

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 February 27, 2006.

**ADDRESSES:** Send all comments on the proposed policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT**. Comments may be inspected at the Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri, between the hours of 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Robin Sova, Federal Aviation Administration, Small Airplane Directorate, Regulations & Policy, ACE-114, 901 Locust Street, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4133; fax: 816-329-4090; e-mail: [robin.sova@faa.gov](mailto:robin.sova@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to comment on this proposed policy statement by submitting written data, views, or arguments. Identify the proposed policy statement number, PS-ACE100-2005-50001, on your comments. If you submit your comments in writing, send two copies of your comments to the above address. The Small Airplane Directorate will consider all communications received on or before the closing date for comments. We may change the proposal contained in the policy because of the comments received.

Comments sent by fax or the Internet must contain "Comments to proposed policy statement PS-ACE100-2005-50001" in the subject line. You do not need to send two copies if you fax your comments or send them through the Internet. If you send comments over the Internet as an attached electronic file, format it in Microsoft Word for Windows. State what specific change you are seeking to the proposed policy memorandum and include justification (for example, reasons or data) for each request.

Copies of the proposed policy statement, PS-ACE100-2005-50001, may be requested from the following: Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust Street, Room 301, Kansas City, MO 64106. In a few days, the proposed policy

statement will also be available on the Internet at the following address: <http://www.airweb.faa.gov/policy>.

Issued in Kansas City, Missouri, on January 6, 2006.

**John R. Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E6-962 Filed 1-25-06; 8:45 am]

**BILLING CODE 4910-13-P**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Public Notice for a Change in Use of Aeronautical Property at Manchester Airport, Manchester, NH**

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

**ACTION:** Request for public comments.

**SUMMARY:** The FAA is requesting public comment on the City of Manchester, New Hampshire's request to change a portion (1 acre) of Airport property from aeronautical use to non-aeronautical use. The property is located off Harvey Road and Planeview Drive, Londonderry, New Hampshire, Identified as Tax Map 14/Lot17-2 and is currently vacant. Upon disposition is the property will be used for industrial development. The property was acquired under FAAP Project No. 9-27-018-C605.

The disposition of proceeds from the disposal of airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

**DATES:** Comments must be received on or before February 27, 2006.

**ADDRESSES:** Documents are available for review by appointment by contacting Mr. David Bush, Assistant Airport Director, Manchester Airport, One Airport Road, Manchester, New Hampshire, Telephone 603-624-6539 or by contacting Donna R. Witte, Federal Aviation Administration, 16 New England Executive Park, Burlington, Massachusetts, Telephone 781-238-7624.

**FOR FURTHER INFORMATION CONTACT:** Donna R. Witte at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone 781-238-7624.

**SUPPLEMENTARY INFORMATION:** Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) requires the FAA to provide an opportunity for public notice

and comment to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport property for aeronautical purposes.

Issued in Burlington, Massachusetts on January 12, 2006.

**LaVerne F. Reid,**

*Manager, Airports Division, New England Region.*

[FR Doc. 06-724 Filed 1-25-06; 8:45 am]

**BILLING CODE 4910-13-M**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Proposed Technical Standard Order (TSO)-C176, Aircraft Image Recorder Systems**

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

**ACTION:** Notice of availability and request for public comment.

**SUMMARY:** This notice announces the availability of, and requests comments on a proposed Technical Standard Order (TSO) C-176, Aircraft Image Recorder Systems. This proposed TSO tells persons seeking a TSO authorization or letter or design approval what minimum performance standards (MPS) their aircraft image recorder system (AIRS) must meet. In it, we (the Federal Aviation Administration, or FAA) tell you what minimum performance standard (MPS) your AIRS must first meet for approval and identification with the applicable TSO marking.

**DATES:** Comments must be received on or before February 27, 2006.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 470 L'Enfant Plaza, SW., Suite 4102, Washington, DC 20024. Attn: Mrs. Veronica Gardner. Or deliver comments to: Federal Aviation Administration, Suite 4102, 470 L'Enfant Plaza, SW., Washington, DC 20024.

**FOR FURTHER INFORMATION CONTACT:** Mrs. Veronica Gardner, AIR-130, Suite 4102, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, 470 L'Enfant Plaza, SW., Washington, DC 20024. Telephone (202) 385-4690, FAX: (202) 202-5340. Or, via e-mail at: [veronica.gardner@faa.gov](mailto:veronica.gardner@faa.gov).

**SUPPLEMENTARY INFORMATION:**

## Comments Invited

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed TSO may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building, 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 TSO.

## Background

The National Transportation Safety Board (NTSB) determined the probable cause of a recent aircraft accident to be pilot error, stating that the events that led to the accident were difficult for investigators to determine because of limited data. As a result of the limited data available to provide a more definitive cause of the accident, the NTSB recommended among other things, that the Federal Aviation Administration incorporate the European Organization for Civil Aviation Equipment's proposed standards for a crash-protective video recording system into a TSO. We concurred with the NTSB's recommendation, by offering proposed TSO-C176 for a crash-protective video recording system.

## How to Obtain Copies

You may get a copy of the proposed TSO-C26d from the Internet at: [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). See section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address if requesting a copy by mail. Copies of SAE ARP5381 may be purchased from the Society of Automotive Engineers, Inc., Department 331, 400 Commonwealth Drive, Warrendale, PA 15096-0001. Copies can also be obtained through the SAE Internet Web site at <http://www.sae.org>.

Issued in Washington, DC, on January 20, 2006.

**Susan J.M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 06-723 Filed 1-25-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-23171; Notice 2]

#### Bridgestone Firestone North America Tire, LLC, Grant of Petition for Decision of Inconsequential Noncompliance

Bridgestone Firestone North America Tire, LLC (Bridgestone Firestone) has determined that certain tires that it produced in 2005 do not comply with S4.3.2 of 49 CFR 571.109, Federal Motor Vehicle Safety Standard (FMVSS) No. 109, "New pneumatic tires." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Bridgestone Firestone 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 December 9, 2005 in the **Federal Register** (70 FR 73323). NHTSA received no comments.

Affected are a total of approximately 50 P205/70R15 Le Mans Champion SE tires produced in 2005. S4.3.2 of FMVSS No. 109 refers to 49 CFR Part 575.4, section (d) of which requires that the sidewall stamping include the date of manufacture. The noncompliant tires are stamped HYMOLCM, while the correct stamping including the date of manufacture should be HYMOLCM2705.

Bridgestone Firestone believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Bridgestone Firestone states that "[t]he noncompliant tires meet or exceed all performance requirements of FMVSS No. 109 and will have no impact on the operational performance or safety of vehicles on which these tires are mounted." The petitioner further states,

The week and year of [the] production portion of the Tire Identification Number (TIN) becomes important in the event of a safety campaign so that the consumer may properly identify the recalled tire(s). For this mislabeling, any safety campaign communication, if necessary, could include in the listing of recalled TINs and (sic) the TIN for these tires with the missing or blank date of production so that the consumer would know that these mislabeled tires are included in the recall.

NHTSA agrees with Bridgestone Firestone that the noncompliance is inconsequential to motor vehicle safety. As Bridgestone Firestone points out, a consumer notification of a recall of the

tires could be accomplished by referring to the TIN. Bridgestone Firestone has corrected the problem.

In consideration of the foregoing, NHTSA has decided that the petitioner has met its burden of persuasion that the noncompliance described is inconsequential to motor vehicle safety. Accordingly, Bridgestone Firestone's petition is granted and the petitioner is exempted from the obligation of providing notification of, and a remedy for, the noncompliance.

**Authority:** (49 U.S.C. 30118, 30120; delegations of authority at CFR 1.50 and 501.8)

Issued on: January 20, 2006.

**Daniel C. Smith,**

*Associate Administrator for Enforcement.*

[FR Doc. E6-958 Filed 1-25-06; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-23169; Notice 2]

#### Cooper Tire & Rubber Company, Grant of Petition for Decision of Inconsequential Noncompliance

Cooper Tire & Rubber Company (Cooper) has determined that certain tires that it produced in 2005 do not comply with S4.3(a) of 49 CFR 571.109, Federal Motor Vehicle Safety Standard (FMVSS) No. 109, "New Pneumatic Tires" and with 49 CFR Part 574.5, "Tire Identification Requirements." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Cooper 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 December 9, 2005 in the **Federal Register** (70 FR 73324). NHTSA received no comments.

Affected are a total of approximately 668 size 235/70R15 tires produced during the period January 9, 2005 through June 18, 2005. S4.3(a) and Part 574.5(b) require a tire identification number (TIN) on the tire which includes a size designation. The noncompliant tires were molded with the letters "4E" as the size designation. The correct stamping should have been "TY."

Cooper believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Cooper states that the purpose of the TIN is to