

- Sub Group on PED Statistical Analysis and Characterization—Garmin Room.
 - Sub Group on IPL Test—Small Conference Room—Small Conference Room.
 - Overall Group on Certification Process and Documentation—Colson Board Room.
 - FCC Recommendations Focus Group—ARINC Conference Room.
 - Chairmen's Strategy Session.
 - Coordinate Recommendations to Plenary: Plan and Schedule for Remaining Committee Work.
 - January 24 and 25:
 - Opening Plenary Session (Welcome and Introductory Remarks, Review Agenda, Review/Approve previous Common Plenary Summary).
 - Sub Group on IPL Test—Small Conference Room—Small Conference Room.
 - Overall Group on Certification Process and Documentation—Colson Board Room.
 - FCC Recommendations Focus Group—ARINC Conference Room.
 - January 25:
 - Chairmen's Day 2 Opening Remarks and Process Check.
 - Final Overall Working Group Report.
 - Identification and Plan for Closure of Open Issues.
 - Phase 2 Work Remaining: Work Plan and Schedule for Completion of DO-YYY.
 - Recommendation on need for Additional Working Group or Plenary Meeting(s).
 - Working Group 5 (Overall Certification Process, Documentation).
 - FCC Recommendations Focus Group (Reporting on Plan for Completion of Recommendations, Coordination and Implementation).
 - Plenary Consensus on Plans to:
 - Complete DO-YYY Recommended Guidance for Airplane Design and Certification.
 - Coordinate and Implement Recommendations to FCC.
 - Plenary Consensus on Need and Schedule for Additional SC-202 Meeting(s), Plenary and/or Working Group(s) to complete work on DO-YYY Document and Recommendations to FCC.
 - Closing Session (Other Business, Date and Place of Upcoming Meetings (April 17–19, 2007 Eighteenth Plenary at RTCA, July 23–27, 2007 Nineteenth Plenary at RTCA).
 - Adjourn to Break-out sessions for Working Groups if required and time permits.
- 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 December 21, 2006.

Francisco Estrada C.,
RTCA Advisory Committee.

[FR Doc. 06–9935 Filed 12–29–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Consensus Standards, Light-Sport Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces the availability of two new consensus standards and revisions to certain previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards with Federal Aviation Administration (FAA) participation. By this Notice, the FAA finds the new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

DATES: Comments must be received on or before March 5, 2007.

ADDRESSES: Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE-114, Attention: Larry Werth, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be e-mailed to: Comments-on-LSA-Standard@faa.gov. All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

FOR FURTHER INFORMATION CONTACT:

Larry Werth, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301,

Kansas City, Missouri 64106; telephone (816) 329-4147; e-mail: larry.werth@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces the availability of two new consensus standards and revisions to certain previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards.

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 F37 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 Sport Pilot and Light-Sport Aircraft rule, and 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 light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 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.

Comments on Previous Notices of Availability

In the Notice of Availability (NOA) issued on December 29, 2005, and published in the **Federal Register** on January 12, 2006, the FAA asked for public comments on the new and revised consensus standards accepted by that NOA. The comment period closed on March 13, 2006. The preamble to the Sport Pilot and Light-Sport Aircraft Rule states,

"If comments from the public are received as a result of the Notice of Availability, the FAA will address them during its recurring review of the consensus standards and participation in the consensus standards revision process."

And—

"The FAA will respond to comments on the consensus standard in this revision process."

ASTM International Committee F37 examined the public comments received on these new and revised standards and determined the comments did not warrant or justify any changes or revisions to the standards.

Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, §§ 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards on the FAA Web site.

The Revised Consensus Standards and Effective Period of Use

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revisions or the later revisions may be used for the initial certification of special light-sport aircraft until July 1, 2007. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision levels to complete that process. After July 1, 2007, manufacturers must use the later revisions and must identify these later revisions in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after July 1, 2007:

a. ASTM Designation F 2245–04, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

b. ASTM Designation F 2279–03, titled: Standard Practice for Quality

Assurance in the Manufacture of Light Sport Airplanes.

c. ASTM Designation F 2295–03, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Airplane.

d. ASTM Designation F 2316–03, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft.

e. ASTM Designation F 2339–05, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft.

f. ASTM Designation F 2415–05, titled: Standard Practice for Continued Airworthiness System for Light Sport Gryoplane Aircraft.

The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The consensus standards listed below may be used unless the FAA publishes a specific notification otherwise.

a. ASTM Designation F 2245–06, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

b. ASTM Designation F 2279–06, titled: Standard Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft.

c. ASTM Designation F 2295–06, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft.

d. ASTM Designation F 2316–06, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft.

e. ASTM Designation F 2339–06, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition for Light Sport Aircraft.

f. ASTM Designation F 2415–06, titled: Standard Practice for Continued Airworthiness System for Light Sport Gryoplane Aircraft.

g. ASTM Designation F 2563–06, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation.

h. ASTM Designation F 2564–06, titled: Standard Specification for Design and Performance of a Light Sport Glider.

Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428–2959. 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 (e-mail), or through the ASTM Web site at <http://www.astm.org>. To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Daniel Schultz, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832–9716. dschultz@astm.org.

Issued in Kansas City, Missouri on December 19, 2006.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Indiana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and other Federal agencies.

SUMMARY: This notice announces action taken by the FHWA and Other Federal Agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, U.S. 31 Plymouth to South Bend, Indiana, in the Counties of Marshall and St. Joseph, State of Indiana. This action is the Record of Decision issued by FHWA for the U.S. 31 Plymouth to South Bend Project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before July 2, 2007. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Mr. Lawrence Heil, P.E., Air Quality/Environmental Specialist, Federal Highway Administration, Indiana Division, 575 North Pennsylvania Street, Room 254, 46204; telephone: (317) 226–7480; e-mail: Larry.Heil@fhwa.dot.gov.

You may also contact Mr. Jonathan Wallace, Project Manager, Indiana Department of Transportation, 100 North Senate Avenue, Room N801, Indianapolis,