

public information collections which will be submitted to OMB for renewal.

DATES: Comments must be received on or before April 13, 2005.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Federal Aviation Administration, Information Systems and Technology Services Staff, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA solicits comments on the following current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearances of the following information collections.

1. *2120-0003: Malfunction or Defect Report.* Collection of this information allows the FAA to evaluate its certification standards, maintenance programs, and regulatory requirements since their effectiveness is reflected in the number of equipment failures or lack thereof. It is also the basis for issuance of Airworthiness Directives designed to prevent unsafe conditions and accidents. The current estimated annual reporting burden is 8,407 hours.

2. *2120-0027: Application for Certificate of Waiver or Authorization.* Part A of Subtitle VII of the Revised Table 49, United States Code, authorizes the issuance of regulations governing the use of navigable airspace. 14 CFR Parts 91, 101, and 105 prescribe regulations governing the general operation and flight of aircraft, moored balloons, kits, unmanned rockets, unmanned free balloons, and parachute jumping. Applicants are individual airmen, state and local governments, and businesses. The current estimated annual reporting burden is 12,202 hours.

3. *2120-0042: Aircraft Registration.* The information collected is used by the FAA to register aircraft or hold an aircraft in trust. The information required to register and prove ownership of an aircraft is required by any person wishing to register an

aircraft. The current estimated annual reporting burden is 73,572 hours.

4. *2120-0507: Development of Major Repair Data.* SFAR 36 (to part 121) relieves qualifying applicants (Aircraft maintenance, commercial aviation, aircraft repair stations, air carriers, commercial operators) of the burden to obtain FAA approval of data developed by them for the major repairs on a case-by-case basis; and provides for one-time approvals. The current estimated annual reporting burden is 326 hours.

5. *2120-0514: War Risk Insurance.* The requested information is included in air carriers' applications for insurance when insurance is not available from private sources. The current estimated annual reporting burden is 1,668 hours.

6. *2120-0679: Reduced Vertical Separation Minimum (RVSM):* Aircraft operators seeking operational approval to conduct RVSM operations within the 48 contiguous States of the United States (U.S.), Alaska and that portion of the Gulf of Mexico where the FAA provides air traffic services must submit their application to the Certificate Holding District Office (CHDO). The CHDO registers RVSM approved airframes in the FAA RVSM Approvals Database. When operators complete airworthiness, continued airworthiness and operations program requirements, the CHDO grants operational approval. The current estimated annual reporting burden is 68,250 hours.

7. *2120-0698: Advisory Circular (AC): Reporting of Laser Illumination of Civil Aircraft.* This collection covers the procedures for pilots to report the unauthorized laser illumination of aircraft to air traffic control, and if necessary to issue emergency notification of that unauthorized illumination to other pilots in the area. The current estimated annual reporting burden is 100 hours.

Issued in Washington, DC, on February 10, 2005.

Judith D. Street,

FAA Information Collection Clearance Officer, ABA-20.

[FR Doc. 05-3017 Filed 2-16-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Second Meeting: RTCA Special Committee 203/Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 203, Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 203, Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft.

DATES: The meeting will be held March 8-10, 2005, starting at 9 a.m.

ADDRESSES: The meeting will be held at The MITRE Corporation, 7525 Colshire Dr., Building 1, South Lobby Entrance, McLean, Virginia 22102-7508.

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>; MITRE Contact: Mr. Matthew DeGarmo; telephone (703) 883-7320.

Note: Foreign National attendees must e-mail their contact information to Ms. Marca Johnson at marca@direcway.com no later than March 2, 2005; contact info should include the company you are representing and your country of origin. Additionally you will be required to present your passport for admission to MITRE for this meeting. All participants should be prepared to show photo identification.

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 135 meeting. The agenda will include:

- March 8:
 - Opening Plenary Session (Welcome and Introductory Remarks, Approval of First Plenary Summary, Resolve Parking Lot Issues from First Plenary).
 - Review SC-203 Activities since First Plenary.
 - Presentation and Formulation of Proposed Work Plan.
 - Organize Writing Teams.
- March 9:
 - Break into Writing Teams, Commence Tasks.
- March 10:
 - Writing Teams Continue Tasks as necessary.
 - Reform the Plenary.
 - Closing Plenary Session (Writing Teams Report Out, Other Business, Review Actions Items/Work Program, Date and Place of Next Meeting, Adjourn).

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 February 4, 2005.

Natalie Ogletree,

FAA General Engineer, RTCA Advisory Committee.

[FR Doc. 05-3016 Filed 2-16-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed FAA Order 8110.TVP, Type Validation and Post-Type Validation Procedures

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability and request for public comment.

SUMMARY: This notice announces the availability of and request for comments on the proposed Federal Aviation Administration Order 8110.TVP. This proposed order defines FAA policy and procedures in type certification and post-type certification for imported and exported products. We also define the expectations, roles and responsibilities of the importing authority, the exporting authority, and the applicant. We set up specific procedures for certification personnel working with the European Aviation Safety Agency (EASA) and member authorities of the joint Aviation Authorities of Europe (JAA).

DATES: Comments must be received on or before March 11, 2005.

ADDRESSES: Send all comments on the proposed revised Order to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Gregory A. Edwards, AIR-110. You may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, or electronically submit comments to the following Internet address: 9-AWA-AVS-AIR-TVPOrder@faa.gov. Include in the subject line of your message the title of the document, "TVP Order."

FOR FURTHER INFORMATION CONTACT:

Gregory A. Edwards, Aerospace Engineer, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Certification Procedures Branch, AIR-110, Room 815, 800 Independence

Avenue, SW., Washington, DC 20591. Telephone (202) 267-9287, Fax (202) 267-5340, or e-mail at: greg.edwards@faa.gov

SUPPLEMENTARY INFORMATION:

Comments Invited

Your are invited to comment on the draft order listed in this notice by sending such written data, views, or arguments to the above listed address. Please identify "TVP Order" as the subject of your comments. You may also examine comments received on the draft order before and after the comment closing date at the FAA Headquarters Building, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date will be considered by the Director of the Aircraft Certification Service before issuing the final Order.

Background

In the mid-1990s, the JAA and we recognized the need to streamline the certification and continued airworthiness processes we apply to imported aviation products. We established sets of type validation and post-type validation principles in a letter of understanding, signed in November 1997. These principles were later amended in November 2001.

The European Parliament approved legislation setting up EASA in July 2002. The new agency, which began operating in September 2003, assumed the certification and validation authority previously exercised by the individual National Aviation Authorities. EASA recognizes existing bilateral agreements between the United States and European Union member states until a single, new bilateral agreement is negotiated between the United States and the European Union. Forming EASA gave everyone the opportunity to look at the validation and post-validation processes, to incorporate lessons learned, and tailor them to the new European aviation certification system. As a result, we streamlined the principles and extended the scope.

How To Obtain Copies

You can get an electronic copy via the Internet at <http://www.faa.gov/certification/aircraft/DraftDoc/Comments.htm> or by contacting the person named in the paragraph **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on February 11, 2005.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 05-3021 Filed 2-16-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Loudoun, Fauquier, Fairfax, Prince William, and Stafford Counties, VA

AGENCY: Federal Highway Administration, DOT.

ACTION: Notice of intent; withdrawal.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public of its intent to withdraw a notice of intent to prepare an Environmental Impact Statement in cooperating with the Virginia Department of Transportation for potential transportation improvements in the western portion of Northern Virginia, between Route 7 in Loudoun County and Interstate 95 in Stafford County, to address growing regional transportation needs.

FOR FURTHER INFORMATION CONTACT: Edward S. Sundra, Senior Environmental Specialist, Federal Highway Administration, Post Office Box 10249, Richmond, Virginia 23240-0249, Telephone 804-775-3338.

SUPPLEMENTARY INFORMATION: On December 19, 2000, the Federal Highway Administration published a notice of intent in the **Federal Register** (69 FR 79450, December 19, 2000) to prepare an Environmental Impact Statement in cooperation with the Virginia Department of Transportation for potential transportation improvements in the western portion of Northern Virginia. The project, more commonly known as the Western Transportation Corridor, was proposed to be located between Route 7 in Loudoun County and Interstate 95 in Stafford County and was being developed to address growing regional transportation needs. However, like many other states in the country, the Commonwealth of Virginia has had to deal with budgetary and fiscal priorities brought about by the economic recession. As a result, the Virginia Department of Transportation stopped development of the Western Transportation Corridor and terminated the consultant contract in 2003 for the preparation of the Environmental Impact Statement.