

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the request, notice and other documents germane to the request in person at the Tennessee Department of Transportation, Division of Aeronautics.

Issued in Memphis, TN on March 25, 2010.

Phillip J. Braden,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2010-7416 Filed 4-1-10; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee—Open Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee Open meeting.

SUMMARY: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of the meetings of the Commercial Space Transportation Advisory Committee (COMSTAC). The meetings will take place on Tuesday and Wednesday, May 18 and 19, 2010, starting at 8 a.m. at the National Housing Center, 1201 15th Street NW., Washington, DC 20005.

The proposed agenda for these meetings will feature discussions on:

- The impact of the President's proposed budget on commercial space transportation;
- The issues the working groups propose to address; and
- The proposed by-laws for the COMSTAC.

There will also be briefings on the 2010 Commercial Space Transportation Market Forecasts and discussions and activity reports by the chairpersons of the COMSTAC working groups.

Interested members of the public may submit relevant written statements for the COMSTAC members to consider under the advisory process. Statements may concern the issues and agenda items mentioned above or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact Susan Lender, DFO, (the Contact Person listed below) in writing (mail or e-mail) by April 30, 2010, so that the

information can be made available to COMSTAC members for their review and consideration prior to the May 18 and 19, 2010, meetings. Written statements should be supplied in the following formats: One hard copy with original signature or one electronic copy via e-mail.

Subject to approval, a portion of the May 19th meeting will be closed to the public (starting at 3:45 p.m.).

An agenda will be posted on the FAA Web site at <http://www.faa.gov/go/ast>. For specific information concerning the times and locations of the COMSTAC working group meetings, contact the Contact Person listed below.

Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Susan Lender (AST-100), Office of Commercial Space Transportation (AST), 800 Independence Avenue, SW., Room 331, Washington, DC 20591, telephone (202) 267-8029; E-mail susan.lender@faa.gov. Complete information regarding COMSTAC is available on the FAA website at: http://www.faa.gov/about/office_org/headquarters_offices/ast/advisory_committee/.

Issued in Washington, DC, March 25, 2010.

George C. Nield,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 2010-7399 Filed 4-1-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Thirteenth Meeting: EUROCAE WG-72: RTCA Special Committee 216: Aeronautical Systems Security (Joint Meeting)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of EUROCAE WG-72: RTCA Special Committee 216: Aeronautical Systems Security (Joint Meeting).

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of EUROCAE WG-72: RTCA Special Committee 216: Aeronautical Systems Security (Joint Meeting).

DATES: The meeting will be held April 20-23, 2010 starting at 9 a.m. on the first day and ending by 13:00 on the last day.

ADDRESSES: The meeting will be held at Malakoff (France), 102 rue Etienne Dolet—92240 Malakoff (4th Floor), hosted by EUROCAE.

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 EUROCAE WG-72: RTCA Special Committee 216: Aeronautical Systems Security (Joint Meeting) meeting. The meeting is expected to start at 9 on the first day and to finish by 17:00 each day. It will finish at the latest by 13:00 on the last day.

The main purpose of the meeting is to determine potential joint Subgroup work based on the new SC-216 TOR, develop agreement between both groups on the roadmap to potentially jointly publish documents, continue the specification work and strengthening of links to the Civil Aviation Authorities.

Please inform jean-paul.moreaux@airbus.com and samira.bezza@eurocae.net of your intention to attend the meeting.

The agenda will include:

Day 1

- **09h00 to 09h20:** Introduction/ review of the previous MoM/Report about publications/Approval of the meeting agenda.
- **09h20 to 09h40:** WG72 and Group (ED20x) activities status discussion of implications on joint work.
- **09h40 to 10h00:** SC-216 and Subgroup activities status and discussion of implications on joint work.
- **10h00 to 10h45:** Mapping of SC216 SG's to WG72 ED 20x Documents;
- Discuss joint SG work plan and schedule based on document(s) chart.
- **10h45 to 11h00:** Break.
- **11h00 to 11h45:** Develop agreement on:
 - Either continuing as per previous mode of cooperation.
 - Or create a firm joint work plan for mutual document development.
 - Publication Plan: Roadmap and Document layout, discuss implications.
 - **11h45 to 12h00:** Discussion options to strengthen ties with CAA's (EASA and others).
 - Discuss Response to White Paper: Vision to Lawmakers.
 - **12h00 to 13h15:** Lunch Break.
 - **13h15 to 14h30:** Status of ED201, ED202/ED203, ED204 or equivalent documents.

- 14h15 to 17h00: Split-up sessions.
- ED201: Include transversal topics extracted from other parts; coordinate details with other parts.

- ED202/203-SG2: Discussion of differences with SC216/SG2; identify specific terms and glossary concerns; establish common basis for collaboration or joint work.

- ED204-SG4: Review the SOW of both groups, determine if full or partly joint work with one resulting document is possible, identify parts, that can't be joint.

Days 2 and 3

- 09h00 to 17h00: Split-up sessions.
- Continuation of work for all documents.

Day 4

- 09h00 to 13h00: Plenary Session:

- 09:00 to 09:20: Review Status of ED201 session work—What has been added/modified? Which elements will be dealt with in 2010, which in a later issue? What is the status of the EFB analysis?

- 09:20 to 10:00: Review Status of ED202/ED203-SG2 session work—What is the status of the documents? Is it reasonable to expect termination of ED202/DO-TBD work in 2010?

- 10:00 to 10:30: Review Status of ED204-SG4 session work—Is the target audience clear and limited, for which the document is to be established? Are the expectations of the audience well understood? How will the work progress, fully joint, partly joint, coordinated w/two separate documents?

- 10:30 to 11:00: Discussion of Glossary: Content and Publication (separate in ED210 or integrated).

- 11:00 to 11:15: Break.

- 11:15 to 11:30: Discuss collaboration and associated topics with other organisations (Arinc, DSWG, ICAO, etc.).

- 11:30 to 12:00: Summarize the official Eurocae and RTCA release/review processes in relation to the planned releases for this year/early next—verify publication schedule.

- 12:00 to 12:30: Future meeting dates and locations; Expertise to be included; Action Item review.

- 12:30 to 12:45: Wrap-up of Meeting, Agreement on Conclusions and Main Events, Main messages to be disseminated.

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 March 29, 2010.

Meredith Gibbs,

RTCA Advisory Committee.

[FR Doc. 2010-7546 Filed 4-1-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issue Area—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to identify and develop recommendations on additional requirements for low speed alerting in new transport category airplanes. This task is the first phase of an overall effort to examine new standards, as well as possible retrofit standards. This notice is to inform the public of this ARAC activity.

FOR FURTHER INFORMATION CONTACT: Joe Jacobsen, Airplane & Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Federal Aviation Administration, 1601 Lind Ave SW, Renton, Washington, 98057; telephone (425) 227-2011, facsimile (425) 227-1149; e-mail joe.jacobsen@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA established ARAC to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities with respect to aviation-related issues. With respect to low speed alerting, the FAA previously revised regulations in the area of flight guidance (autopilot) and performance and handling qualities in icing conditions to improve transport airplane standards for low speed protection (in the case of icing, stall warning standards were enhanced). However, as a result of several recent loss-of-control accidents and incidents, the FAA has identified a need for additional low speed safeguards, in addition to the regulatory actions that have already been taken. The committee will address the first task under the Transport Airplane and Engine Issues, under the existing

Avionics Systems Harmonization Working Group.

The Task

ARAC is initially tasked with providing information that will be used to develop standards and guidance material for low speed alerting systems. This information may result in standards that complement existing stall warning requirements. The working group will be expected to provide a report that addresses the following low speed alerting technical questions, relative to new aircraft designs (Phase 1 task—new Part 25 standards), and provides the rationale for their responses. If there is disagreement within the working group, those items should be documented, including the rationale from each party and the reasons for the disagreement.

- How much time is needed to alert the crew in order to avoid stall warning or excessive deviation below the intended operating speed?

- What would make the alerting instantly recognizable, clear, and unambiguous to the flightcrew?

- How could nuisance alerts be minimized?

- Could the alerting operate under all operating conditions, configurations, and phases of flight, including icing conditions?

- Could the alerting operate during manual and autoflight?

- Could the system reliability be made consistent with existing regulations and guidance for stall warning systems?

- Are there any regulations or guidance material that might conflict with new standards?

- What recommended guidance material is needed?

- After reviewing airworthiness, safety, cost, and other relevant factors, including recent certification and fleet experience, are there any additional considerations that should be taken into account?

- Is coordination necessary with other harmonization working groups (e.g., Human Factors)? (if yes, coordinate and report on that coordination)

The working group will be also be expected to provide a report that addresses the following low speed alerting technical questions, relative to existing aircraft designs (as a lead-in to the Phase 2 task—retrofit standards), and provides the rationale for their responses. If there is disagreement within the working group, those items should be documented, including the rationale from each party and the reasons for the disagreement.