

Feb. 17, 2004

SUBJ: PERFORMANCE-BASED OPERATIONS AVIATION RULEMAKING COMMITTEE

1. **PURPOSE.** This order establishes the Performance-based Operations Aviation Rulemaking Committee according to the Administrator's authority under 49 USC 106(p)(5).

2. **DISTRIBUTION.** This order is distributed to the director level in the Offices of Rulemaking; International Aviation; Chief Counsel; Airport Safety and Standards; Airport Planning and Programming; Aviation Research; Budget; Financial Management; Cost and Performance Management; Communications, Navigation, and Surveillance Systems; the Air Traffic, Flight Standards, and Aircraft Certification Services; and the Aviation Systems Standards.

3. **BACKGROUND.** The FAA has committed to implementing performance-based airspace operations. Given this commitment, there exist significant issues with Industry dynamics; new technologies; new aircraft types/capabilities and configurations and current operations; airspace use; airports; infrastructure; economics; and the environment. These complex issues mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing criteria and guidance is inadequate or nonexistent, there will be the requirement to develop and implement new regulatory criteria and the guidance material needed by all stakeholders. Issues under review include:

- a. Expedient development of performance-based criteria and standards.
- b. Implementation of airspace and procedure improvements.
- c. Integration of airspace operations with airport and surface operations.
- d. Supporting the implementation dates for performance-based navigation for selected airspace, routes and procedures.
- e. Facilitating the maximum or ideal use of modern communication, navigation and surveillance equipment and capabilities (including the Global Positioning System) found in today's large base of qualified aircraft.
- f. Supporting the reduction of risk from Controlled Flight Into Terrain (CFIT) and approach and landing accidents as identified by the Commercial Aviation Safety Team (CAST).
- g. Addressing improvements in terminal area operations to support the relief of airport capacity constraints and associated delays.

h. Evolving technologies and potential equipment upgrades provide increased operational and safety benefits that may not be realized unless a practical means is established to prioritize, direct, and facilitate new criteria and implementation.

i. Harmonization of operations, procedures, and ICAO standards to support and facilitate the global aspects of aviation operations and aircraft production.

4. OBJECTIVES AND SCOPE OF THE COMMITTEE. This committee will provide a forum for the U.S. aviation community to discuss, prioritize, and resolve issues provide direction for U.S. flight operations criteria and produce U.S. consensus positions for global harmonization. The general objectives and scope are to:

a. Develop means to implement improvements in the National Airspace System (NAS) operations that address safety, capacity, and efficiency objectives, as tasked, consistent with global implementation.

b. Discuss issues and develop resolutions and processes to promote the evolution of safe and efficient NAS operations.

c. Address international harmonization and ICAO standards.

d. Coordinate the resolution of any comments on related proposed rulemaking.

e. Develop draft AC language and a strategy, process, and schedule for the implementation of new or revised criteria.

f. Develop or update guidance material, notices, handbooks, and other relevant materials for performance-based operations.

g. Make recommendations, including necessary rulemaking and additional tasking, to the Administrator through the Associate Administrator for Regulation and Certification.

5. COMMITTEE PROCEDURES.

a. The committee provides advice and recommendations to the Associate Administrator for Regulation and Certification. The committee acts solely in an advisory capacity.

b. The committee will discuss and present information, guidance, and recommendations the members of the committee consider relevant to disposing of issues. Discussion will include, but is not limited to, the following:

(1) Operational objectives, recommendations, and requirements.

(2) Airworthiness criteria and means of compliance to meet the operational objectives.

(3) Recommendations for rulemaking necessary to meet objectives.

- (4) Guidance material and the implementation processes.
- (5) Global harmonization issues and recommendations.
- (6) Documentation and technical information to support recommendations.
- (7) The formation and committee oversight of specialized work groups to research, document, and make recommendations on specific, assigned topics.

c. The committee's initial task will focus on the applicability, operational approval standards, operating procedures, aircraft capability, and guidance material for performance-based operations. Initial attention will be to area navigation, required navigation performance, and Global Positioning System utilization. Follow-on tasks will address operations and issues considering communication, surveillance and air traffic management. The committee will develop a work plan for each task or issue and an implementation plan for each recommendation. The committee will recommend timelines based on the complexity and priority of its recommendations. Recommendations should take the form of documented issue resolutions, recommended policy decisions, draft guidance material, or proposed rulemaking, as needed. The committee will develop and propose specific implementation planning and processes to ensure that recommendations meet these objectives. The committee will provide reports with written recommendations to the Administrator through the Associate Administrator for Regulation and Certification, as appropriate.

6. ORGANIZATION AND ADMINISTRATION.

a. The FAA will set up a committee representing the various parts of the industry and government. The committee may set up specialized work groups that will include at least one committee member and invited subject matter experts from industry and government, where necessary.

b. The Associate Administrator for Regulation and Certification will have the sole discretion to appoint members or organizations to the committee. The committee will consist of members of the aviation community, including the public and/or other Federal Government entities representative of various viewpoints. The FAA will provide participation and support from all affected lines-of-business.

c. The Associate Administrator for Regulation and Certification will receive all committee recommendations and reports. The Associate Administrator, through the Flight Standards Service, will also be responsible for providing administrative support for the committee.

d. The Associate Administrator for Regulation and Certification is the sponsor of the committee, and will select an industry chair from the membership of the committee. Also, the Associate Administrator will select the FAA designated representative for the committee. Once appointed, the chair will:

(1) Determine, in coordination with the other members of the committee, when a meeting is required.

(2) Arrange notification to all committee members of the time and place for each meeting.

(3) Draft an agenda for each meeting and conduct the meeting.

e. Minutes of committee meetings will be kept.

f. Although a quorum is desirable at committee meetings, it is not required.

7. MEMBERSHIP.

a. The committee will consist of approximately 15 members, selected by the FAA, representing aviation associations, representatives of industry operators, manufacturers, employee groups or unions, FAA and other government entities, and other aviation industry participants.

b. The membership will be balanced in points of view, interests, and knowledge of the objectives and scope of the committee. Each member or participant on the committee should represent an identified part of the aviation community and have the authority to speak for that part. Membership on the committee will be limited to promote discussions. Active participation and commitment by members will be essential for achieving the committee objectives and for continued membership on the committee. The committee may invite additional participants as subject matter experts to support specialized work groups.


8. COST AND COMPENSATION. The estimated cost to the Federal Government of the Performance-based Aviation Rulemaking Committee is \$20,000 annually. Non-Government representatives serve without Government compensation and bear all costs related to their participation on the committee.

9. PUBLIC PARTICIPATION. Persons or organizations that are not members of this committee and are interested in attending a meeting must request and receive approval in advance of the meeting from the committee Chairperson or the designated Federal representative.

10. AVAILABILITY OF RECORDS. Under the Freedom of Information Act, 5 U.S.C. Section 522, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the committee will be available for public inspection and copying at the FAA Flight Standards Service, 800 Independence Avenue, S.W. Washington, D.C. 20591. Fees will be charged for information furnished to the public according to the fee schedule published in part 7 of title 49, Code of Federal Regulations.

11. PUBLIC INTEREST. Forming the Performance-based Aviation Rulemaking Committee is determined to be in the public interest to fulfill the performance of duties imposed on FAA by law.

12. EFFECTIVE DATE AND DURATION. This committee is effective February 19, 2004. The committee will remain in existence until February 19, 2006, unless sooner terminated or extended by the Administrator.


Marion C. Blakey
Administrator
Federal Aviation Administration



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ORDER
1110.139A

Effective Date:
3/13/06

SUBJ: Performance-Based Operations Aviation Rulemaking Committee

1. PURPOSE. This order renews the Performance-Based Operations Aviation Rulemaking Committee according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) § 106(p)(5).

2. DISTRIBUTION. This order is distributed to the director level in the Office of the Associate Administrator for Aviation Safety; the Office of the General Counsel; the Office of the Associate Administrator for Airports; the Air Traffic Organization; and the Office of the Assistant Administrator for Policy, Planning, and Environment.

3. CANCELLATION. This order cancels Order 1110.139, Performance-Based Operations Aviation Rulemaking Committee, dated February 17, 2004.

4. BACKGROUND. The Federal Aviation Administration (FAA) has committed to implementing performance-based airspace operations. Given this commitment, there exist significant issues with industry dynamics; new technologies; new aircraft types/capabilities and configurations as well as current operations; airspace use; airports; infrastructure; economics; and the environment. These complex issues mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing criteria and guidance is inadequate or nonexistent, there will be the requirement to develop and implement new regulatory criteria and the guidance material needed by all stakeholders. Issues under review include:

- a. Expedient development of performance-based criteria and standards.
- b. Implementation of airspace and procedure improvements.
- c. Integration of airspace operations with airport and surface operations.
- d. Supporting the implementation dates for performance-based navigation for selected airspace, routes, and procedures.
- e. Facilitating the maximum or ideal use of modern communication, navigation and surveillance equipment, and capabilities (including the Global Positioning System (GPS)) found in today's large base of qualified aircraft.

Distribution: A-WX-1; A-W(FS/IR)-2; AIR-40 (1 cy);
AEU-100 (2 cys); AVS-20 (1 cy); A-X(FS/CD)-2

Initiated By: AFS-400

- f. Supporting the reduction of risk from controlled flight into terrain and approach and landing accidents as identified by the Commercial Aviation Safety Team.
- g. Addressing improvements in terminal area operations to support the relief of airport capacity constraints and associated delays.
- h. Evolving technologies and potential equipment upgrades provide increased operational and safety benefits that may not be realized unless a practical means is established to prioritize, direct, and facilitate new criteria and implementation.
- i. Harmonization of operations, procedures, and International Civil Aviation Organization (ICAO) standards to support and facilitate the global aspects of aviation operations and aircraft production.

5. OBJECTIVES AND SCOPE OF THE COMMITTEE. This committee will provide a forum for the U.S. aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, and produce U.S. consensus positions for global harmonization. The general objectives and scope are to:

- a. Develop means to implement improvements in the National Airspace System (NAS) operations that address safety, capacity, and efficiency objectives, as tasked, consistent with global implementation.
- b. Discuss issues and develop resolutions and processes to promote the evolution of safe and efficient NAS operations.
- c. Address international harmonization and ICAO standards.
- d. Coordinate the resolution of any comments on related proposed rulemaking.
- e. Develop and recommend to the FAA draft advisory circular language and a strategy, process, and schedule for the implementation of new or revised criteria.
- f. Develop and recommend to the FAA updated guidance material, notices, handbooks, and other relevant materials for performance-based operations.
- g. Make recommendations, including necessary rulemaking and additional tasking, to the Administrator through the Associate Administrator for Aviation Safety.

6. COMMITTEE PROCEDURES.

- a. The committee provides advice and recommendations to the Associate Administrator for Aviation Safety. The committee acts solely in an advisory capacity.

b. The committee will discuss and present information, guidance, and recommendations that the members of the committee consider relevant to disposing of issues. Discussion will include, but is not limited to, the following:

- (1) Operational objectives, recommendations, and requirements.
- (2) Airworthiness criteria and means of compliance to meet the operational objectives.
- (3) Recommendations for rulemaking necessary to meet objectives.
- (4) Guidance material and the implementation processes.
- (5) Global harmonization issues and recommendations.
- (6) Documentation and technical information to support recommendations.

(7) The formation and committee oversight of specialized work groups to research, document, and make recommendations on specific, assigned topics.

c. The committee's initial task will focus on the applicability, operational approval standards, operating procedures, aircraft capability, and guidance material for performance-based operations. Initial attention will be to area navigation, required navigation performance, and GPS use. Follow-on tasks will address operations and issues considering communication, surveillance, and air traffic management. The committee will develop a work plan for each task or issue and an implementation plan for each recommendation. The committee will recommend timelines based on the complexity and priority of its recommendations. Recommendations should take the form of documented issue resolutions, recommended policy decisions, draft guidance material, or proposed rulemaking, as needed. The committee will develop and propose specific implementation planning and processes to ensure that recommendations meet these objectives. The committee will provide reports with written recommendations to the Administrator through the Associate Administrator for Aviation Safety, as appropriate.

7. ORGANIZATION AND ADMINISTRATION.

a. The FAA will set up a committee representing the various parts of the industry and Government. The committee may set up specialized work groups that will include at least one committee member and invited subject matter experts from industry and Government, where necessary.

b. The Associate Administrator for Aviation Safety will have the sole discretion to appoint members or organizations to the committee. The committee will consist of members of the aviation community, including the public and/or other Federal Government entities representative of various viewpoints. The FAA will provide participation and support from all affected lines-of-business.

c. The Associate Administrator for Aviation Safety will receive all committee recommendations and reports. The Associate Administrator, through the Flight Standards Service, will also be responsible for providing administrative support for the committee.

d. The Associate Administrator for Aviation Safety is the sponsor of the committee and will select an industry chair from the membership of the committee. Also, the Associate Administrator will select the FAA-designated representative for the committee. Once appointed, the chair will:

(1) Determine, in coordination with the other members of the committee, when a meeting is required.

(2) Arrange notification to all committee members of the time and place for each meeting.

(3) Draft an agenda for each meeting and conduct the meeting.

e. Minutes of committee meetings will be kept.

f. Although a quorum is desirable at committee meetings, it is not required.

8. MEMBERSHIP.

a. The committee will consist of approximately 15 members, selected by the FAA, representing aviation associations, representatives of industry operators, manufacturers, employee groups or unions, FAA and other Government entities, and other aviation industry participants.

b. The membership will be balanced in points of view, interests, and knowledge of the objectives and scope of the committee. Each member or participant on the committee should represent an identified part of the aviation community and have the authority to speak for that part. Membership on the committee will be limited to promote discussions. Active participation and commitment by members will be essential for achieving the committee objectives and for continued membership on the committee. The committee may invite additional participants as subject matter experts to support specialized work groups.

9. COST AND COMPENSATION. The estimated cost to the Federal Government of the Performance-Based Aviation Rulemaking Committee is \$20,000 annually. Nongovernment representatives serve without Government compensation and bear all costs related to their participation on the committee.

10. PUBLIC PARTICIPATION. Persons or organizations that are not members of this committee and are interested in attending a meeting must request and receive approval in advance of the meeting from the committee chairperson or the designated Federal representative.

11. AVAILABILITY OF RECORDS. Under the Freedom of Information Act, 5 U.S.C. § 522, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the committee will be available for public inspection and copying at the FAA Flight Standards Service, 800 Independence Avenue, SW., Washington, DC 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations part 7.

12. PUBLIC INTEREST. Forming the Performance-Based Aviation Rulemaking Committee is determined to be in the public interest to fulfill the performance of duties imposed on FAA by law.

13. EFFECTIVE DATE AND DURATION. This committee shall become effective February 19, 2006. The committee will remain in existence until February 19, 2008, unless sooner terminated or extended by the Administrator.

SIGNED BY:

Marion C. Blakey
Administrator
Federal Aviation Administration

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Effective Date: June 9, 2010



SUBJ: Performance-Based Operations Aviation Rulemaking Committee

1. Purpose of This Charter. This charter renews the Performance-Based Operations Aviation Rulemaking Committee (PARC) according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) section 106(p)(5).

2. Audience. This charter applies to members of the PARC, including members of aviation industry, and employees within the Office of the Associate Administrator for Aviation Safety: Aircraft Certification, Flight Standards Service, and the Office of Rulemaking.

3. Where You Can Find This Charter. You can find this charter on the FAA website at <http://www.faa.gov/about/committees/rulemaking>.

4. What This Charter Cancels. This document cancels Order 1110.139B, Performance-Based Operations Aviation Rulemaking Committee, dated March 6, 2008.

5. Background. The Federal Aviation Administration (FAA) has committed to implementing performance-based airspace operations as one part of the implementation of NextGen. Given this commitment, there exist significant issues with industry dynamics; new technologies; new aircraft types/capabilities and configurations as well as current operations; airspace use; airports; infrastructure; economics; and the environment. These complex issues mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing criteria and guidance is inadequate or nonexistent, there will be a requirement to develop and implement new regulatory criteria and the guidance material needed by all stakeholders. Issues under review include:

- a. Expedient development of performance-based criteria and standards.
- b. Implementation of airspace and procedure improvements.
- c. Integration of airspace operations with airport and surface operations.
- d. Supporting the implementation dates for performance-based navigation for selected airspace, routes, and procedures.
- e. Facilitating the maximum or ideal use of modern communication, navigation and surveillance equipment, and capabilities (including the Global Positioning System (GPS)) found in today's large base of qualified aircraft.

f. Supporting the reduction of risk from controlled flight into terrain and approach and landing accidents as identified by the Commercial Aviation Safety Team.

g. Addressing improvements in terminal area operations to support the relief of airport capacity constraints and associated delays.

h. Evolving technologies and potential equipment upgrades provide increased operational and safety benefits that may not be realized unless a practical means is established to prioritize, direct, and facilitate new criteria and implementation.

i. Harmonization of operations, procedures, and International Civil Aviation Organization (ICAO) standards to support and facilitate the global aspects of aviation operations and aircraft production.

6. Objectives and Scope of the Committee. This committee will provide a forum for the U.S. aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen Implementation Plan and produce U.S. consensus positions for global harmonization. The general objectives and scope are to:

a. Develop means to implement improvements in the National Airspace System (NAS) operations that address safety, capacity, and efficiency objectives, as tasked, consistent with global implementation.

b. Discuss issues and develop resolutions and processes to promote the evolution of safe and efficient NAS operations.

c. Address international harmonization and ICAO standards.

d. Coordinate the resolution of any comments on related proposed rulemaking.

e. Develop and recommend to the FAA draft advisory circular language and a strategy, process, and schedule for the implementation of new or revised criteria.

f. Develop and recommend to the FAA updated guidance material, notices, handbooks, and other relevant materials for performance-based operations.

g. Make recommendations, including necessary rulemaking and additional tasking, to the Administrator through the Associate Administrator for Aviation Safety.

7. Committee Procedures.

a. The committee provides advice and recommendations to the Associate Administrator for Aviation Safety. The committee acts solely in an advisory capacity.

b. The committee will discuss and present information, guidance, and recommendations that the members of the committee consider relevant to disposing of issues. Discussion will include, but is not limited to, the following:

(1) Operational objectives, recommendations, and requirements.

(2) Airworthiness criteria and means of compliance to meet the operational objectives.

- (3) Recommendations for rulemaking necessary to meet objectives.
- (4) Guidance material and the implementation processes.
- (5) Global harmonization issues and recommendations.
- (6) Documentation and technical information to support recommendations.
- (7) The formation and committee oversight of specialized work groups to research, document, and make recommendations on specific, assigned topics.

c. The committee's task will focus on the applicability, operational approval standards, operating procedures, aircraft capability, and guidance material for performance-based operations. Attention will be given to area navigation, required navigation performance, GPS use, voice/data communication, and operations and issues considering surveillance, and air traffic management. The committee will develop a work plan for each task or issue and an implementation plan for each recommendation, considering related activities being undertaken by other committees. The committee will recommend timelines based on the complexity and priority of its recommendations. Recommendations should take the form of documented issue resolutions, recommended policy decisions, draft guidance material, or proposed rulemaking, as needed. The committee will develop and propose specific implementation planning and processes to ensure that recommendations meet these objectives. The committee will provide reports with written recommendations to the Administrator through the Associate Administrator for Aviation Safety, as appropriate.

8. Organization and Administration.

a. The FAA will set up a committee representing the various parts of the industry and Government. The committee may set up specialized work groups that will include at least one committee member and invited subject matter experts from industry and Government, where necessary.

b. The Associate Administrator for Aviation Safety will have the sole discretion to appoint members or organizations to the committee. The committee will consist of members of the aviation community, including the public and/or other Federal Government entities representative of various viewpoints. The FAA will provide participation and support from all affected lines-of-business.

c. The Associate Administrator for Aviation Safety will receive all committee recommendations and reports. The Associate Administrator, through the Flight Standards Service, will also be responsible for providing administrative support for the committee.

d. The Associate Administrator for Aviation Safety is the sponsor of the committee and will select an industry chair from the membership of the committee. Also, the Associate Administrator will select the FAA-designated representative for the committee. Once appointed, the chair will:

- (1) Determine, in coordination with the other members of the committee, when a meeting is required.
- (2) Arrange notification to all committee members of the time and place for each meeting.
- (3) Draft an agenda for each meeting and conduct the meeting.

e. Minutes of committee meetings will be kept.

f. Although a quorum is desirable at committee meetings, it is not required.

9. Committee Membership.

a. The committee will consist of approximately 15 members, selected by the FAA, representing aviation associations, representatives of industry operators, manufacturers, employee groups or unions, FAA and other Government entities, and other aviation industry participants.

b. The membership will be balanced in points of view, interests, and knowledge of the objectives and scope of the committee. Each member or participant on the committee should represent an identified part of the aviation community and have the authority to speak for that part. Membership on the committee will be limited to promote discussions. Active participation and commitment by members will be essential for achieving the committee objectives and for continued membership on the committee. The committee may invite additional participants as subject matter experts to support specialized work groups.

10. Cost and Compensation. The estimated cost to the Federal Government of the Performance-Based Aviation Rulemaking Committee is \$195,000 annually. Non-government representatives serve without Government compensation and bear all costs related to their participation on the committee.

11. Public Participation. Persons or organizations that are not members of this committee and are interested in attending a meeting must request and receive approval in advance of the meeting from the committee chairperson or the designated Federal representative.

12. Availability of Records. Under the Freedom of Information Act, 5 U.S.C. section 522, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the committee will be available for public inspection and copying at the FAA Flight Standards Service, 800 Independence Avenue, SW, Washington, DC 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations part 7.

13. Public Interest. Forming the Performance-Based Aviation Rulemaking Committee is determined to be in the public interest to fulfill the performance of duties imposed on FAA by law.

14. Effective Date and Duration. This committee shall become effective June 9, 2010. The committee will remain in existence until June 9, 2014, unless sooner terminated or extended by the Administrator.

15. Distribution. This charter is distributed to the director level in the Office of the Associate Administrator for Aviation Safety; the Office of the General Counsel; the Office of the Associate Administrator for Airports; the Air Traffic Organization; and the Office of the Assistant Administrator for Policy, Planning, and Environment.


J. Randolph Babbitt
Administrator



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Aviation Rulemaking Committee Charter

Effective Date: June 9, 2010

Extended: June 9, 2014

SUBJECT: Performance-Based Aviation Rulemaking Committee

1. **PURPOSE.** This charter extends the Performance-Based Aviation Rulemaking Committee (ARC), according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C.) 106(p)(5). This charter also outlines the committee's organization, responsibilities, and tasks.

2. **BACKGROUND.** The Federal Aviation Administration (FAA) has committed to implementing performance-based airspace operations as one part of the implementation of NextGen. Given this commitment, there exist significant issues with industry dynamics; new technologies; new aircraft types/capabilities and configurations as well as current operations; airspace use; airports; infrastructure; economics; and the environment. These complex issues mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing criteria and guidance is inadequate or nonexistent, there will be a requirement to develop and implement new regulatory criteria and the guidance material needed by all stakeholders. Issues under review include:
 - a. Expedient development of performance-based criteria and standards.
 - b. Implementation of airspace and procedure improvements.
 - c. Integration of airspace operations with airport and surface operations.
 - d. Supporting the implementation dates for performance-based navigation for selected airspace, routes, and procedures.
 - e. Facilitating the maximum or ideal use of modern communication, navigation and surveillance equipment, and capabilities (including the Global Positioning System (GPS)) found in today's large base of qualified aircraft.
 - f. Supporting the reduction of from controlled flight into terrain and approach and landing accidents as identified by the Commercial Aviation Safety Team.
 - g. Addressing improvements in terminal area operations to support the relief of airport capacity constraints and associated delays.
 - h. Evolving technologies and potential equipment upgrades provide increased operational and safety benefits that may not be realized unless a practical means is established to prioritize, direct, and facilitate new criteria and implementation.
 - i. Harmonization of operations, procedures, and International Civil Aviation Organization (ICAO) standards to support and facilitate the global aspects of aviation operations and aircraft production.

- 3. OBJECTIVES AND TASKS OF THE ARC.** This committee will provide a forum for the U.S. aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, support the NextGen Implementation Plan and produce U.S. consensus positions for global harmonization. The general objectives and scope are to:
- a. Develop means to implement improvements in the National Airspace System (NAS) operations that address safety, capacity, and efficiency objectives, as tasked, consistent with global implementation.
 - b. Discuss issues and develop resolutions and processes to promote the evolution of safe and efficient NAS operations.
 - c. Address international harmonization and ICAO standards.
 - d. Coordinate the resolution of any comments on related proposed rulemaking.
 - e. Develop and recommend to the FAA draft advisory circular language and a strategy, process, and schedule for the implementation of new or revised criteria.
 - f. Develop and recommend to the FAA updated guidance material, notices, handbooks, and other relevant materials for performance-based operations.
 - g. Make recommendations, including necessary rulemaking and additional tasking, to the Administrator through the Associate Administrator for Aviation Safety.

Recommendation Report. In accordance with the original charter, the ARC will continue to provide recommendations.

4. ARC PROCEDURES.

- a. The ARC acts solely in an advisory capacity by advising and providing written recommendations to the Director, Flight Standards Service and the Director of the Office of Rulemaking.
- b. The ARC may propose additional tasks as necessary to the Director, Flight Standards Service for approval.
- c. **Status Reports.** The ARC will provide a status update to the Director, Flight Standards every 12 months.
- d. **Recommendation Report.** The ARC will submit a report detailing recommendations within 12 months from the effective date of the charter.
 - i. The Industry Co-Chair sends the recommendation report to the Director, Flight Standards Service and the Director of the Office of Rulemaking.
 - ii. The Director, Flight Standards Service determines when the recommendation report is released to the public.
- e. The ARC may reconvene following the submission of the recommendation report for the purposes of providing advice and assistance to the FAA, at the discretion of the Director, Flight Standards Service, provided the charter is still in effect.

- 5. ARC ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION.** The FAA will set up a committee of members of the aviation community. Members will be selected based on their familiarity with performance-based airspace operations analysis and regulatory compliance. Membership will be balanced in viewpoints, interests, and knowledge of the committee's objectives and scope.

The June 18, 2010 memorandum "Lobbyists on Agency Boards and Commissions," states that a member must not be a federally registered lobbyist, who is subject to the registration and reporting requirements of the Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605, at the time of appointment or reappointment to an advisory committee, and has not served in such a role for three consecutive quarters prior to appointment. Therefore, the FAA will not select any person that is a registered lobbyist. (For further information see the Office of Management and Budget final guidance on appointment of lobbyists to federal boards and commissions (76 FR 61756, October 5, 2011)).

ARC membership is limited to promote discussion. Active participation and commitment by members will be essential for achieving the ARC objectives and tasks. Attendance is essential for continued membership on the committee. When necessary, the ARC may set up specialized and temporary work groups that include at least one ARC member and invited subject matter experts from industry and government.

In accordance with the original charter, the organization, membership, and administration remain unchanged.

The ARC sponsor is the Director, Flight Standards Service and selected an Industry Co-Chair from the membership of the ARC. The FAA participation and support comes from all affected lines-of-business.

- a. The ARC sponsor will:
 - 1) Select and appoints industry and FAA as members to the ARC, at the manager's sole discretion;
 - 2) Provide administrative support for the ARC, through the Flight Standards Service; and
 - 3) Receive all status reports and the recommendations report.

- b. Once appointed, the Industry Co-Chair will:
 - 1) Coordinate required committee (and task group, if any) meetings in order to meet the ARC's objectives and timelines;
 - 2) Provide notification to all ARC members of the time and place for each meeting;
 - 3) Ensure meeting agendas are established and provided to the committee members in a timely manner;
 - 4) Keep meeting minutes, if deemed necessary;
 - 5) Perform other responsibilities as required to ensure the ARC's objectives are met;
 - 6) Provide status reports in writing to the Director, Flight Standards Service; and
 - 7) Submit the recommendation report to the Director, Flight Standards Service.

6. **COST AND COMPENSATION.** The estimated cost to the Federal Government for the Performance-Based ARC is approximately \$195,000 annually. All travel costs for government employees are the responsibility of the government employee's organization. Non-government representatives, including the Industry Co-Chair, serve without government compensation and bear all costs related to their participation on the committee.
7. **PUBLIC PARTICIPATION.** ARC meetings are not open to the public. Persons or organizations outside the ARC who wish to attend a meeting must get approval in advance of the meeting from either the Industry Co-Chair or the FAA Co-Chair.
8. **AVAILABILITY OF RECORDS.** Consistent with the Freedom of Information Act, Title 5, U.S.C., section 552, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the committee will be available for public inspection and copying at the FAA Flight Standards Service, 800 Independence Ave S.W., Washington, DC 20591. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, Part 7.

You can find this charter on the FAA Committee Database website at:
http://www.faa.gov/regulations_policies/rulemaking/committees/documents/.
9. **DISTRIBUTION.** This charter is distributed to the Director, Flight Standards Service, the Office of the Associate Administrator for Aviation Safety, the Office of the Chief Counsel, the Office of Aviation Policy and Plans, and the Office of Rulemaking.
10. **EFFECTIVE DATE AND DURATION.** This ARC continues to be in effect upon the issuance of this extension of the charter. The ARC will remain in existence for 48 months, unless this charter is sooner suspended, terminated, or extended by the Administrator.

Issued in Washington, D.C. on June 9, 2014.



Michael P. Huerta
Administrator

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.⁹

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. E5-367 Filed 1-31-05; 8:45 am]
BILLING CODE 8010-01-P

SMALL BUSINESS ADMINISTRATION

Bay Partners LS Fund, L.P., License No. 0979-0423; Notice Seeking Exemption Under Section 312 of the Small Business Investment Act, Conflicts of Interest

Notice is hereby given that Bay Partners LS Fund, L.P., 10600 N. Du Anza Boulevard, Suite 100, Cupertino, CA 95014, a Federal Licensee under the Small Business Investment Act of 1958, as amended ("the Act"), in connection with the financing of a small concern, has sought an exemption under Section 312 of the Act and Section 107.730, Financings which Constitute Conflicts of Interest of the Small Business Administration ("SBA") Rules and Regulations (13 CFR 107.730). Bay Partners LS Fund, L.P. proposes to provide equity/debt security financing to IPWireless, Inc. The financing is contemplated for operating expenses and for general corporate purposes.

The financing is brought within the purview of § 107.730(a)(1) of the Regulations because Bay Partners SBIC II, L.P., John Freidenrich, Neal Dempsey, Christopher Noble and Loring Kmhlauch, all Associates of Bay Partners LS Fund, L.P., own more than ten percent of IPWireless, Inc.

Notice is hereby given that any interested person may submit written comments on the transaction to the Associate Administrator for Investment, U.S. Small Business Administration, 409 Third Street, SW., Washington, DC 20416.

Dated: January 12, 2005.

Jaine Guzman-Fournier,
Acting Associate Administrator for Investment.

[FR Doc. 05-1775 Filed 1-31-05; 8:45 am]
BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

Region IX Regulatory Fairness Board; Public Federal Regulatory Enforcement Fairness Hearing

The Small Business Administration Region IX Regulatory Fairness Board and the SBA Office of the National

Ombudsman will hold a Public Hearing on Tuesday, March 1, 2005 at 8:30 a.m. at the City of Anaheim, Gordon Hoyt Center, 201 South Anaheim Blvd., 2nd floor, Anaheim, CA 92805, phone (714) 765-4323, to receive comments and testimony from small business owners, small government entities, and small non-profit organizations concerning regulatory enforcement and compliance actions taken by federal agencies.

Anyone wishing to attend or to make a presentation must contact Dace Pavlovskis in writing or by fax, in order to be put on the agenda. Dace Pavlovskis, District Counsel, SBA Santa Ana District Office, 200 Santa Ana Blvd., Suite 700, Santa Ana, CA 92701, phone (714) 550-7420 Ext. 3601, fax (202) 481-0901, e-mail: Dace.Pavlovskis@sba.gov.

For more information, see our Web site at <http://www.sba.gov/ombudsman>.

Dated: January 26, 2005.

Peter Sorum,
Senior Advisor, Office of the National Ombudsman.

[FR Doc. 05-1774 Filed 1-31-05; 8:45 am]
BILLING CODE 8025-01-P

DEPARTMENT OF STATE

[Public Notice 4983]

Certification Under Section 584(b) of the Foreign Operations, Export Financing, and Related Programs Appropriations Act, 2005 (Div. D, P.L. 108-447)

Pursuant to the authority vested in me as Secretary of State, including under section 584(b) of the Foreign Operations, Export Financing, and Related Programs Appropriations Act, 2005 (Div. D, P.L. 108-447), I hereby certify that:

1. The role of the Guatemalan military has been limited, in doctrine and practice, to substantially those activities in defense of Guatemala's sovereignty and territorial integrity that are permitted by the 1996 Peace Accords, and that the Government of Guatemala is taking steps to pass a new governing law of the Army (*Ley Constitutiva del Ejercito*).

2. The Guatemalan military is cooperating with civilian judicial authorities, including providing full cooperation on access to witnesses, documents and classified intelligence files, in investigations and prosecutions of military personnel who have been implicated in human rights violations and other criminal activity.

3. The Government of Guatemala is working with the United Nations to

resolvo legal impediments to the establishment of the Commission for the Investigation of Illegal Groups and Clandestine Security Organizations (CICIACS), so that CICIACS can effectively accomplish its mission of investigating and bringing to justice illegal groups and members of clandestine security organizations.

4. The Government of Guatemala is continuing its efforts to make the military budget process transparent and accessible to civilian authorities and to the public, for both present and past expenditures.

5. The Government of Guatemala is working to facilitate the prompt establishment of an office in Guatemala of the United Nations High Commissioner for Human Rights with the unimpeded authority to investigate and report on human rights in Guatemala.

6. The Government of Guatemala is taking steps to increase its efforts to combat narcotics trafficking and organized crime.

This certification shall be published in the *Federal Register* and copies shall be transmitted to the appropriate committees of Congress.

Dated: January 25, 2005.

Colin L. Powell,
Secretary of State, Department of State.

[FR Doc. 05-1846 Filed 1-31-05; 8:45 am]
BILLING CODE 4710-29-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Performance-Based Operations Aviation Rulemaking Committee

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public meeting.

SUMMARY: This document announces a public meeting in which the Federal Aviation Administration (FAA) and members of the Performance-Based Operations Aviation Rulemaking Committee (PARC) will discuss the activities of the PARC since the Federal Aviation Administrator chartered the group in February 2004.

DATES: The public meeting will be held February 23-24, 2005, in Phoenix, AZ, and will begin at 9 a.m. each day. Registration will begin at 8:30 a.m. each day.

ADDRESSES: The public meeting will be held at Honeywell International Inc., 21111 N. 19th Ave., Phoenix, AZ.

You can find an electronic copy of informational materials for the meeting,

⁹ 17 CFR 200.30-3(a)(12).

including a detailed agenda, on the PARC knowledge sharing network at <http://ksn.faa.gov/km/avr/parc/parc/default.aspx> beginning February 15, 2005. For access to the network, contact Olga Legoshina, Flight Technologies and Procedures Division, as listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: You should direct questions regarding the logistics of the meeting to Olga Legoshina, Flight Technologies and Procedures Division, AFS-400, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024; telephone (202) 385-4606; facsimile (202) 385-4653. You should direct questions regarding the PARC to Dave Nakamura, Boeing Air Traffic Management, CNS Technical Standards and Requirements, PO Box 3707 MS 07-25, Seattle, WA 98124; telephone (425) 829-7006; facsimile (425) 294-1076, e-mail: dave.nakamura@boeing.com.

SUPPLEMENTARY INFORMATION: The public meeting will be held at Honeywell International Inc., 21111 N. 19th Ave., Phoenix, AZ.

The purpose of the meeting is for the FAA and PARC members to discuss the activities of the PARC since the FAA Administrator chartered the group in February 2004. The general discussion items include: (1) The PARC Mission and its role; and (2) where the PARC is and where it is going. Specific topics will include the FAA's Roadmap for Performance-based Navigation; Special Aircraft and Aircrew Authorization Required (SAAR) procedures; General Required Navigation Performance (RNP) procedure criteria; Area Navigation (RNAV) approach criteria; Performance-Based Communications; and Human Factors.

Attendance at the Public Meeting

The FAA should receive requests from people who wish to attend the public meeting no later than February 17, 2005. You should submit such requests to Olga Legoshina, Flight Technologies and Procedures Division, as listed in the previous section titled **FOR FURTHER INFORMATION CONTACT**.

Background

The FAA has committed to implementing performance-based airspace operations. Given this commitment, there are significant issues with industry dynamics; new technologies; new aircraft types/capabilities and configurations and current operations; airspace use; airports; infrastructure; economics; and the environment. These complex issues

mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing criteria and guidance is inadequate or nonexistent, there will be the requirement to develop and implement new regulatory criteria and the guidance material needed by all stakeholders. The PARC provides a forum for the U.S. aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, and produce U.S. consensus positions for global harmonization. The FAA Administrator issued the PARC charter on February 19, 2004. The PARC charter expires February 19, 2006, unless sooner terminated or extended by the Administrator.

Public Meeting Procedures

Persons who plan to attend the meeting should be aware of the following procedures set up for this meeting:

1. There will be no admission fee or other charge to attend or to participate in the public meeting. The meeting will be open to all people who have asked in advance to attend the meeting or who register on the day of the meeting (between 8:30 a.m. and 9:00 a.m.), subject to availability of space in the meeting room.

2. Representatives from the FAA and PARC members will conduct the public meeting.

3. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

Issued in Washington, DC, on January 24, 2005.

James J. Ballough,

Director, Flight Standards Service.

[FR Doc. 05-1757 Filed 1-31-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2000-7363]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemption; request for comments.

SUMMARY: This notice publishes the FMCSA decision to renew the exemption from the vision requirement in the Federal Motor Carrier Safety

Regulations for Mr. Willie F. Adams. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting this exemption will provide a level of safety that will be equivalent to, or greater than, the level of safety maintained without the exemption for this commercial motor vehicle (CMV) driver.

DATES: This decision is effective February 1, 2005. Comments from interested persons should be submitted by March 3, 2005.

ADDRESSES: You may submit comments identified by DOT DMS Docket Number FMCSA-2000-7363 by any of the following methods:

- **Web Site:** <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- **Fax:** 1-202-493-2251.

- **Mail:** Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Washington, DC 20590-0001.

- **Hand Delivery:** Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Mary D. Gunnels, Office of Bus and Truck Standards and Operations, (202) 366-4001, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 8 a.m. to 5 p.m.,

Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

• **Hand Delivery:** Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: John Linsenmeyer (202) 267-5174 or Sue Lender (202) 267-8029, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.05 and 11.91.

Issued in Washington, DC, on May 22, 2006.

Anthony F. Fazio,
Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA-2006-24622.

Petitioner: Experimental Aircraft Association (EAA), Inc.

Section of 14 CFR Affected: 14 CFR 45.27(e)

Description of Relief Sought: To allow alternative placement of nationality and registration marks for powered parachute and weight-shift control aircraft, such as on a horizontal or vertical structural component.

Docket No.: FAA-2006-24623.

Petitioner: Experimental Aircraft Association (EAA), Inc.

Section of 14 CFR Affected: 14 CFR 47.3(b), 61.3, 61.45(a), 91.203(a)(1), and 91.203(b).

Description of Relief Sought: To allow owners and operators of ultralight vehicles to operate under the provisions of 14 CFR part 103 while completing registration, certification, and maintenance tasks for those ultralight vehicles. The exemption, if granted, would also permit operations under 14 CFR part 103 while completing airman certification tasks.

Docket No.: FAA-2006-24714.

Petitioner: San Diego Police.

Section of 14 CFR Affected: 14 CFR 45.29(b)(3).

Description of Relief Sought: To allow the San Diego Police to operate Eurocopter AS350B3 aircraft using nationality and registration marks that are smaller than 12 inches tall.

Docket No.: FAA-2006-24742.

Petitioner: Experimental Aircraft Association (EAA), Inc.

Section of 14 CFR Affected: 14 CFR 43.3(g) and 43.7 (f) and (h).

Description of Relief Sought: To allow holders of sport pilot and recreational pilot airman certificates to perform preventive maintenance on type certificated aircraft.

[FR Doc. EG-8295 Filed 5-26-06; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Performance-Based Operations Aviation Rulemaking Committee

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public meeting.

SUMMARY: This document announces a public meeting in which the Federal Aviation Administration (FAA) and members of the Performance-Based Operations Aviation Rulemaking Committee (PARC) will discuss implementing the performance-based National Airspace System. The first day of the meeting will focus on performance-based operations. The second day of the meeting will focus on navigation infrastructure capabilities. **DATES:** The public meeting will be held July 25-26, 2006 in Vienna, VA, and will begin at 8:30 a.m. each day. Registration will begin at 7:30 a.m. each day.

ADDRESSES: The public meeting will be held at the Sheraton Premiere Tysons Corner, 8661 Leesburg Pike, Vienna, Virginia 22182, Phone (703) 448-1234, Fax (703) 610-8293

The FAA will post an electronic copy of informational materials for the meeting, including a detailed agenda and information about hotel reservations, at http://www.faa.gov/news/conferences/porc_2006.

FOR FURTHER INFORMATION CONTACT: Cindy Smith, CMP Meeting Services, 3505 Vernon Woods Drive, Summerfield, NC 27358, Phone: 336-644-1888, Fax: 336-644-6205, Mobile: 336-451-0553, e-mail: csmith@cmpmeetings.com.

SUPPLEMENTARY INFORMATION: The public meeting will be held at the Sheraton Premiere Tysons Corner, 8661 Leesburg Pike, Vienna, Virginia 22182, Phone (703) 448-1234, Fax (703) 610-8293.

The purpose of the meeting is to give attendees the opportunity to be briefed

on the implementation of performance-based navigation. The FAA Administrator originally chartered the PARC in February 2004, and recently extended the charter for another 2 years.

The general discussion items on the first day include: (1) An overview of the PARC's role and activities; (2) an overview of the updated Roadmap for Performance-Based Navigation, including achievements and what is ahead; (3) a review of enabling operational criteria and standards, including discussion of Advisory Circular (AC) 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations and AC 90-101, Approval Guidance for RNP Procedures with SAAAR; (4) PARC activity reports from working groups and action teams; (5) a panel discussion on RNAV, Required Navigation Performance (RNP) Implementation Challenges and Experiences, and Localizer Performance with Vertical Guidance (LPV); and (6) Future avionics and aircraft manufacturer perspectives.

The focus for the second day will be on the provision of navigation services and the Navigation Evolution Roadmap to transition the infrastructure through the year 2025. The general format will consist of short briefings followed by panel discussions. The subjects will include: (1) Current state of the Global Positioning System (GPS), Satellite-Based Augmentation Systems (SBAS), Ground-Based Augmentation Systems (GBAS), overview of the Navigation Evolution Roadmap; (2) future navigation services and impacts on aircraft operations, avionics, and global integration; (3) industry perspectives and discussion on coordination of efforts; and (4) a wrap up of both days and how these efforts are tied together.

Attendance at the Public Meeting

The meeting will be open to all people who have asked in advance to attend the meeting or who register on the day of the meeting (between 7:30 a.m. and 8:30 a.m.), subject to availability of space in the meeting room. To register in advance, you should submit your request to Cindy Smith, CMP Meeting Services, as listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

Background

The FAA has committed to implementing performance-based airspace operations. Given this commitment, there are significant issues with industry dynamics; new technologies; new aircraft types/capabilities and configurations and current operations; airspace use;

airports; infrastructure; economics; and the environment. These complex issues mandate a comprehensive review and possible revision of existing regulatory criteria and guidance materials. Where existing criteria and guidance is inadequate or nonexistent, there will be the requirement to develop and implement new regulatory criteria and the guidance material needed by all stakeholders. The PARC provides a forum for the U.S. aviation community to discuss, prioritize, and resolve issues, provide direction for U.S. flight operations criteria, and produce U.S. consensus positions for global harmonization. The FAA Administrator issued the PARC charter on February 19, 2004 and was recently extended for an additional 2 years.

Public Meeting Procedures

Persons who plan to attend the meeting should be aware of the following procedures set up for this meeting:

1. There will be no admission fee or other charge to attend or to participate in the public meeting. The meeting will be open to all people who have asked in advance to attend the meeting or who register on the day of the meeting (between 7:30 a.m. and 8:30 a.m.), subject to availability of space in the meeting room.

2. Representatives from the FAA and PARC members will conduct the public meeting.

3. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

Issued in Washington, DC, on May 22, 2006.

James J. Ballough,
Director, Flight Standards Service.

[FR Doc. EG-8293 Filed 5-26-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA-2006-24903]

Notice of Request for the Extension of Currently Approved Information Collections

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: The Federal Transit Administration invites public comments about our intention to request the Office of Management and Budget's (OMB)

approval to renew the following information collections:

(1) Nondiscrimination as it Applies to FTA Grant Programs.

(2) Title VI as it Applies to FTA Grant Programs.

The collections involve our Nondiscrimination and Title VI Programs. The information to be collected for the Nondiscrimination Program is necessary to ensure that any employee or applicant for employment is not discriminated against on the basis of race, color, creed, sex, national origin, age or disability. The information to be collected for the Title VI Program is necessary to ensure that service and benefits are provided nondiscriminatorily without regard to race, color, or national origin. We are required to publish this notice in the Federal Register by the Paperwork Reduction Act of 1995.

DATES: Comments must be submitted before July 31, 2006.

ADDRESSES: You may mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590; telefax comments to (202) 493-2251; or submit electronically at <http://dms.dot.gov>. All comments should include the docket number in this notice's heading. All comments may be examined and copied at the above address from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. If you desire a receipt, you must include a self-addressed, stamped envelope or postcard or, if you submit your comments electronically, you may print the acknowledgement page.

FDR FURTHER INFORMATION CONTACT: Mr. David Schneider, FTA Office of Civil Rights, (202) 493-0175.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of these information collections, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of these information collections.

Title: Nondiscrimination as it Applies to FTA Grant Programs.

OMB Control No.: 2132-0542.

Background: All entities receiving Federal financial assistance from FTA are prohibited from discriminating against any employee or applicant for employment because of race, color, creed, sex, national origin, age, or disability. To ensure that FTA's equal employment opportunity (EEO) procedures are followed, FTA requires grant recipients to submit written EEO plans to FTA for approval. FTA's assessment of this requirement shows that formulating, submitting, and implementing EEO programs should minimally increase costs for FTA applicants and recipients.

To determine a grantee's compliance with applicable laws and requirements, grantee submissions are evaluated and analyzed based on the following criteria. First, an EEO program must include an EEO policy statement issued by the Chief Executive Officer covering all employment practices, including recruitment, selection, promotions, terminations, transfers, layoffs, compensation, training, benefits, and other terms and conditions of employment. Second, the policy must be placed conspicuously so that employees, applicants, and the general public are aware of the agency's EEO commitment.

The data derived from written EEO and affirmative action plans will be used by the Office of Civil Rights in monitoring grantees' compliance with applicable EEO laws and regulations. This monitoring and enforcement activity will ensure that minorities and women have equitable access to employment opportunities and that recipients of federal funds do not discriminate against any employee or applicant because of race, color, creed, sex, national origin, age, or disability.

Respondents: FTA grant recipients.
Estimated Annual Burden on Respondents: 15.5 hours for each of the 150 EEO submissions.

Estimated Total Annual Burden: 2,325 hours.

Frequency: On occasion, every 3 years, annually.

Title: Title VI as it Applies to FTA Grant Programs.

OMB Control No.: 2132-0542.

Background: Section 601 of Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." This information collection is required by the Department of Justice (DOJ) Title VI Regulation, 28 CFR part 42, subpart F (Section 42.406),