

Estimated Average Burden Per Response: Approximately 12 minutes per response.

Estimated Annual Burden Hours: An estimated 360 hours annually.

Abstract: FOQA is a voluntary program for the routine collection and analysis of digital flight data from airplane operations. The purpose is to enable early corrective action for potential threats to safety. 14 CFR 13.401 codifies protection from punitive enforcement action based on FOQA information and required operators with FAA approved FOQA programs to provide aggregate FOQA data to the FAA. Aggregate FOQA information provided to the FAA is protected from public release under 14 CFR part 193.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to Nathan Lesser, Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oir_submission@omb.eop.gov or faxed to (202) 395-6974.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on October 4, 2006.

Carla Mauney,

FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 06-8616 Filed 10-11-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

User Input to the Aviation Weather Technology Transfer (AWTT) Board

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: The FAA will hold an informal public meeting to seek aviation

weather user input on convective weather products. Details: October 17, 2006; Orlando Orange County Convention Center, 9800 International Drive, Room N210A, Orlando, Florida 32819, 2 p.m. to 4 p.m. The objective of this meeting is to provide an opportunity for interested Government and commercial sector representatives who use Government-provided aviation weather information in operational decision-making to provide input on FAA's plans for implementing new weather products.

DATES: The meeting will be held at the Orlando Orange Country Convention Center, 9800 International Drive, Room N210A, Orlando, Florida 32819; Times: 2 p.m. to 4 p.m. on October 17, 2006.

FOR FURTHER INFORMATION CONTACT: Debi Bacon, Air Traffic Organization, Operations Planning, NAS Weather Policy and Requirements, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385-7705; Fax: (202) 385-7701; E-mail: debi.bacon@faa.gov.

SUPPLEMENTARY INFORMATION:

History

In 1999, the FAA established an Aviation Weather Technology Transfer (AWTT) Board to manage the orderly transfer of weather capabilities and products from research and development (R&D) into operations. The Director, Systems Engineering, Operations Planning, Air Traffic Organization chairs the AWTT Board. The board is composed of stakeholders in the Air Traffic and Aviation Safety organizations in the Federal Aviation Administration and the Office of Climate, Water and Weather Services, the Office of Science and Technology, and the National Center for Environmental Predictions (NCEP) in the National Weather Service.

The AWTT Board meets semi-annually or as needed, to determine the readiness of weather R&D products for experimental use or full operational use for meteorologists or for end users. The board makes the determination based on technical and operational readiness, cost and benefits, user needs and budget considerations.

FAA has the sole responsibility and authority to make decisions intended to provide a safe, secure, and efficient U.S. national airspace system. However, it behooves FAA to not make decisions in a vacuum. Rather, FAA is seeking inputs from the user community before decisions are finalized.

Industry users are invited to participate in one-day meetings two or

three times per year to give specific feedback to the Government. Meetings are often focused on a specific domain (e.g. terminal, enroute) or specific weather phenomena (e.g. turbulence, convection) but may also focus on specific weather products ready for operational decisions. Meetings will include a time for users to provide input on specific weather products and to surface issues on concerns with those products. The industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry session focused on convective weather products, roadmaps and research activities.

Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Headquarters.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be neither admission fee nor other charge to attend and participate. This meeting is being held in conjunction with the NBAA Convention 2006. There is a charge to attend the NBAA convention; however, any person desiring to attend this informal meeting will be admitted to NBAA convention officials to this meeting only, at no charge.

(c) FAA personnel will conduct overview briefings on aviation weather products, the status of on-going research, the implementation of the Graphical Turbulence Guidance (GTG) product and the newly developed safety risk assessment process. Questions may be asked during the presentation and FAA personnel will clarify any part of the process that is not clear.

(d) Any person present may offer comment or feedback in the session. Comments and feedback will be captured through discussion between FAA personnel and those persons attending the meeting.

(e) FAA will not take any action items from this meeting nor make any commitments to accept specific user suggestions. An official verbatim transcript of the meeting will not be made. However, a list of the attendees and a digest of discussions during the meeting will be produced and posted on a Web site. Instructions to access the Web site will be provided to all persons attending the meeting and provided to any who desire it.

(f) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback is also solicited and may be submitted to FAA personnel for the period October 18–November 17, 2006.

Agenda

- (a) Opening Remarks.
- (b) Review of AWTT weather products and research efforts.
- (c) Overview of the Safety Risk Assessment process.
- (d) Review of implementation of the Graphical Turbulence Guidance (GTG) product and solicitation of user feedback.
- (e) Closing Comments.

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Issued in Washington, DC on October 4, 2006.

Richard J. Heuwinkel,

Manager, NAS Weather Policy and Requirements.

[FR Doc. 06–8614 Filed 10–11–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Hearing and Availability of a Draft Environmental Assessment (DEA) for the Proposed Runway 22R/4L Offset ILS at Detroit Metropolitan Wayne County Airport (DTW) Located in Romulus, Detroit

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to Hold a Public Hearing and of Availability of a Draft Environmental Assessment for the Proposed Runway 22R/4L Offset ILS at Detroit Metropolitan Wayne County Airport.

SUMMARY: The Federal Aviation Administration (FAA) has prepared and is making available the Draft Environmental Assessment (DEA) for the following proposed actions at the Detroit Metropolitan Wayne County Airport: the development and use of the offset ILS approach procedures for Runways 22R and 4L, the installation of two (2) offset localizers, the construction of localizer buildings and associated equipment, the construction of an access road, the installation of multilateration equipment including 32 precision runway monitors (Precision Runway Monitors), the installation of Airport Surveillance Detection Equipment (ASDE), the installation of the four Aerobahn multilateration subsystem components on airport

property, the reissuance of aeronautical charts with the 22R/4L offset ILS approach information, the issuance of National Airspace System (NAS) Change Proposal (NCP) waivers associated with design and installation of the preceding, the development, issuance, and implementation of Air Traffic procedures, flight check and testing of proposed equipment, and funding for development and implementation of the proposed action.

The Draft EA is being prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 505.4B, "NEPA Implementing Instructions for Airport Actions". The proposed development action is consistent with the National Airspace System Plan prepared by the U.S. Department of Transportation, Federal Aviation Administration (FAA).

A Draft Environmental Assessment will be available for public review 30 days prior to the Public Hearing during normal business hours at the following locations:

- (1) Romulus Public Library, 11121 Wayne Rd., Romulus, MI 48174, (734) 942–7589.
- (2) Wayne City Public Library, 3737 S. Wayne Rd., Wayne, MI 48184, (734) 721–7832.
- (3) Taylor Community Library, 12303 Pardee Rd., Taylor, MI 48180, (734) 287–4840.
- (4) Inkster Public Library, 2005 Inkster Rd., Inkster, MI 48141, (313) 563–2822.
- (5) Wayne County Library, 30555 Michigan Ave., Westland, MI 48186, (734) 727–7310.

DATES, TIMES AND PLACE: Oral or written comments may also be given at a Public Hearing that will be held on Thursday, November 16, 2006, from 3 p.m. to 7 p.m. at the Detroit Metropolitan Hotel, 31500 Wick Road, Romulus, Michigan 48174. Telephone number: 734–467–8000.

ADDRESSES: Written comments are encouraged from persons or interested parties unable to attend the public hearing or who do not wish to make public statements. Written comments concerning the Draft EA will be accepted until 5 p.m. CST, Wednesday, November 22, 2006. Written comments may be sent to: Ms. Virginia Marcks, Environmental Engineer, ANI–430, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Environmental

Engineer, ANI–430, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone number; 847–294–7494.

SUPPLEMENTARY INFORMATION:

Background

The FAA proposes to provide for an offset to the DTW Runway 22R/4L Instrument Landing System (ILS) approach that would be used to reduce traffic delays at DTW by eliminating the need to stagger aircraft during inclement weather conditions thereby improving the Airport Acceptance Rate (AAR) during Instrument Meteorological Conditions (IMC). During Visual Meteorological Conditions (VMC) and times when triple simultaneous independent approaches during IMC are not necessary the airport would continue to operate as it does today with straight in approaches.

The lateral distance from Runway 22R/4L to its nearest parallel runway, Runway 22L/4R, at DTW is not sufficient to safely conduct triple dependent/independent ILS approaches other than in visual flight conditions. During IMC, air traffic separation standards require greater distance between aircraft, this reduces the number of arrivals an airports is capable of accepting each hour.

When weather conditions do not permit simultaneous visual approaches, increased air traffic delays could occur at DTW which could result in delays at other airports and significant costs to the airline industry.

Precision runway monitoring is a function that supports Air Traffic in monitoring simultaneous closely spaced approaches to parallel runways separated by less than 4,300 feet. When used with the appropriate air traffic procedures precision runway monitoring enables operations in which aircraft are allowed to fly shorter separation distances than otherwise permitted during IMC. This reduction in separation during IMC would reduce delays at DTW by allowing Air Traffic to conduct triple independent simultaneous straight-in ILS approaches to Runways 22L/22R/21L using precision runway monitoring capability, and offset localizer approaches to Runway 22R/4L. This entails compliance with a combination of rules of FAA Order 7110.6P, Air Traffic Control.

The DEA includes an assessment of the potential environmental impacts associated with the proposed ILS offset at DTW and reasonable alternatives pursuant to the National Environmental Policy Act. The analysis in the DEA disclosed that there would be a total of