

Issued in Washington, DC, on September 7, 2005.

Robert E. Robeson,

*Manager, Systems and Policy Analysis
Division, Office of Aviation Policy and Plans.*

[FR Doc. 05-18145 Filed 9-8-05; 2:45 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 147: Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of RTCA Special
Committee 147 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 147: Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment.

DATES: The meeting will be held September 29, 2005 starting at 9 a.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC 20036; 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 147 meeting. The agenda will include:

- September 29:
- Opening Session (Welcome and Introductory Remarks, Review/Approve meeting agenda for 60th meeting, Review/Approve Summary of Previous Meeting, Review of Open Action Items).
- SC-147 Activity Reports.
- Surveillance Working Group: Hybrid Surveillance MOPS.
- Operations Working Group: "Adjust Vertical Speed, Adjust" Ras.
- Requirements Working Group (RWG).
- Resolution of final comments and approval of the RWG Report: "Safety Analysis of Proposed Change to TCAS RA Reversal Logic".*
- Closing Session (Future Actions/Activities, Date and Place of Next Meeting, Adjourn).

*Contact RTCA for a copy of the Final Review and Comment draft of the RWG

report, which has been distributed to SC-147 members prior to the meeting. 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 August 30, 2005.

Natalie Ogletree,

*FAA General Engineer, RTCA Advisory
Committee.*

[FR Doc. 05-18156 Filed 9-12-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Washington, DC

AGENCIES: U.S. Federal Highway Administration, District of Columbia Division; District of Columbia, Department of Transportation.

ACTION: Notice of intent to prepare a Draft Environmental Impact Statement (DEIS).

SUMMARY: The U.S. Federal Highway Administration (FHWA) in coordination with the District of Columbia Department of Transportation (DDOT) in Washington, DC is issuing this notice to advise agencies and the public that a Draft Environmental Impact Statement (DEIS) will be prepared to assess the impacts of the proposed transportation improvements to the 11th Street Bridges.

FOR FURTHER INFORMATION CONTACT: Federal Highway Administration, District of Columbia Division: Mr. Michael Hicks, Environmental/Urban Engineer, 1900 K Street, Suite 510, Washington, DC 20006-1103, (202) 219-3513; or Mr. John Deatruck, Deputy Director/Chief Engineer, District of Columbia, Department of Transportation, 64 New York Avenue, NE., Washington, DC 20005, (202) 671-2800.

SUPPLEMENTARY INFORMATION: The environmental review of transportation improvement alternatives for the 11th Street Bridges will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4371, *et seq.*), Council on Environmental Quality (CEQ)

regulations (40 CFR parts 1500-1508), FHWA Code of Federal Regulations (23 CFR 771.101-771.137, *et seq.*), and all applicable Federal, State, and local government laws, regulations, and policies.

Public Scoping Meetings: DDOT will solicit public and agency comments through public scoping, including scoping meetings, on the proposed action. To ensure that the full range of issues is identified early in the process, comments are invited from all interested and/or potentially affected parties. The location and time for each meeting will be publicized in local newspapers and elsewhere. Written comments will be accepted throughout this process and can be forwarded to John Deatruck at the address provided above.

Meeting dates, times, and locations will be announced on the project Web site accessible at <http://www.11thStreetBridgesEIS.com> and in the following newspapers: The Washington Post, The Washington Times, The Hill Rag, and East of the River.

Scoping materials will be available at the meetings and may also be obtained in advance of the meetings by contacting Mr. John Deatruck. Scoping materials will be made available on the project Web site. Oral and written comments may be given at the scoping meetings. Comments may also be sent to the address above.

Description of Primary Study Area and Transportation Needs

The existing 11th Street Bridges cross the Anacostia River in the southeast quadrant of the District of Columbia. They connect the Southeast Freeway (I-395) and the Anacostia Freeway (I-295) and they connect to local streets on both sides of the river. Existing ramps provide only partial movement between the freeways. The project area includes both interchanges, both bridges, and the associated ramps.

The purpose of the 11th Street Bridges project is to improve connectivity across the Anacostia River to serve local traffic reaching residential, employment, and commercial centers on opposite sides of the river and to serve regional traffic moving between the major employment center of downtown Washington, DC and residential communities in Maryland and Virginia. The DDOT proposes to improve this traffic flow by replacing or reconstructing the pair of one-way bridges and completing the now missing traffic movements to the Anacostia Freeway and the 11th Street Bridges.

The 11th Street Bridges project, as defined in the Anacostia Waterfront

Initiative (AWI) Framework Plan, is intended to provide better access to waterfront areas east and west of the river, including Anacostia Park, separate local traffic from regional commuter traffic, and better serve historic Anacostia, and near southeast neighborhoods. It will connect the Southeast Freeway with traffic to and from both directions of the Anacostia Freeway. The AWI seeks to restore the river's water quality, reclaim the waterfront as a magnet of activity, and stimulate sustainable development in waterfront neighborhoods. The improvement of traffic flow across the 11th Street Bridges is a step in the reinvestment and reclamation process.

(Catalog of Federal Domestic Assistance Program Number 20.205 Highway Planning and Construction. The regulations and implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: September 7, 2005.

Gary L. Henderson,

Division Administrator, District of Columbia Division, Federal Highway Administration.

[FR Doc. 05-18047 Filed 9-12-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket MARAD-2005-22416]

Lykes Lines Limited, LLC; Request For Comments Regarding the Proposed Purchase of CP Ships Limited by TUI AG and Its Impact on the Maritime Security Program (MSP)

By letter dated August 22, 2005, CP Ships USA, LLC (CP USA), successor in interest to Lykes Lines Limited, LLC (Lykes), has advised the Maritime Administration (MARAD) that TUI AG (TUI) is acquiring CP Ships Limited (CP Ships), the parent company of CP USA, through a stock purchase. Lykes has been awarded five new MSP Operating Agreements, Nos. MA/MSP-74 through 78, respectively, to the vessels CP NAVIGATOR (ex-LYKES NAVIGATOR), CP DISCOVERER (ex-LYKES DISCOVERER), CP LIBERATOR (ex-LYKES LIBERATOR), CP MOTIVATOR (ex-LYKES MOTIVATOR) and CP YOSEMITE (ex-TMM YUCATAN) for the participation of those vessels in the MSP beginning October 1, 2005. CP USA became the successor to Lykes on May 30, 2005, through reorganization and renaming of various components of

Canadian Pacific Lines, Limited, which itself was renamed CP Ships.

TUI is a German corporation and parent of the German vessel operator Hapag-Lloyd AG. Neither TUI, nor Hapag-Lloyd presently has any connection to the MSP. Implementation of the proposed purchase will bring the ultimate control of CP USA's five MSP Fleet vessels under the ownership of TUI.

The purchase of CP Ships by TUI will, in effect, transfer ultimate ownership of CP USA from one foreign corporate entity to another. The transaction requires MARAD approval under CP USA's MSP Operating Agreements Nos. MA/MSP-74 through 78. This notice is being published as a matter of discretion. MARAD will consider all comments submitted in a timely fashion on this particular application, and the topic of the transfer of MSP Operating Agreements in general, and will take such action thereto as may be deemed appropriate.

A redacted copy of this proposal will be available for inspection at the Department of Transportation (DOT) Dockets Facility and on the DOT Dockets Web site (address information follows). Any person, firm or corporation having an interest in this proposal, and desiring to submit comments concerning the transaction, may file comments as follows. You should mention the docket number that appears at the top of this notice in any submission. Written comments should be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Nassif Building, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit/>. You may call Docket Management at (202) 366-9324. You may visit the docket room to inspect and copy comments at the above listed address between 10 a.m. and 5 p.m. EDT, Monday through Friday, except holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>. Comments must be received by close of business September 23, 2005.

This notice is published as a matter of discretion, and the fact of its publication should in no way be considered a favorable or unfavorable decision on the proposed transaction, as filed, or as it may be amended.

Dated: September 7, 2005.

By Order of the Maritime Administration.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 05-18150 Filed 9-12-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-21383; Notice 2]

Equistar Chemicals, LP, Grant of Petition for Decision of Inconsequential Noncompliance

Equistar Chemicals, LP (Equistar) has determined that certain brake fluid that was manufactured in 2004 and that Equistar distributed does not comply with S5.1.7 of 49 CFR 571.116, Federal Motor Vehicle Safety Standard (FMVSS) No. 116, "Motor vehicle brake fluids." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Equistar has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Notice of receipt of a petition was published, with a 30-day comment period, on June 9, 2005, in the **Federal Register** (70 FR 33769). NHTSA received no comments.

Affected are a total of approximately 170,000 gallons of DOT-3 brake fluid designated as Lot 630 and manufactured by Oxid, LP in September 2004. FMVSS No. 116, S5.1.7, "Fluidity and appearance at low temperature," requires that when brake fluid is tested as specified in the standard at storage temperatures of minus 50 ± 2 °C,

(a) The fluid shall show no sludging, sedimentation, crystallization, or stratification; [and]

(b) Upon inversion of the sample bottle, the time required for the air bubble to travel to the top of the fluid shall not exceed 35 seconds * * *

NHTSA's compliance tests, conducted by ABIC Testing Laboratories, Inc. (ABIC), found that at minus 50 °C, the noncompliant brake fluid freezes, therefore showing crystallization and failing the requirements of S5.1.7(a). NHTSA's compliance tests also found that at minus 50 °C, upon inversion of the sample bottle, the time required for the air bubble to travel to the top of the fluid exceeds 35 seconds, therefore failing the requirements of S5.1.7(b).

Equistar believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Equistar stated the following: