes, as certified by the chairperson, shall be kept of each committee meeting. The minutes shall include the time and place of the meeting; a list of committee members, staff, and agency employees present at the meeting; a complete and accurate description of matters discussed and conclusions reached; copies of all reports received, issued, or approved by the committee; a description of public participation, including a list of the members of the public who presented oral or written statements; and a description of the public statements. The written public statements and descriptions of the public oral statements shall be retained.

f. The committee meetings shall be open to the public and notice of such meetings shall be published in the Federal Register at least 15 days before the meeting, except in emergency situations. The proposed agenda, as well as the time and place of the meeting and information that the meeting will be open to the public, will be included in the notice. Other forms of notice, such as press releases, will be used to the extent practicable.

8. **COMPENSATION**. Representatives of the non-Government member organizations serve without Government compensation and bear all costs related to their participation on the committee.

9. **ESTIMATED COST**. The estimated annual operating cost (including pro rata share of salaries of DOT employees) is \$50,000. Approximately .6 person-years will be required to provide staff support for the committee.

10. **PUBLIC PARTICIPATION**. Each committee meeting shall be open to the public, and interested persons shall be permitted to attend and appear before the committee, subject to reasonable limitations of space and time. Meetings or portions of meetings may be closed to the public where the Administrator determines, in writing, that such meetings or portions of a meeting should be closed. Subsection (e) of 552b of Title 5, United States Code, will be used as guidance in determining whether to close a meeting. Interested persons may file written statements with the committee at any time.

11. **AVAILABILITY OF RECORDS**. Subject to the conditions of the Freedom of Information Act, 5 U.S.C. § 522, records, reports, transcripts, minutes, appendixes, working papers, drafts, studies, agendas, and other documents that are made available to or prepared for or by the committee shall be available for public inspection and copying at the FAA, Office of Rulemaking, 800 Independence Avenue, SW., Washington, D.C. 20591. Fees shall be charged for information furnished to the public in accordance with the fee schedule published in Part 7 of Title 49, Code of Federal Regulations.

12. **PUBLIC INTEREST**. The formation of the Aging Transport Systems Rulemaking Advisory Committee is determined to be in the public interest in connection with the performance of duties imposed on FAA by law.

1110.127B

13. **EFFECTIVE DATE AND DURATION**. This committee is effective January 20, 2003. The committee shall remain in existence for 2 years after this date unless sooner terminated or extended.

/S/

Marion C. Blakey
Administrator

1/21/05

Subject: AGING TRANSPORT SYSTEMS RULEMAKING ADVISORY COMMITTEE

1. **PURPOSE.** This order renews and constitutes the charter for the Aging Transport Systems Rulemaking Advisory Committee (ATSRAC) that is designated and established pursuant to the Administrator's authority under 49 USC 106(p)(5).
2. **DISTRIBUTION.** This order is distributed to the director level in Washington headquarters and the Technical Center and division level in the Aircraft Certification Directorates.
3. **CANCELLATION.** This order cancels Order 1110.127B, Aging Transport Systems Rulemaking Advisory Committee, dated January 28, 2003.
4. **BACKGROUND.**
 - a. On October 2, 1998, the Administrator announced the Federal Aviation Administration (FAA) Aging Transport Non-Structural Systems Plan. This plan was put in place to address concerns with potential safety issues associated with problems that may develop in transport category airplane systems as a result of wear and degradation in service. This plan involves study of the existing transport airplane fleet and development of appropriate approaches to mitigate the effects of system aging, if such action is determined to be necessary. One important component of the Aging Transport Non-Structural Systems Plan is the use of the ATSRAC to provide a mechanism for public input to FAA activities.
 - b. The ATSRAC serves the public interest by providing a forum for interaction among FAA, the military, National Aeronautics and Space Administration, the airlines, airline pilots, manufacturers, and their representatives. The level of expertise and balanced viewpoint of this committee will enable early identification of potential problem areas and accelerated development of cost-effective corrective action, thereby creating greater safety and public confidence in the Nation's air transportation system.
 - c. The committee is assigned specific tasks by the Associate Administrator for Regulation and Certification. Only tasks assigned by the FAA will be undertaken. These tasks will be published in the Federal Register for public notification and establishment of working groups, if appropriate. Neither the committee nor any of its working groups may assign a task without prior approval by the FAA. The committee will be responsible for timely completion of the assignments under procedures set forth in this charter or as specified in the tasking notice.

Under previous taskings, the FAA identified certain steps that the committee must perform to generate the data necessary to develop corrective actions for aging systems. The tasks were as follows:

(1) The committee reviewed service history, service bulletins, and service letters for the aging transport fleet that pertained to aging systems for possible mandatory action and provided recommendations to the FAA.

(2) The committee conducted evaluations of in-service transport airplane models. This work included an evaluation plan and report on evaluation findings and recommendations.

(3) The committee developed recommendations to the FAA for improvements to airplane maintenance practices that would address aging airplane systems. This work involved a study of inspection criteria for systems, including acceptable corrosion criteria, and identification of improvements to maintenance processes for aging systems. In addition to review of maintenance practices, this work also included review and recommendations for improvement of air carrier and repair station processes and training, and review and update of manufacturers' standard practices for wiring. The official recommendations were submitted to the FAA early in 2001.

(4) Based on the recommendations in item (3) the committee developed proposals for rulemaking and advisory material in the following areas:

- Development of design and installation requirements of wiring systems, in consideration of aging effects of wiring noted in previous recommendations submitted by ATSRAC.
- Development of a minimum content and common format for Standard Wire Practice Manual (SWPM) required by airline and repair station programs.
- Development of training requirements for maintenance technicians with particular focus on aging and degradation of wiring systems.
- Development of enhanced maintenance criteria for systems in consideration of the elements of previous recommendations in the ATSRAC, including the enhanced zonal analysis program.

(5) The committee investigated and is developing recommendations to enhance the safety of electrical wiring systems in small transport airplanes.

The recommendations from the committee may lead to proposed revisions to the Federal Aviation Regulations and associated guidance material appropriate to institutionalize the lessons learned from the aging systems program. The FAA has reviewed the recommendations of the committee and will determine implementation strategies such as rulemaking and issuance of advisory material.

ATSRAC is currently tasked to assist the FAA in various activities under the Enhanced Airworthiness Program for Airplane Systems (EAPAS). These tasks are focused on assessing and developing alternatives to potential rulemaking activities when necessary, assisting in the implementation and communication of EAPAS Research and Development Activities and

continuance of the assessment of aging wiring on small transports. These activities will continue under this charter and may be utilized to respond to public comment of any EAPAS rulemaking activity.

5. OBJECTIVES AND SCOPE. The general objectives and scope of the committee's work are defined in this paragraph. The Associate Administrator for Regulation and Certification will provide definitive tasking statements for the committee. The committee chair may, with approval of the Associate Administrator for Regulation and Certification, establish working groups. These working groups must report to the committee at each regular committee meeting. They will be established for the length of the specific assigned task only and must include at least one representative of a committee member organization. The committee's primary task is to propose revisions to the Federal Aviation Regulations and associated guidance material as may be appropriate to ensure that non-structural systems in transport airplanes are designed, maintained, and modified in a manner that ensures their continuing operational safety throughout the service life of the airplanes.

The results and recommendations from previous committee taskings indicate that problems associated with systems on aging airplanes are not completely related to the degradation over time of wire systems. Inadequate installation and maintenance practices can lead to what is commonly referred to as an "aging system" problem. As such, the scope of the committee will not be limited solely to age-related issues, but will include improving the continued airworthiness of airplane systems. This expanded scope is considered in EAPAS. EAPAS will be the means to develop, maintain, and institute the necessary changes to ensure the safety of airplane systems.

6. DUTIES.

a. The committee is to make recommendations for standardizing, clarifying, and upgrading regulations, guidance, standards, and procedures related to continued airworthiness of transport airplane systems as may be necessary to institutionalize the lessons learned from the aging systems review and future reviews, including research and development. These regulations may affect existing airplane type certificates and operations.

b. The committee may make recommendations for mandatory rules in the form of airworthiness directives necessary to ensure the safety of the existing transport airplane fleet.

c. The committee acts solely in an advisory capacity in accomplishing its duties.

7. ORGANIZATION AND ADMINISTRATION.

a. The committee consists of member organizations and members selected by FAA as most representative of the various viewpoints of aircraft manufacturers and users. Additionally, individual members may be selected because of their unique qualifications and expertise. The organizations provide a membership balanced fairly in terms of points of view of those represented and the functions to be performed by the committee. If a need for representation from additional organizations is identified, the charter will be amended to include these groups. Each member organization may designate one representative and alternate. The list of member organizations consists of the following:

ATSRAC Member Organizations	
(1) AECMA	(12) Garrett Aviation Services
(2) Aerospace Industries Association of America	(13) General Aviation Manufacturers Association
(3) Airbus	(14) International Air Transport Association
(4) Air Line Pilots Association	(15) International Association of Machinists
(5) AirTran Airways	(16) International Federation of Airworthiness
(6) Air Transport Association of America	(17) National Aeronautics and Space Administration
(7) Boeing Commercial Airplane Group	(18) National Air Disaster Alliance/Foundation
(8) Dassault Aviation	(19) National Business Aviation Association
(9) Department of Defense	(20) Northwest Airlines
(10) European Aviation Safety Agency	(21) Society of Automotive Engineers
(11) Federal Aviation Administration	

Transport Canada Aviation will serve as a consultant to ATSRAC. If Transport Canada holds a minority position on any issue, it will be submitted with the recommendation or with the letter transmitting the recommendation.

b. The Administrator is the sponsor of the committee. The Associate Administrator for Regulation and Certification shall receive all committee recommendations and reports. The Associate Administrator shall also be responsible for providing administrative support for the committee and shall provide a secretariat. An Executive Director of the committee shall be designated by the Associate Administrator and shall be a full-time employee of the Aircraft Certification Service. The Executive Director shall be responsible for establishment of the procedures, consistent with the charter, under which the committee shall operate. Committee meetings may be held only with the approval of the sponsor and at the call of the Executive Director, who has formulated or approved the agenda. The Executive Director of the committee shall adjourn any committee meeting whenever he or she determines adjournment to be in the public interest.

c. Mr. Kent Hollinger shall serve as chairperson of the committee. Meetings shall not be conducted in the absence of the chairperson and Executive Director; however, in case of an emergency, the chairperson may designate Mr. William Schultz, the vice chairperson, to serve as chairperson. The chairperson should be promptly notified of any changes in representation. The chairperson:

(1) Determines, in coordination with the Executive Director of the committee, when a meeting is required and where it will be held. Committee meetings shall be held in a Federal building in Washington, D.C., unless a written waiver is submitted and approved by the Department of Transportation Committee Management Officer.

(2) Formulates an agenda for each meeting, which will be approved in advance by the Executive Director.

(3) Arranges notification to all members of the time, place, and agenda for any meeting through the secretariat.

(4) Conducts the meeting.

(5) Arranges secretariat support for the taking of minutes at each meeting and certifies the accuracy of the minutes.

d. Meetings shall be held as needed, approximately once each quarter.

e. Detailed minutes, as certified by the chairperson, shall be kept of each committee meeting. The minutes shall include the time and place of the meeting; a list of committee members, staff, and agency employees present at the meeting; a complete and accurate description of matters discussed and conclusions reached; copies of all reports received, issued, or approved by the committee; a description of public participation, including a list of the members of the public who presented oral or written statements; and a description of the public statements. The written public statements and descriptions of the public oral statements shall be retained.

f. The public notice of such meetings must be published in the Federal Register at least 15 days before the meeting, except in emergency situations. The proposed agenda, as well as the time and place of the meeting and information that the meeting will be open to the public, will be included in the notice. Other forms of notice, such as press releases, will be used to the extent practicable.

8. COMPENSATION. Representatives of the non-Government member organizations serve without Government compensation and bear all costs related to their participation on the committee.

9. ESTIMATED COST. The estimated annual operating cost (including pro rata share of salaries of DOT employees) is \$15,000. Approximately .4 person-years will be required to provide staff support for the committee.

10. PUBLIC PARTICIPATION. Each committee meeting shall be open to the public, and interested persons shall be permitted to attend and appear before the committee, subject to reasonable limitations of space and time. Meetings or portions of meetings may be closed to the public where the Administrator determines, in writing; those meetings or portions of a meeting should be closed. Subsection (e) of 552b of Title 5, United States Code, will be used as guidance in determining whether to close a meeting. Interested persons may file written statements with the committee at any time.

11. **AVAILABILITY OF RECORDS**. Subject to the conditions of the Freedom of Information Act, 5 U.S.C. § 522, records, reports, transcripts, minutes, appendixes, working papers, drafts, studies, agendas, and other documents that are made available to or prepared for or by the committee shall be available for public inspection and copying at the FAA, Office of Rulemaking, 800 Independence Avenue, SW., Washington, D.C. 20591. Fees shall be charged for information furnished to the public in accordance with the fee schedule published in Part 7 of Title 49, Code of Federal Regulations.

12. **PUBLIC INTEREST**. The formation of ATSRAC is determined to be in the public interest in connection with the performance of duties imposed on FAA by law.

13. **EFFECTIVE DATE AND DURATION**. This committee is effective January 21, 2005. The committee shall remain in existence for 2 years after this date unless sooner terminated or extended.



Marion C. Blakey
Administrator

- Contact information (name, company and position, address, phone, facsimile, and e-mail)
- Segment(s) of the industry or organization/association you represent
- Experience, subject expertise, or other background information

The first meeting of the Weight and Balance Control Program ARC is scheduled for June 24 and 25, 2003 in Washington, DC. The committee will report its recommendations to the Associate Administrator for Regulation and Certification through the Director, Flight Standards, no later than 6 months from the date of the first meeting. Work groups will be scheduled as determined by the steering committee and work group members to provide information and meet schedule requirements.

Comments: The FAA will consider all comments on this advisory and regulatory review filed on or before June 24, 2003. The FAA will consider comments filed later if it is possible to do so without incurring expense or delay.

ADDRESSES: *Membership:* Individuals requesting membership or participation on the Weight and Balance Control Program ARC and/or work groups should contact Darcy Reed, AFS-330, 800 Independence Ave., SW., Washington, DC 20591, telephone at (202) 267-9948, facsimile at (202) 267-5115, or by e-mail: Darcy.D.Reed@FAA.GOV, or contact Dennis Pratte, AFS-220, 800 Independence Ave., SW., Washington, DC, 20591, telephone at (202) 267-5488, facsimile at (202) 267-5229, or by e-mail: Dennis.Pratte@FAA.GOV.

Comments: Address your comments to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-001. You must identify docket number FAA-2003-XXXXX at the beginning of your comments, and you should submit two copies of your comments. If you wish to receive confirmation that the FAA received your comments, include a self-addressed, stamped postcard on which the docket number appears. We will stamp the date on the postcard and mail it to you.

You may also submit and/or review comments about this public docket through the Internet at <http://dms.dot.gov/>. You may review the public docket containing comments to this proposed guidance in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office is on the plaza level of the NASSIF

Building at the Department of Transportation at the above address.

FOR FURTHER INFORMATION CONTACT: Darcy Reed, AFS-330, or Dennis Pratte, AFS-220, at the address above.

SUPPLEMENTARY INFORMATION: Additional information on the committee membership, dates, and other information may be obtained on the Flight Standards Web site under the heading "Weight and Balance Control Program Aviation Rulemaking Committee" at: <http://www.faa.gov/avr/afs/AvgARC/>.

Issued in Washington, DC on May 21, 2003.

David E. Cann,

Air Maintenance Division, Flight Standards Service.

[FR Doc. 03-13243 Filed 5-27-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aging Transport Systems Rulemaking Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new tasks for the Aging Transport Systems Rulemaking Advisory Committee (ATSRAC).

SUMMARY: This notice announces the new tasks assigned to and accepted by the ATSRAC.

FOR FURTHER INFORMATION CONTACT: Charles Huber, Manager, Safety Management Branch, ANM-117, Executive Director of ATSRAC, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055; telephone (425) 227-2589; fax (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Background

In response to the White House Commission on Aviation Safety and Security, the FAA formed the Aging Non-Structural Systems Study Team, to develop the FAA's approach to improving management of aging wire systems. To help fulfill the actions specified in the Aging Non-Structural Systems Plan, the FAA set up an Aging Transport Systems Rulemaking Advisory Committee (ATSRAC) to give recommendations on airplane system safety issues.

In 1998, the FAA assigned five tasks to the ATSRAC. These tasks included collecting data on aging wiring systems through airplane inspections, reviewing airplane manufacturers' service information, reviewing operators'

maintenance programs, and providing the FAA with recommendations to enhance the safety of those systems. The FAA held a public meeting on January 20, 1999, to discuss the Committee's operations and their assigned tasks.

The ATSRAC found that problems associated with systems on aging airplanes are not entirely related to the degradation overtime of wire systems. The review of these systems also found inadequate installation and maintenance practices could lead to what is commonly referred to as an "aging system" problem. Therefore, the scope of the ATSRAC's work includes, not only age-related issues, but also involves improving the continued airworthiness of airplane systems (*i.e.*, wire systems).

The FAA accepted the ATSRAC recommendations from the first five tasks and subsequently assigned five additional tasks to get the Committee's help in implementing the safety enhancements from their earlier recommendations. The FAA is now considering the ATSRAC recommendations on the second set of tasks. These recommendations include rulemaking and other actions. Implementation of the ATSRAC recommendations is a major part of the FAA's Enhanced Airworthiness Program for Airplane Systems (EAPAS), a program that addresses the safety of wiring systems.

The FAA recognizes the knowledge and experience the ATSRAC provides. Because ATSRAC members represent a large cross-section of industry, they will supply the FAA with an invaluable resource of technical expertise in a variety of areas. Therefore, the FAA has assigned three new tasks to the ATSRAC to help carry out the EAPAS objectives.

This notice announces the new tasks, which the ATSRAC has accepted. These tasks will allow the FAA to get the Committee's continuing help to carry out their recommendations. ATSRAC has chosen to form harmonization working groups (HWG) to provide technical support to develop their recommendations on these tasks. A discussion of the new tasks and harmonization working groups (HWG) follows.

I. EAPAS Rulemaking Advisory HWG

To promote efficient rulemaking and compliance with this rulemaking, the FAA tasks ATSRAC to provide, when specifically sought by the FAA, recommendations about the issues discussed in items I-1 through I-3 of this section. The ATSRAC Executive Director will send each FAA task to the ATSRAC Chair to obtain the ATSRAC

members' decision on whether to accept the FAA's assigned task.

I-1. Alternatives to Rulemaking

The rulemaking process requires agencies to explore alternatives to rulemaking. Such alternatives may include taking voluntary (or nonmandated) action or taking no action. Under Task I-1, the FAA may request recommendations from the ATSRAC on how to carry out alternatives, which the FAA considers reasonable, to rulemaking. This would include providing an estimate of the resulting improvement to safety. The FAA may also request recommendations on how to measure implementation of the alternative actions and how the FAA can best support these actions.

I-2. Technical and Economic Data

Questions may arise during rulemaking where added technical and economic data are needed. This may include the need for such information to prepare responses to public comments on a proposed rule.

I-3. Disposition of Comments from an EAPAS Notice of Proposed Rulemaking (NPRM)

Under Task I-3, the FAA may request the ATSRAC's help in dispositioning any comments the FAA might receive in response to an NPRM. Such support may include the ATSRAC's review of the FAA's prepared disposition of comments.

II. Electrical Wiring Interconnection Systems (EWIS) Research and Development (R&D) Technology Transfer HWG

In the past, the FAA has provided quarterly reviews of their research and development program to the ATSRAC. These reviews have resulted in a useful exchange of information and in the formation of research partnerships and other cooperative research. As the EAPAS program continues, it would be helpful to have the ATSRAC explore FAA and other R&D products and results that may be valuable to the aviation industry. As appropriate, the FAA will seek the ATSRAC's help in—

- Developing strategies for technology transfer to the aviation community in a manner that optimizes their transfer and optimizes the benefits resulting from their transfer; and
- Achieving optimal compliance with existing and anticipated FAA electrical systems rules.

To achieve the two R&D objectives, the HWG would complete the following tasks:

II-1. Develop effective strategies to transfer and set up, in the aviation community, R&D products. This includes providing recommendations for the best way to carry out these goals (e.g., through rulemaking, advisory circulars, or other means).

II-2. Review and screen FAA and other R&D products (e.g., R&D prototypes), as appropriate, and devise strategies to further develop these products into commercially viable tools that support the two R&D objectives referenced in this section. Such strategies may include recommendations for added FAA research and development; however, the strategies should mainly address industry activity to achieve a desired end product.

II-3. Explore opportunities to promote cooperative efforts and partnerships valuable to achieving the two R&D objectives.

III. Small Transport Airplane Enhanced Wiring Inspection HWG

Criteria for upgrading and developing enhanced wiring inspection procedures should be developed for use by manufacturers of small transport airplanes. These criteria should be based on the results of previously conducted inspections and tests and recommendations from ATSRAC.

The tasks for this HWG are as follows:

III-1. Review existing small transport airplane manufacturers' wiring inspection procedures.

III-2. Identify and prepare, as necessary, criteria for upgrading and developing enhanced procedures for inspection, cleaning, reduction of combustible material (e.g., lint and chemical contamination), reduction of potential ignition sources (e.g., cracked wiring), and maintenance of the electrical wiring interconnection systems (EWIS) on small transport airplanes.

III-3. Develop and recommend compliance means to adopt the criteria referenced in III-2 and incorporate the enhanced wiring inspection procedures in operators' maintenance programs.

ATSRAC Acceptance of Tasks

ATSRAC has accepted Tasks I through III with an expected completion date of all tasks by January 2005. However, certain specific tasks may require an earlier completion date.

Working Group Activity

The working groups serve as staff to the ATSRAC to help the Committee in writing technical reports that will allow the FAA to complete actions related to the EAPAS program. Working group

documents will be reviewed, deliberated, and approved by the ATSRAC. If the ATSRAC accepts the working group's documents, the Committee will forward them to the FAA as ATSRAC recommendations.

The working groups are expected to comply with the procedures adopted by the ATSRAC. As part of the procedures, the working groups are expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration by the ATSRAC, after setting-up the working groups and selecting members.
2. Give a detailed conceptual presentation of proposed recommendations before starting the work stated in item 3 of this section.
3. Draft a report and any other collateral documents the working group finds proper and send them to the ATSRAC for review and approval.
4. Provide a status report at each meeting of the ATSRAC.

Participation in the Working Group

Each of the working groups will be composed of experts with an interest in a particular task. Working group participants should be prepared to devote a significant portion of their time and resources to the ATSRAC task. A working group member need not be a representative or a member of the ATSRAC. Experts in the task area who want to become a member of one of the working groups should contact Charles Huber (see FOR FURTHER INFORMATION CONTACT section) and explain their interest in the task and the expertise they would bring to the working group. All requests to take part in the working groups must be received no later than June 27, 2003. The ATSRAC Chair, Executive Director, and the working group chair will review requests for membership and will advise individuals whether their requests can be accommodated.

The Secretary of Transportation has determined the formation and use of the ATSRAC are necessary and in the public interest as related to duties imposed on the FAA by law. Meetings of the ATSRAC will be open to the public. Meetings of the individual working groups will not be open to the public, except for individuals selected as working group members. No public announcement of working group meetings will be made.

Issued in Washington, DC, on May 20, 2003.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 03-13244 Filed 5-27-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY**Internal Revenue Service****Tax Counseling for the Elderly (TCE)
Program Availability of Application
Packages**

AGENCY: Internal Revenue Service (IRS),
Treasury.

ACTION: Notice.

SUMMARY: This document provides notice of the availability of Application Packages for the 2004 Tax Counseling for the Elderly (TCE) Program.

DATES: Application Packages are available from the IRS at this time. The deadline for submitting an application package to the IRS for the 2004 Tax Counseling for the Elderly (TCE) Program is August 1, 2003.

ADDRESSES: Application Packages may be requested by contacting: Internal Revenue Service, 5000 Ellin Road, Lanham, MD, 20706, Attention: Program Manager, Tax Counseling for the Elderly Program, W:CAR:SPEC:FO:GA, Building C-7, Room 185. Applications can also be submitted electronically through the IRS E-grants System by logging on to www.egrants.irs.gov.

FOR FURTHER INFORMATION CONTACT: Mrs. Lynn Tyler, W:CAR:SPEC:FO:GA, Building C-7, Room 185, Internal Revenue Service, 5000 Ellin Road, Lanham, MD 20706. The non-toll-free telephone number is (202) 283-0189.

SUPPLEMENTARY INFORMATION: Authority for the Tax Counseling for the Elderly (TCE) Program is contained in Section 163 of the Revenue Act of 1978, Public Law 95-600, (92 Stat. 12810), November 6, 1978. Regulations were published in the *Federal Register* at 44 FR 72113 on December 13, 1979. Section 163 gives the IRS authority to enter into cooperative agreements with private or public non-profit agencies or organizations to establish a network of

trained volunteers to provide free tax information and return preparation assistance to elderly individuals. Elderly individuals are defined as individuals age 60 and over at the close of their taxable year.

Cooperative agreements will be entered into based upon competition among eligible agencies and organizations. Because applications are being solicited before the FY 2004 budget has been approved, cooperative agreements will be entered into subject to appropriation of funds. Once funded, sponsoring agencies and organizations will receive a grant from the IRS for administrative expenses and to reimburse volunteers for expenses incurred in training and in providing tax return assistance. The Tax Counseling for the Elderly (TCE) Program is referenced in the Catalog of Federal Domestic Assistance in §21.006.

Dated: May 8, 2003.

Dianna L. Gunter,

Chief, Oversight and Analysis.

[FR Doc. 03-13277 Filed 5-27-03; 8:45 am]

BILLING CODE 4830-01-P

05 Performance Review Board for the U.S. Small Business Administration:

1. Raul Cisneros, Associate Administrator for Communications and Public Liaison;
2. Thomas A. Dumaresq, Chief Financial Officer;
3. Delorice P. Ford, Assistant Administrator for the Office of Hearings and Appeals;
4. Karen Hontz, Associate Administrator for Government Contracting;
5. Cheryl A. Mills, Associate Deputy Administrator for Entrepreneurial Development;
6. Janet A. Tasker, Deputy Associate Deputy Administrator for Capital Access; and
7. C. Edward Rowe, III, Associate Administrator for Congressional and Legislative Affairs.

Dated: November 30, 2005.

Hector V. Barreto,
Administrator.

[FR Doc. E5-6839 Filed 12-2-05; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for a Change in Use of Aeronautical Property at Pease International Tradeport, Portsmouth, NH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comments.

SUMMARY: The FAA is requesting public comment on the Pease Development Authority's request to sell a portion (11.57 acres) of Airport property from aeronautical use to non-aeronautical use. The property is located at 40 Oak Avenue, Portsmouth, New Hampshire and is currently used for revenue production. Upon disposition the property will be used for construction of a Federal building by the General Services Administration. The property was acquired under the Surplus Property Act under a Deed from the United States Air Force dated January 28, 2004.

The disposition of proceeds from the disposal of airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the *Federal Register* on February 16, 1999.

DATES: Comments must be received on or before January 4, 2006.

ADDRESSES: Documents are available for review by appointment by contacting

Ms. Lynn Hinchee, General Counsel, Pease Development Authority, at 360 Corporate Drive, Portsmouth, New Hampshire 03801, Telephone 603-766-9286 and by contacting Donna R. Witte, Federal Aviation Administration, 16 New England Executive Park, Burlington, Massachusetts, Telephone 781-238-7624.

FOR FURTHER INFORMATION CONTACT: Donna R. Witte at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts, Telephone 781-238-7624.

SUPPLEMENTARY INFORMATION: Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) requires the FAA to provide an opportunity for public notice and comment to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport property for aeronautical purposes.

Issued in Burlington, Massachusetts, on November 21, 2005.

LaVerne F. Reid,

Manager, Airports Division, New England Region.

[FR Doc. 05-23632 Filed 12-2-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Air Carriers Listing of Leading Outsource Maintenance Providers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget's (OMB) renewal of a current information collection. The data from this report will be used to assist the principal maintenance or avionics inspector in preparing the annual FAA surveillance requirements of the leading contract maintenance providers to the air operators.

DATES: Please submit comments by February 3, 2006.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895, or by e-mail at: Judy.Street@faa.gov.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Air Carriers Listing of Leading Outsource Maintenance Providers.

Type of Request: Renewal of an approved collection.

OMB Control Number: 2120-0708.

Form(s): Quarterly Outsource Maintenance Providers Utilization Report.

Affected Public: A total of 121 Respondents.

Frequency: The information is collected quarterly.

Estimated Average Burden Per Response: Approximately 1 hour per response.

Estimated Annual Burden Hours: An estimated 484 hours annually (This is an increase over the previous estimate for this collection. We have revised the time estimated to complete the form).

Abstract: The data from this report will be used to assist the principal maintenance or avionics inspector in preparing the annual FAA surveillance requirements of the leading contract maintenance providers to the air operators.

ADDRESSES: Send comments to the FAA at the following address: Ms. Judy Street, Room 612, Federal Aviation Administration, Standards and Information Division, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on November 28, 2005.

Judith D. Street,

FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 05-23635 Filed 12-2-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Membership in the National Parks Overflight Advisory Group Aviation Rulemaking Committee

ACTION: Notice; correction.

SUMMARY: This document makes a correction to the notice published in the **Federal Register** announcing an opening on the National Parks Overflight Advisory Group Aviation Rulemaking Committee representing Indian Tribal interests. In that notice, there was no closing date included for nominations. This notice corrects that oversight.

Effective Date: This correction is effective on December 5, 2005.

FOR FURTHER INFORMATION CONTACT: Barry Brayer, Manager, Executive Resource Staff, Western Pacific Region, telephone: (310) 725-3800.

Correction

In the notice FR Doc. 05-17385 published on September 1, 2005 (70 FR 52152), make the following correction:

1. On page 52153, in column 2, fifth line from the top of the page, correct the sentence "Requests to serve on the NPOAG ARC should be made in writing and postmarked on or before." to read "Requests to serve on the NPOAG ARC should be made in writing and postmarked on or before December 9, 2005."

Issued in Washington, DC on November 29, 2005.

Tony Fazio,

Director, Office of Rulemaking.

[FR Doc. E5-6797 Filed 12-2-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Draft Supplemental Environmental Assessment for the Proposed Modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability, notice of comment period, notice of public workshops.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this Notice of Availability to advise the public that a Draft Supplemental Environmental Assessment (DSEA) will be available for public review beginning November 22, 2005. The DSEA details the proposed modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport and addresses the potential environmental impacts associated with its implementation. The DSEA presents the Purpose and Need for the proposed project, a

comprehensive analysis of the alternatives to the proposed project, and studies the potential environmental impacts associated with the proposed modification to the Four Corner-Post Plan.

The Federal Aviation Administration (FAA) proposes to modify an existing departure procedure that was implemented as part of the Four Corner-Post Plan at McCarran International Airport (LAS), Las Vegas, Nevada, in October 2001. The Four Corner-Post Plan was developed and implemented to address growing airspace and air traffic control inefficiencies caused by increases in air traffic in the Las Vegas TRACON airspace. This Draft Supplemental Environmental Assessment (SEA) has been developed to assess the potential environmental impacts that may be associated with the proposed modification of the STAAV Area Navigation (RNAV) Standard Instrument Departure (SID) to accommodate eastbound departures from Runway 25.

Public Comment Period and Public Workshops: The public comment period on the DSEA will start November 22, 2005 and will end on December 30, 2005. Public Workshops will be held on December 12, 2005 from 6-9 p.m. at Sierra Vista High School, 8100 W. Robindale Road, Las Vegas, NV and on December 13, 2005 from 6-9 p.m. at Centennial High School, 10200 Centennial Parkway, Las Vegas, NV. The public will be afforded the opportunity to present oral testimony and/or written testimony pertinent to the subject of the workshops. Forms for providing written comments will be available and a court reporter will be available to record oral comments at the Public Workshops.

All written comments are to be submitted to Ms. Sara Hassert, Landrum & Brown, Inc., 8755 W. Higgins Rd., Ste. 850, Chicago, IL 60631, fax: 773-638-2901, e-mail: shassert@landrum-brown.com and the comments must be postmarked and email/fax must be sent by no later than midnight, December 30, 2005.

The DSEA may be reviewed for comment during regular business hours until December 30, 2005 at the following locations:

1. Nevada State Library and Archives, 100 Stewart St., Las Vegas, NV 89710.
2. Las Vegas Branch Library, 509 S. 9th St., Las Vegas, NV 89101-7010.
3. Las Vegas Library, 833 Las Vegas Blvd. N, Las Vegas, NV 89101-2004.
4. Meadows Library, 300 W. Boston Ave, Las Vegas, NV 89102.
5. Rainbow Library, 3150 N. Buffalo Dr., Las Vegas, NV 89128-2823.

6. Sahara West Library, 9600 W. Sahara Ave., Las Vegas, NV 89117-5959.

7. Spring Valley Library, 4280 S. Jones Blvd., Las Vegas, NV 89103-3325.

8. Summerlin Library, 1771 Inner Circle, Las Vegas, NV 89134-6119.

9. Sunrise Library, 5400 Harris Ave., Las Vegas, NV 89110-2543.

10. West Charleston Library, 6301 W. Charleston Blvd., Las Vegas, NV 89146-1124.

11. West Las Vegas Library, 951 W. Lake Mead Blvd., Las Vegas, NV 89106-2315.

12. Whitney Library, 5175 E. Tropicana Ave., Las Vegas, NV 89122-6742.

An electronic copy of the DSEA is also available on the Internet and can be accessed at <http://www.awp.faa.gov/atenviro> (click on Current Environmental Studies to select and view the document).

FOR FURTHER INFORMATION CONTACT:

Ms. Kathryn Higgins, Environmental Specialist, Western Terminal Service Area Office, FAA Western Terminal Operations, 15000 Aviation Blvd., Lawndale, CA 90261, Ph. 310-725-6597, e-mail: kathryn.higgins@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft SEA. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives. Reviewers should organize their participation so that it is meaningful and makes the agencies aware of the viewer's interests and concerns using quotations and other specific references to the text of the Draft SEA. Matters that could have been raised with specificity during the Draft SEA comment period may not be considered if they are raised later in the decision making process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

Issued in Lawndale, California, on November 22, 2005.

Anthony DiBernardo,

Manager, Program Operations, FAA Western Terminal Operations.

[FR Doc. 05-23636 Filed 12-2-05; 8:45 am]

BILLING CODE 4910-13-M

COPY



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 11 2006

Mr. Kent Hollinger, Chairperson
Chairperson, Aging Transport Systems
Rulemaking Advisory Committee
10309 Dunn Meadow Rd.
Vienna, VA 22182

Dear Mr. Hollinger:

Thank you for serving as the Chairperson of the Aging Transport Systems Rulemaking Advisory Committee (ATSRAC) since its beginning on January 19, 1999. During your tenure, ATSRAC proposed many recommendations for their assigned tasks. The Federal Aviation Administration has found them to be valuable and helpful in the success of its Aging Transport Systems Program and many of the rulemaking projects that evolved from those recommendations.

This committee has been a great success story in the agency's Aviation Rulemaking Committee program. It has allowed industry to take part in the regulatory program and the regulatory agenda. We extend our gratitude to you and all those who participated on this committee as we formally sunset the Aging Transport Systems Rulemaking Advisory Committee.

Again, thank you for the time, effort, and leadership you devoted to this committee.

Sincerely

A handwritten signature in black ink, appearing to read "Nick Sabatini".

Nicholas A. Sabatini
Associate Administrator for Aviation Safety