

Day 3—Wednesday, June 23, 2010

- 08:30 a.m.—IP Comment Reply & Sub-Group Break Out Sessions (focused on finalizing any changes to papers being presented later in the morning)

- 10 a.m.—Break

- 10:30 a.m.—Plenary Text

Acceptance (for papers posted, commented on and reworked prior to Plenary)

- 12:30 p.m.—Lunch

- 1:30 p.m.—Sub-Group Break Out Sessions

- 1:30 p.m.—CAST Meeting (to 17:00)
- 2:45 p.m.—Break

- 3 p.m.—Sub-Group Break Out Sessions

- 5 p.m.—Close

- Evening—Social Event

Day 4—Thursday, June 24, 2010

- 8:30 a.m.—Sub-Group Break Out Sessions

- 10 a.m.—Break

- 10:30 a.m.—Sub-Group Break Out Sessions

- 12:30 p.m.—Milestone: IP submittals due for Friday Plenary
- 12:30 p.m.—Lunch
- 1:30 p.m.—Plenary Session
- 2:45 p.m.—Break
- 3 p.m.—Mandatory Paper Reading Session

- 5 p.m.—Close

- 5 p.m.—Executive Committee and SG Chairs/Secretaries Meeting

Day 5—Friday, June 25, 2010

- 8 a.m.—IP Comment Reply & Sub-Group Break Out Sessions (focused on finalizing any changes to papers being presented during the morning)

- 9:30 a.m.—Break

- 10 a.m.—Plenary Text Approval (reworked and late posted papers—with late posted papers only being accepted if (a) the changes are very minor in nature, and (b) adequate time has been allowed for the review of the papers).

- 12 p.m.—SG1: SCWG Document Integration Sub-Group Report

- 12:05 p.m.—SG2: Issue & Rationale Sub-Group Report

- 12:10 p.m.—SG3: Tool

Qualification Sub-Group Report

- 12:15 p.m.—SG4: Model Based Design & Verification Sub-Group Report

- 12:20 p.m.—SG5: Object Oriented Technology Sub-Group Report

- 12:25 p.m.—SG6: Formal Methods Sub-Group Report

- 12:30 p.m.—SG7: Special Considerations Sub-Group Report

- 12:35 p.m.—Next Meeting Information

- 12:40 p.m.—Any Other Business, Closing Remarks & Meeting Adjourned

- 12:45 p.m.—Meeting Evaluation (Round Robin)

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 May 5, 2010.

Francisco Estrada C.,

RTCA Advisory Committee.

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- WG2—Control and Communications
- WG3—Sense and Avoid
- WG4—Safety
- Close Plenary
- Breakout sessions—Remainder of June 8, 2010; June 9—10, 2010
- June 10, 2010 will conclude with Work Group briefings

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 May 5, 2010.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 2010-11222 Filed 5-10-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Seventeenth Plenary Meeting: RTCA Special Committee 203: Unmanned Aircraft Systems**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 203: Unmanned Aircraft Systems.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 203: Unmanned Aircraft Systems.

DATES: The meeting will be held June 8–10, 2010 at 9 a.m.

ADDRESSES: The meeting will be held at the Willie Miller Instructional Center, Embry-Riddle Aeronautical University, 600 S. Clyde Morris Blvd., Daytona Beach, FL 32124–3900.

FOR FURTHER INFORMATION CONTACT: 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>.

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 203: Unmanned Aircraft Systems meeting. The agenda will include:

Tuesday, June 8

- 9 a.m.—Opening Plenary
- Introductory Remarks and Introductions
- Leadership Updates
- FAA Status Reports
- Workgroup reorganization
- TOR Update—Discussion on Changes
- RTCA Workspace Web Tool
- Special Committee Status Overview
- Workgroup Updates
- WG1—Systems Engineering

- 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.

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 May 5, 2010.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 2010-11222 Filed 5-10-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Public Meeting on Future Policy and Rulemaking for Normal, Utility, Acrobatic, and Commuter Category Small Airplanes**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The FAA Small Airplane Directorate is issuing this notice to advise the public of a meeting to discuss ideas for future policy and rulemaking for small airplanes. We are attempting to determine the adequacy of the current airworthiness standards throughout a small airplane's service life while anticipating future requirements. The outcome could affect the next 20 years of small airplane design, certification, and operations.

DATES: The meeting will be held June 8–9, 2010, from 8 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held at the Hilton Garden Inn Scottsdale North/Perimeter Center; 8550 East Princess Drive; Scottsdale, AZ 85255; phone number 480–515–4944.

FOR FURTHER INFORMATION CONTACT: Mr. Lowell Foster, Regulations and Policy, ACE–111, Federal Aviation Administration, 901 Locust St., Kansas City, MO 64106; telephone: (816) 329–4125; facsimile (816) 329–4090; e-mail: lowell.foster@faa.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given of a public meeting to review 14 CFR part 23 regulations. We

encourage the public's participation and feedback in developing or amending new and existing policy, guidance, and rulemaking. Specifically, we would like feedback from manufacturers, pilots, owners, mechanics, instructors and anyone else with an interest in the small airplane industry.

The Small Airplane Directorate is responsible for 14 CFR part 23, the design standard for small airplanes. 14 CFR part 23 contains the design standards for small airplanes in the normal, utility, acrobatic, and commuter categories, with a maximum gross weight of 19,000 pounds.

The FAA's Small Airplane Directorate plans to host this second meeting to review the part 23 requirements June 8–9, 2010. The meeting will not follow a fixed agenda, but the discussions will generally follow the findings from a recent two-year study. That study, the "Part 23 Small Airplane Certification Process Study," addressed the following areas:

- Structure and Process of Part 23
- Design Certification
- Continued Airworthiness
- Data Management
- Pilot Interface

The report is available on-line at: http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/air/directories_field/small_airplanes/.

Included in the study are recommendations associated with certification, maintenance, modifications, and pilot training. Also included in the report is the recommendation to revise part 23 such that requirements are based on airplane performance and complexity. Since the beginning, small airplane certification requirements have been based on propulsion and weight. Many previous assumptions for small airplanes are no longer accurate. This is discussed in detail in the Certification Process Report.

The FAA plans to open this meeting with a detailed presentation from the Certification Process Study findings followed by opening the floor for discussions. There will be an official recorder participating at the meeting. The meeting minutes, as well as any comments, feedback, recommendations or action items will become public record.

Attendance is open to the interested public but limited to space availability. Since seating is limited, we ask anyone interested in attending to RSVP (notify Lowell Foster at the phone or e-mail address listed in the **FOR FURTHER INFORMATION CONTACT** section.

Issued in Kansas City, Missouri, on May 3, 2010.

Wes Ryan,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-11080 Filed 5-10-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration (FAA)

[Docket No. FAA-2010-0109]

Notice on Petition for Waiver of the Terms of the Order Limiting Scheduled Operations at LaGuardia Airport

ACTION: Grant of petition with conditions.

SUMMARY: The Secretary and the FAA are granting, subject to conditions, the joint waiver request of Delta Air Lines and US Airways from the prohibition on purchasing operating authorizations ("slots" or "slot interests") at LaGuardia Airport (LGA). The grant permits the carriers to consummate a transaction in which Delta would transfer 42 pairs of slot interests to US Airways at Ronald Reagan Washington National Airport (DCA), international route authorities to São Paulo and Tokyo; and terminal space at the Marine Air Terminal at LGA. US Airways would transfer 125 pairs of slot interests to Delta at LGA, and would lease an additional 15 pairs of LGA slot interests with a purchase option, together with terminal space in LGA's Terminal C. The grant is subject to the conditions that the carriers dispose of 14 pairs of slot interests at DCA and 20 pairs of slot interests at LGA to eligible new entrant and limited incumbent carriers, pursuant to procedures set out in this Notice, and achieve a mutually satisfactory agreement regarding gates and associated facilities with any such purchaser.

If you wish to review the background documents or comments received in this proceeding, you may go to <http://www.regulations.gov> at any time and follow the online instructions for accessing the electronic docket. You may also go to the U.S. Department of Transportation's Docket Operations in Room W12-140 on the ground floor of the West Building at 1200 New Jersey Avenue, SE., Washington, DC between 9 a.m. and 5 p.m. Monday through Friday, except Federal holidays.

DATES: The waiver is effective upon Delta and US Airways satisfying the conditions required by this Notice. On February 9, 2010, the FAA issued the Notice of petition for waiver and

solicited comments through March 22, in this Docket, on the grant of the petition with conditions. (75 FR 7306, Feb. 18, 2010). On March 30, 2010, the FAA reopened the comment period and solicited rebuttal comments through April 5, 2010. (75 FR 16574, Apr. 1, 2010).

FOR FURTHER INFORMATION CONTACT:

Rebecca MacPherson, Assistant Chief Counsel for Regulations, by telephone at (202) 267-3073 or by electronic mail at Rebecca.macpherson@faa.gov; or Jonathan Moss, Deputy Assistant General Counsel for Operations, by telephone at (202) 366-4710 or by electronic mail at jonathan.moss@dot.gov.

SUPPLEMENTARY INFORMATION:

The Proposed Transaction and the Waiver Request

In the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Public Law 106-181 (2000), Congress required a phase out and termination of the High Density Rule (HDR)¹ at LGA by January 1, 2007.² Congress expressly retained the FAA's authority for "safety and the movement of air traffic."³ The FAA eliminated the terms of the HDR applicable at LGA; however, the demand for flights at LGA and resultant severe congestion prompted the FAA to re-impose quotas by means of an order published in 2006 and subsequently amended ("LGA Order" or "Order").⁴ The LGA Order, issued under the FAA's authority to regulate the use of navigable airspace,⁵ assigned to the incumbent carriers at LGA their slot interest holdings and authorized them to lease or trade authorizations for any consideration for the duration of the Order. The Order, originally scheduled to expire October 24, 2009, was extended through October 29, 2011. The Order does not allow for the purchase or sale of slot interests at LGA, and the

¹ The HDR is codified at 14 C.F.R. Part 93, Subparts K and S.

² 49 U.S.C. 41715(a)(2).

³ 49 U.S.C. 41715(b)(1).

⁴ Operating Limitations at New York LaGuardia Airport, 71 FR 77,854 (Dec. 27, 2006); 72 FR 63,224 (Nov. 8, 2007) (transfer, minimum usage, and withdrawal amendments); 72 FR 48,428 (Aug. 19, 2008) (reducing the reservations available for unscheduled operations); 74 FR 845 (Jan. 8, 2009) (extending the expiration date through Oct. 24, 2009); 74 FR 2,646 (Jan. 15, 2009) (reducing the peak-hour cap on scheduled operations to 71); 74 FR 51,653 (Oct. 7, 2009) (extending the expiration date through Oct. 29, 2011).

⁵ 49 U.S.C. 40103(b) directs the FAA to develop plans and policy for the use of the navigable airspace and, by order or rule, to regulate the use of the airspace as necessary to ensure its efficient use.