

compatibility program modification for Orlando Sanford International Airport which will be approved or disapproved on or before August 30, 2006. This notice also announces the availability of this program modification for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for Orlando Sanford International Airport, effective on March 3, 2006. The airport operator has requested that the FAA review this material and that the modified noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program modification. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 30, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazelton National Dr., Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, March 3, 2006.

**Matthew J. Thys,**

*Assistant Manager, Orlando Airports District Office.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 202: Portable Electronic Devices

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

**ACTION:** Notice of RTCA Special Committee 202 Meeting: Portable Electronic Devices.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 202: Portable Electronic Devices.

**DATES:** The meeting will be held on April 3-7, 2006, from 9 a.m. to 4:30 p.m.

**ADDRESSES:** The meeting will be held at Conference Rooms, 1828 L Street, NW., Suite 805, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 202 Portable Electronic Devices meeting. The agenda will include:

- April 3:
  - Co-chairs' Strategy Sessions with Working Group Leaders
  - Working Group Progress and Status Update/Plan for Terms of Reference (TOR) Compliance Review
  - Overall Review of Plan and Schedule for Phase 2
  - Plan for Recommendation on Scoping of Picocell Assessment and Guidelines
  - WG1, WG2, and WG3 to develop recommendations to SC-202 plenary on Mask-Like Object, recommendations to FCC on emissions, and susceptibility limits required from the aircraft systems side
  - Working Group Coordination
  - Time for all Working Groups to meet together if required
  - Working Groups (WG) 1 through 5 meet.

- WG-1, PED Characterization, Garmin Room
- WG-2, Aircraft Path Loss and Test, with WG-3, Aircraft Susceptibility, MacIntosh-NBAA-Hilton/ATA Room
- WG-4, Risk Assessment, Mitigation, and process, Colson Board Room
- WG-5, airplane Design and Certification Guidance, ARINC Conference Room
- Chairmen's Strategy session with Working Group Leaders
- Coordinate Recommendations to Plenary: Phase 2 work plan, TOR compliance verification, and schedule
- April 4:
  - Opening Plenary Session (Welcome and Introductory Remarks, Review Agenda, Review/Approve previous Common Plenary Summary, Review Open Action Items)
  - Results of RTCA PMC meeting on publication of interim update DO-294A
  - Update from Regulatory Agencies (FAA, UK-CAA, Canadian TSB, FCC, or other)
  - Update on Work of EUROCAE Working Group WG58 by Michael Crokaert of Airbus, WG58 Chairman
  - CEA PEDs Working Group Report and plans for ANSI accredited standard by Doug Johnson of CEA
  - Update on CTIA Task Force on cell phones on airborne aircraft by Paul Guckian of QUALCOMM
  - "Active RFID Transponders' RF Emission and Cargo Bay Interference Path Loss Measurements for Aircraft Com/Nave Bands" by Truong Nguyen of NASA Langley Research Center
  - "RF Propagation Flight Testing" (report on results from test) by Frank Whetten of Boeing
  - Break-out sessions for Working Groups:
    - Working Groups (WG) 1 through 5 meet.
    - WG-1, PED Characterization
    - WG-2, Aircraft Path Loss and Test, with WG-3, Aircraft Susceptibility
    - WG-4, Risk Assessment, Mitigation, and process
    - WG-5, Airplane Design and Certification Guidance
    - Committee Consensus on Remaining Phase 2 Work Plan, TOR Compliance Plan, and Schedule for Completion
    - April 5:
      - Co-chairs' Strategy Session with Working Group Leaders
      - WG Progress and Status Update/Plan for (TOR) Compliance Review
      - Overall Review of Plan and Schedule for Phase 2
      - Working Groups Coordination
      - Time for all Working Groups to meet, if required
      - Working Groups Meet if required

- WG-1 PEDs Characterization
- WG-2 Aircraft Path Loss and Test with WG-3, Aircraft Susceptibility
- WG-4 Risk Assessment, Mitigation, and Process
- WG-5 Airplane Design and Certification Guidance
- Chairmen's Strategy Session with Working Group Leaders
- Phase 2 Goals, Schedule, and Work Plan
- April 6:
- Chairmen's Day 2 Opening Remarks and Process Check
- Working Groups report out
- Each Working Group will cover the following:
  - Schedule and TOC Compliance Assessment
  - Coordination and Requirements, Open Issues, Action Items, etc.
  - Phase 2 Work Remaining: work plan and schedule for completion
  - Working Group 1 (PEDs Characterization, Test and Evaluation)
  - Working Group 2 (Aircraft Test and Analysis)
  - Working Group 3 (Aircraft Systems Susceptibility)
  - Working Group 4 (Risk Assessment, Practical Application, and Final Documentation)
  - Collaboration with EUROCAE WG58
  - Working Group 5 (Recommended Guidance for Airplane Design and Certification)
  - Feasibility of single document with EUROCAE WG58, committee consensus on how to proceed
  - Updates to Phase 2 work statement, committee structure, work plan, and schedule, including:
    - Need for additional SC-202 meetings to complete document
    - Plan for access to material and organization of data in appendix CD for Phase 2 document
    - Working Groups' teleconference and meeting schedule, plan for Phase 2 work completion
    - Closing Session (Other Business, Date and Place of Next Meeting (July 10-14, 2006, Fifteenth Plenary at RTCA; October 16-20, 2006, Sixteenth Plenary at RTCA; January 22-26, 2007, Seventeenth Plenary at RTCA, Closing Remarks, Adjourn)
    - Break-out sessions for Working Groups Phase 2 work if required and time permits
    - April 7:
    - Working Groups complete action items as required
    - Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons

wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 3, 2006.

**Francisco Estrada C.,**

*RTCA Advisory Committee.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aircraft Electrical Load and Power Source Capacity Analysis

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

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces a Federal Aviation Administration (FAA) proposed policy on recognizing ASTM International's F2490-05 Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis as an acceptable means of compliance to 14 CFR part 23, 23.1351(a)(2). The Standard Guide provides acceptable methods and procedures to determine electrical system capacity needed to provide worst-case combinations of electrical loads during all phases of airplane operations. This notice is necessary to advise the public of this FAA policy and give all interested persons an opportunity to present their views on it.

**DATES:** Comments must be received on or before May 12, 2006.

**ADDRESSES:** Mail comments to: Federal Aviation Administration, Small Airplane Directorate, Continued Operational Safety, ACE-113, Attention: Barry Ballenger, Room 301, 901 Locust, Kansas City, Missouri 64106. Specify the standard being addressed by ASTM designation and title and mark all comments: Consensus Standards Comments.

#### FOR FURTHER INFORMATION CONTACT:

Barry Ballenger, Aerospace Engineer, Continued Operational Safety Branch (ACE-113), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4152; e-mail: [barry.ballenger@faa.gov](mailto:barry.ballenger@faa.gov).

*Comments Invited:* Interested persons are invited to submit such written data, views, or arguments, as they may desire.

Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F39 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

*Background:* Under the provisions of the revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities," dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for the design, fabrication, modification, inspection, and maintenance of electrical systems installed on normal and utility category airplanes.

These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for normal, utility, acrobatic, and commuter category airplanes. The FAA participates as a member of Committee F39 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

#### The Consensus Standards

The FAA finds the following new consensus standard acceptable for normal and utility, acrobatic, and commuter category airplanes. The consensus standard listed below may be used unless the FAA publishes a specific notification otherwise.

a. ASTM Designation F 2490-05, titled: Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis.

#### Availability

ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959 copyrights these consensus standards. Individual reprints of this standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832-9585 (phone), (610) 832-9555 (fax), through [service@astm.org](mailto:service@astm.org) (e-mail), or through the ASTM Web site at <http://www.astm.org/>. To inquire about standard content and/or membership, or