

to the address specified above. We will consider all comments received on or before the closing date for comments before issuing the revision to AC 25-7A. You may obtain an electronic copy of the proposed AC at the following Internet address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you may request a copy by contacting Don Stimson at the address, phone number, or e-mail address listed above.

### Discussion

Since AC 25-7A only provides one acceptable means of compliance with the regulatory standard, applicants will continue to have the option of proposing the use of another means of compliance.

### Proposed Revisions to AC 25-7A

The revisions proposed in this notice address guidance material that is now covered in NPRM No. 05-10, "Airplane Performance and Handling Qualities In Icing Conditions" and proposed AC 25.21-1, "Performance And Handling Characteristics In The Icing Conditions Specified In Part 25, Appendix C." The FAA proposes removing this material from AC 25-7A.

1. Remove the following paragraphs: Paragraphs 20a(3), 20e, 29d(2)(viii), 31b(2)(ii), 231, and 232.

2. Renumber the following paragraphs:

Renumber existing paragraph 20a(4) as 20(a)(3).

Renumber existing paragraph 20f as 20e.

Renumber existing paragraph 29d(2)(ix) and (x) as 29d(2)(viii) and (ix), respectively.

Renumber existing paragraph 233 through 242 as 231 through 240, respectively.

3. Revise the paragraphs referenced in renumbered paragraph 20e(2)(iii)(C) from 20f(2)(iii)(A) and (B) to 20e(2)(iii)(A) and (B), respectively, to read as follows:

(C) In flight tests to satisfy paragraphs 20e(2)(iii)(A) and (B) the load factor should be increased until either: \* \* \*

4. Revise existing paragraph 31b(2)(i) and (ii) by moving the text of paragraph (i) into paragraph b(2), and removing paragraph (i) and (ii) to read as follows:

(2) Section 25.251(b). The airplane should be flown at  $V_{DF}/M_{DF}$  at several altitudes from the highest practicable cruise altitude to the lowest practicable altitude. The test should be flown starting from trimmed flight at  $V_{MO}/M_{MO}$  at a thrust setting not exceeding maximum continuous power. The airplane gross weight should be as high as practicable for the cruise condition,

with the c.g., at or near the forward limit. High drag devices should also be deployed at  $V_{DF}/M_{DF}$  (spoilers and speed brakes); thrust reversers, if designed for inflight deployment, should be deployed at their limit speed conditions.

5. Revise paragraph 15a by removing the last two sentences of paragraph 15a to read as follows:

15. CLIMB: GENERAL—§ 25.117

a. *Explanation.* This section states the climb requirements of §§ 25.119 and 25.121 must be complied with at each weight, altitude, and ambient temperature within the operational limits established for the airplane and with the most unfavorable center of gravity for each configuration.

6. Revise the Table of Contents to reflect the paragraph and page number changes above.

Issued in Renton, Washington, on December 9, 2005.

**Ali Bahrami,**

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Advisory Circular 25.21-1X, Performance and Handling Characteristics in the Icing Conditions Specified in Part 25, Appendix C

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

**ACTION:** Notice of availability of proposed Advisory Circular (AC) 25.21-1X and request for comments; extension of comment period.

**SUMMARY:** This notice announces the extension of the comment period for Notice of availability of proposed Advisory Circular (AC) 25.21-1X, and request for comments, which was published in the **Federal Register** on November 4, 2005 (70 FR 67303), and closes on January 3, 2006. In that notice, the FAA invited public comment on a proposed AC which provides guidance on a means, but not the only means, of compliance with the proposed certification requirements for performance and handling characteristics of transport category airplanes affected by flight in the icing conditions defined in appendix C of Title 14, Code of Federal Regulations (CFR) part 25. This extension of the comment period is necessary to give all interested persons an opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before February 2, 2006.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Don Stimson, Airplane and Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue, SW., Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Don Stimson at the above address, telephone (206) 227-2143; facsimile (425) 227-1320; or e-mail at: [don.stimson@faa.gov](mailto:don.stimson@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments, as they may desire. Commenters should identify AC 25.21-1X, and submit comments, in duplicate, to the address specified above. The Transport Standards Staff will consider all communications received on or before the closing date for comments before issuing the final AC. The AC can be found and downloaded from the Internet at: <http://www.airweb.faa.gov/rgl> under "Draft Advisory Circulars." A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

#### Background

This proposed AC sets forth acceptable methods of compliance with the provisions of 14 CFR 25.21 and related regulations dealing with the certification requirements for performance and handling characteristics of transport category airplanes affected by flight in icing conditions defined in appendix C.

It is one means, but not the only means, of complying with the revisions proposed in Notice No. 05-10 entitled "Airplane Performance and Handling Qualities in Icing Conditions," published in the **Federal Register** on November 4, 2005 (70 FR 67278). Issuance of AC 25-21-1 is contingent on final adoption of the proposed revisions to part 25. Other methods of compliance with the requirements may be acceptable.

In addition, a separate Notice of availability of proposed revisions to AC 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes," will be published in the **Federal Register** when issued. In that proposed AC, the FAA proposes

removing the icing-related guidance from AC 25-7A because that material is addressed by the NPRM Notice No. 05-10, "Airplane Performance and Handling Qualities In Icing Conditions" and proposed AC 25.21-1X, "Performance And Handling Characteristics In The Icing Conditions Specified In part 25, Appendix C."

Since publication of that notice, the FAA has received a request that the comment period for the notice be extended past its original closing date of January 3, 2006, to allow more time in which to study the proposal and to prepare comments on this very important issue.

#### Extension of Comment Period

The FAA has reviewed the request for consideration of an additional amount of time to comment on proposed AC 25.21-1X, and has determined that extending the comment period would be in the public interest and that good cause exists for taking this action. Accordingly, the comment period of Notice of availability of proposed AC 25.21-1X, and request for comments, is extended until February 2, 2006.

Issued in Renton, Washington, on December 9, 2005.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate Aircraft Certification Service.*

[FR Doc. 05-24157 Filed 12-16-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Alameda and Contra Costa Counties, CA

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of withdrawal.

**SUMMARY:** The FHWA is issuing this notice to advise the public that the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed project to construct a fourth bore to the Caldecott Tunnel between State Route 24/Broadway interchange in the City of Oakland in Alameda County and the State Route 24/Camino Pablo interchange in the City of Orinda in Contra Costa County, California is being withdrawn; and an Environmental Assessment (EA) in lieu of an EIS is being prepared for this proposed highway project.

**FOR FURTHER INFORMATION CONTACT:** Mr. Leland W. Dong, Project Development Engineer, Federal Highway

Administration, California Division, 650 Capitol Mall, Suite 4-100, Sacramento, California 95814, Telephone: (916) 498-5860 or to Ms. Cristina Ferraz, Regional Project Manager, California Department of Transportation, 111 Grand Avenue, Oakland CA 94623-0660, Telephone: (510) 286-3890.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the California Department of Transportation (Caltrans), conducted studies of the potential environmental impacts associated with the proposed highway project to construct a fourth bore to the Caldecott Tunnel between Alameda and Contra Costa Counties, California. A NOI was published in the Federal Register/Volume 67/No. 225/November 21, 2002. Subsequently, during the course of conducting studies and coordinating with regulatory and resource agencies for this proposed project, it was determined that the potential environmental issues that led to issuing the Notice of Intent were not significant. In addition, it was determined that changes to avoid or minimize potential impacts identified in early scoping can be incorporated into the proposed project. Changes to minimizing impacts were achieved by eliminating alternative alignments that had higher impacts, by reducing the number of lanes to either two or three lanes in lieu of four lanes thereby reducing the tunnel footprint, and by evaluating alignments that will not require the acquisition of additional right-of-way or acquisition of recreational or historic properties protected by section 4(f) of the Department of Transportation Act of 1966.

The FHWA has determined that the proposed project is not anticipated to result in significant impacts to the environment; that an EA would be an appropriate environmental document for the project; and that the Notice of Intent for this project is being withdrawn.

The EA will be available for public inspection prior to the public meeting for the proposed project. Comments or questions concerning this proposed project and the determination that an EA is the appropriate environmental document should be directed to the FHWA or Caltrans at the addresses provided above.

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

Issued on: December 13, 2005.

**Leland W. Dong,**

*Project Development Engineer, Federal Highway Administration, Sacramento, California.*

[FR Doc. 05-24193 Filed 12-16-05; 8:45am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-22905]

#### Qualification of Drivers; Exemption Applications; Diabetes

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

**ACTION:** Notice of applications for exemption from the diabetes standard; request for comments.

**SUMMARY:** FMCSA announces receipt of applications from six individuals for exemptions from the prohibition against persons with insulin-treated diabetes mellitus (ITDM) operating commercial motor vehicles (CMVs) in interstate commerce. If granted, the exemptions would enable these individuals with ITDM to operate as drivers of commercial motor vehicles in interstate commerce.

**DATES:** Comments must be received on or before January 18, 2006.

**ADDRESSES:** You may submit comments by any of the following methods. Please label your comments with DOT DMS Docket Number FMCSA-2005-22905.

- *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., 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.

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

All submissions must include the agency name and docket number for this notice. 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. To read background documents