

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Wildlife Research and Management to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, 7/02/2004, Exemption No. 8359.*

Docket No.: FAA-2000-8063.

Petitioner: Eagle Canyon Airlines, Inc., d.b.a. Scenic Airlines.

Section of 14 CFR Affected: 14 CFR 121.345(c)(2).

Description of Relief Sought/Disposition: To permit Eagle Canyon Airlines, Inc., an amendment to Exemption No. 6839B by extending its November 30, 2004 termination date to December 31, 2004, unless sooner superseded or rescinded. *Grant, 7/02/2004, Exemption No. 6839C.*

Docket No.: FAA-2002-13151.

Petitioner: Elliott Aviation Flight Services, Inc.

Section of 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Elliott Aviation Flight Services, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft. *Grant, 7/2/2004, Exemption No. 7347B.*

Docket No.: FAA-2004-18524.

Petitioner: Plainwell Pilot's Association.

Section of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353, and appendices I and J to part 121.

Description of Relief Sought/Disposition: To permit Plainwell Pilot's Association to conduct local sightseeing flights at the Plainwell Airport, Plainwell, Michigan, on or about July 4, 2004, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135, subject to certain conditions and limitations. *Grant, 7/1/2004, Exemption No. 8357.*

Docket No.: FAA-2004-18513.

Petitioner: Allegheny Airlines, Inc., and Piedmont Airlines, Inc.

Section of 14 CFR Affected: 14 CFR V, paragraph A.1, and section IX, paragraph A.1 of appendix I to part 121.

Description of Relief Sought/Disposition: To permit employees performing safety-sensitive functions for Allegheny to perform identical functions for Piedmont Airlines, Inc., without being subject to additional pre-employment drug testing. *Grant, 7/1/2004, Exemption No. 8356.*

Docket No.: FAA-2004-17728.

Petitioner: Mr. LeRoy Kruid.

Section of 14 CFR Affected: 14 CFR 121.383(c).

Description of Relief Sought/Disposition: To permit Mr. LeRoy Kruid to act as a pilot in operations conducted under part 121 after reaching his 60th birthday. *Denial, 6/30/2004, Exemption No. 8355.*

Docket No.: FAA-2001-9708.

Petitioner: Frontier Flying Service, Inc.

Section of 14 CFR Affected: 14 CFR 135.152(a).

Description of Relief Sought/Disposition: To permit Frontier Flying Service, Inc., an amendment to Exemption No. 7606 by extending its August 17, 2004, termination date only as it pertains to the two Beech 1900C airplanes with Serial Nos. UC-95 and UC-136. *Grant, 7/2/2004, Exemption No. 7606A.*

[FR Doc. 04-16846 Filed 7-22-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 196: Night Vision Goggle (NVG) Appliances and Equipment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 196 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 196: Night Vision Goggle (NVG) Appliances and Equipment.

DATES: The meeting will be held August 10-11, 2004 starting at 9 am.

ADDRESSES: The meeting will be held at RTCA, 1818 L Street, NW., Suite 805, Washington, DC 20036-5133.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1140 Connecticut Avenue, NW., 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 196 meeting. The agenda will include:

- August 10-11:
- Opening Session (Welcome and Introductory Remarks, Agenda Overview, Approve Minutes of Previous Meeting)
- Approval of the Summary of the Eleventh Meeting
- RTCA Paper No. 102-04/SC196-031
- Overview SC-196 Working Group Activities

- Working Group 5—Training Guidelines/Considerations
- Review/Approval Final Draft—NVG Training Guidelines
- RTCA Paper No. 103-04/SC-196-032

• Closing Session (Other Business, Establish Agenda for Next Meeting, Date and Place of Next Meeting)

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 July 14, 2004.

Robert Zoldos,

FAA System Engineer, RTCA Advisory Committee.

[FR Doc. 04-16851 Filed 7-22-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Policy Statement PS-ACE100-2004-10024, Installation of Electronic Engine Control for Reciprocating Engine

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of proposed policy statement and request for comments.

SUMMARY: This notice announces the availability of and requests comments on a proposed policy statement. Proposed Policy Statement, PS-ACE100-2004-10024, is to help identify appropriate certification requirements for installation of an Electronic Engine Control (EEC) into a small airplane with a reciprocating engine. It includes guidance related to methods of compliance as well as identifying when equivalent level of safety findings (ELOS) and special conditions may be necessary.

This policy statement addresses the certification requirements for the installation of an EEC that has been approved for use on a part 33 engine into a part 23 airplane. Material in this policy statement is neither mandatory nor regulatory in nature and does not constitute a regulation.

DATES: Comments must be received on or before September 21, 2004.

ADDRESSES: Send all comments on the proposed policy statement to: Federal

Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, Regulations and Policy (ACE-111), 901 Locust Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. Pete Rouse, Standards Office, Small Airplane Directorate, Aircraft Certification Service, Kansas City, Missouri 64106, telephone (816) 329-4135, fax (816) 329-4090; e-mail peter.rouse@faa.gov.

SUPPLEMENTARY INFORMATION: Any person may obtain a copy of this proposed policy statement by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. A copy of the policy statement will also be available on the Internet at <http://www.airweb.faa.gov/> Policy within a few days.

Comments Invited: We invite interested parties to submit comments on the proposed policy statement. Commenters must identify PS-ACE100-2004-10024 and submit comments to the address specified above. The FAA will consider all communications received on or before the closing date for comments before issuing the final policy statement. The proposed policy statement and comments received may be inspected at the Standards Office (ACE-110), 901 Locust, Room 301, Kansas City, Missouri, between the hours of 8:30 and 4 p.m. weekdays, except Federal holidays by making an appointment in advance with the person listed under **FOR FURTHER INFORMATION CONTACT**.

Background: Installation of an EEC into part 23 airplanes may include design features not envisioned when 14 CFR, part 23 was created. This policy highlights areas where special conditions may be appropriate for these installations. However, appropriate special conditions for each installation must be determined on a case-by-case basis in accordance with 14 CFR, part 21, § 21.16, § 21.17, and 14 CFR, part 11.

Installing an EEC in a small certificated airplane design is not considered a design change so substantial that it would require a new airplane Type Certificate (TC) under 14 CFR, part 21, § 21.19. Therefore, it is considered appropriate to install an approved EEC into a certificated airplane using the STC or ATC process.

Proposed EEC installations, whether supplemental, amended, or new TC projects will be considered significant as defined in Order 8100.5, paragraph 103j. Accordingly, the FAA is proposing and requesting comments on PS-ACE100-2004-10024.

Issued in Kansas City, Missouri, on July 7, 2004.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-16853 Filed 7-22-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. PS-ANM100-2003-10019]

Evaluating a Seat Armrest Cavity for a Potential Fire Hazard

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy on evaluating a seat armrest cavity for a potential fire hazard.

DATES: This final policy was issued by the Transport Airplane Directorate on July 14, 2004.

FOR FURTHER INFORMATION CONTACT: Michael T. Thompson, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, ANM-115, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1157; fax (425) 227-1232; e-mail: michael.t.thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

Disposition of Comments

A notice of proposed policy was published in the **Federal Register** on February 3, 2004 (69 FR 5242). Two (2) commenters responded to the request for comments, and indicated their concurrence with the proposed policy.

Background

Due to concerns about trapped waste material being a potential fire hazard, the FAA requested seat armrest cavities be either completely enclosed or have an open bottom. Subsequent FAA research determined that for typical armrest cavities, these conditions do not need to be met to prevent a fire hazard. The policy proposed on February 3, 2004, would change the earlier FAA position that armrest cavities be enclosed or open at the bottom.

The final policy as well as the disposition of comments received is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by

contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on July 14, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-16848 Filed 7-22-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2004-18671]

Notice of Request for the Extension of a Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection: Charter Service Operations.

DATES: Comments must be submitted before September 21, 2004.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 10 a.m. to 5 p.m., e.t., Monday through Friday, except federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Martineau, Office of the Chief Counsel, (202) 366-1936.

SUPPLEMENTARY INFORMATION: Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.