

Register (73 FR 8926) which temporarily suspended amateur-built aircraft kit evaluations. The FAA has performed these evaluations as a courtesy to assist manufacturers in determining whether their prefabricated aircraft kits can meet the regulatory requirements for certification as an amateur-built aircraft under the provisions of Title 14, Code of Federal Regulations (14 CFR) 21.191(g). That section defines an amateur-built aircraft as, "an aircraft the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation." Upon determination that the percentage of a kit presented for evaluation by a manufacturer permits the major portion (51%) of the aircraft's fabrication and assembly to be completed by an amateur builder, the aircraft kit is added to a list of eligible kits maintained by the FAA.

Kit evaluations have been a courtesy that the FAA has provided for the convenience of kit manufacturers, their customers, and FAA inspectors. Successful evaluations assure manufacturers that their kits can be marketed as being eligible for certification as an amateur-built aircraft. They also assist inspectors by providing a baseline from which an inspector can begin an assessment of a completed aircraft kit once it has been presented for certification under § 21.191(g). Additionally, the evaluations inform prospective applicants that an aircraft is eligible for certification as an amateur-built aircraft, when completed in accordance with FAA-evaluated assembly and instruction manuals. Completion of a kit evaluation, however, is not, nor ever has been, a regulatory requirement.

The FAA recently concluded that a temporary suspension of kit evaluations is necessary because existing policy and guidance used to evaluate these kits has resulted in inconsistent determinations regarding regulatory compliance. This decision also reflects the conclusions of the Amateur-Built Aviation Rulemaking Committee (ARC). That committee was established on July 26, 2006, to make recommendations regarding the use of builder or commercial assistance when fabricating and assembling amateur-built aircraft intended for certification under § 21.191(g). The committee concluded that the process used for the evaluation of aircraft kits is not standardized. The FAA believes a temporary suspension of kit evaluations is therefore needed to update the policy and guidance material used to conduct these evaluations. The agency is currently evaluating proposed changes

to the policy and guidance used to evaluate amateur-built aircraft kits.

Since publication of the notice of the agency's temporary suspension of kit evaluations in the **Federal Register**, amateur-built aircraft kit manufacturers have expressed concerns that the FAA would re-evaluate or remove kits on the current eligibility list as a result of re-evaluating previously evaluated kits using the new evaluation procedures. The FAA does not intend to re-evaluate or remove any of the kits from the current eligibility list as a result of developing new evaluation procedures. As is current practice, a re-evaluation of any kit on the current eligibility list would only occur if a potentially unsafe condition is identified. The temporary suspension of kit evaluations does not affect the status of kits previously determined to be eligible for certification as an amateur-built aircraft. Previous FAA-conducted amateur-built aircraft kit evaluations remain valid.

The FAA has also received inquiries concerning whether amateur-built kit manufacturers may continue to develop, manufacture, market, and sell their previously evaluated aircraft kits during the temporary suspension. The FAA does not certify aircraft kits or approve kit manufacturers. Kit evaluations are not required by the regulations and do not prevent a manufacturer from introducing a new kit for the amateur-built marketplace. Companies may continue to design, develop, manufacture, market, and sell aircraft kits. The temporary suspension in no way prevents these actions.

Several amateur aircraft builders were also concerned that aircraft currently being built from kits which were on the eligibility list at their time of purchase would be reevaluated in accordance with new procedures when the aircraft are presented for airworthiness certification: The FAA will not re-evaluate these kit aircraft to the new criteria when they are inspected for airworthiness certification provided the kit from which they have been built remains on the current list. The airworthiness certification process for these aircraft remains unchanged. The determination that an applicant has fabricated and assembled the major portion of an aircraft in accordance with § 21.191(g), will continue to be accomplished when the aircraft is inspected for airworthiness certification. This procedure is consistent with longstanding practices in place prior to the temporary suspension of kit evaluations.

The FAA will resume amateur-built kit evaluations after issuing the final policy changes. Prior to publishing the

final policy, FAA will solicit comments on draft procedures (FAA Orders and Advisory Circulars) through a notice in the **Federal Register**.

Issued in Washington, DC on April 8, 2008.

Frank Paskiewicz,

Manager, Production and Airworthiness Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 205/ EUROCAE Working Group 71: Software Considerations in Aeronautical Systems Eighth Joint Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 205/EUROCAE Working Group 71 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 205/EUROCAE Working Group 71: Software Considerations in Aeronautical Systems.

DATES: The meeting will be held June 23-27, 2008, from 8:30 a.m.-5 p.m (variable see daily schedule).

ADDRESSES: The meeting will be held at ENSEEIHT (referred as N7) 2, rue Charles CAMICHEL, Boite Postale 7122, 31071 TOULOUSE Cedex 7, France.

FOR FURTHER INFORMATION CONTACT: (1) 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>; (2) Joint Secretaries, *Europe*: Mr. Ross Hannon, telephone +44 78807-46650, e-mail: ross_hannon@binternet.com; US: Ms. Leslie Alford, telephone +1-678-363-5948, e-mail: leslie.a.alford@boeing.com.

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 205/EUROCAE Working Group 71 meeting.

Note: On arrival at ENSEEIHT please have photo identification available (either a passport, a drivers license bearing a photograph or an identity card) to assist in your pass being issued.

- June 23:
- Registration.
- Review of Meeting Agenda and Agreement of Previous Minutes.

- Reports of Sub-Group Activity since January 2008.
- Other Committee/Other Documents Interfacing Reports.
- Plenary Text Acceptance (for papers posted, commented on and reworked prior to Plenary).

• New Members Introduction Session.

- Sub-Group Break Out Sessions.
- Closed of Day.
- Executive Committee and SG Chairs/Secretaries Meeting.

- June 24:
- Sub-Groups Break Out Session.
- Mandatory Paper Reading Session.
- Executive Committee and SG Chairs/Secretaries Meeting.

- June 25:
- Sub-Group Break Out Sessions.
- Plenary Text Acceptance (for papers posted, commented on and reworked prior to Plenary).
- Sub-Group Break Out Sessions.
- Executive Committee and SG Chairs/Secretaries Meeting.

- June 26:
- Sub-Group Break Out Sessions.
- Mandatory Paper Reading Session.
- Executive Committee and SG Chairs/Secretaries Meeting.

- June 27:
- Sub-Group Break Out Sessions.
- Plenary Text Approval (reworked and later posted papers).
- SGs Reports.
- SGI: SCWG Document Integration Sub-Group.

- SG2: Issue & Rationale Sub-Group.
- SG3: Tool Qualification Sub-Group.
- SG4: Model Based Design & Verification Sub-Group.

- SG5: Object Oriented Technology Sub-Group.
- SG6: Formal Methods Sub-Group.
- SG7: Special Considerations Sub-Group.

- Closing Plenary Session (Other Business, Schedule Meeting, Closing Remarks, Adjourn).

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 April 10, 2008.

Francisco Estrada C.,
RTCA Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-use Assurance Aurora Municipal Airport, Sugar Grove, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of the airport property. The proposal consists of a 0.1766-acre portion of Parcel 3 and a 0.9776 acre portion of Parcel 5, totaling 1.1542 acres. Presently the land is vacant and used as open land for control of FAR Part 77 surfaces and compatible land use and is not needed for aeronautical use, as shown on the Airport Layout Plan. The Parcels were acquired in 1988 with Federal participation. It is the intent of the City of Aurora, as owner and operator of the Aurora Municipal Airport (AMA), to sell the subject portions of Parcels 3 & 5 (1.1542 Acres) in fee to the Village of Sugar Grove, for the construction of Municipal Drive. AMA would, in return, receive land equivalent in acreage and value (a portion of Parcel 4) from the Village of Sugar Grove. This notice announces that the FAA is considering the proposal to authorize the disposal of the subject airport property at the Aurora Municipal Airport, Sugar Grove, IL. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA.

In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

DATES: Comments must be received on or before May 19, 2008.

ADDRESSES: Documents are available for review at the Airport Manager's office (Bob Rieser, Aurora Municipal Airport, 43 W 636 U.S. 30, Sugar Grove, IL 60554, Ph. 630-466-7000) and the FAA Airports District Office (Richard Pur, FAA, Chicago Airports District Office, 2300 E. Devon Ave., Des Plaines, IL 60018, Ph. 847-294-7527). Written

comments on the Sponsor's request must be delivered or mailed to: Richard Pur, FAA, Chicago Airports District Office, 2300 E. Devon Ave., Des Plaines, IL 60018, Ph. 847-294-7527.

FOR FURTHER INFORMATION CONTACT: Richard Pur, Program Manager, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone Number 847-294-7527/Fax Number 847-294-7046.

SUPPLEMENTARY INFORMATION: Following is a legal description of the property located in Sugar Grove, Kane County, Illinois, and described as follows:

Portion of Parcel 3

That part of the east half of the Southeast Quarter of Section 17, Township 36 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at the southeast corner of said Section 17; thence North 00 degrees 24 minutes 41 seconds West (assumed), along the east line of the Southeast Quarter of said Section 17, 1351.36 feet; thence South 89 degrees 35 minutes 19 seconds West, 80.00 feet to the west line of the east 80.00 feet of the north 1508.36 feet of the Southeast Quarter of said Section 17, for the Point of Beginning, thence South 00 degrees 24 minutes 41 seconds East, along said west line, 314.89 feet to the south line of the north 1508.36 feet of the Southeast Quarter of said Section 17; thence South 89 degrees 14 minutes 52 seconds West, 75.05 feet along said south line to a point on a curve; thence northerly along a curve to the left with radius of 700.00 feet, arc length of 327.11 feet, chord bearing North 12 degrees 56 minutes 33 seconds East, and chord length 324.14 feet to the Point of Beginning, in Sugar Grove Township, Kane County, Illinois. Containing 0.1766 acres, more or less.

Portion of Parcel 5

That part of the southerly 550.00 feet (except the east 80.00 feet) of the Northeast Quarter of Section 17, Township 36 North, Range 7 East of the Third Principal Meridian described as follows: Commencing at the southeast corner of the Northeast Quarter of said Section 17; thence South 89 degrees 14 minutes 54 seconds West (assumed), along the south line of the Northeast Quarter of said Section 17, 80.00 feet to the west line of the east 80.00 feet of the Northeast Quarter of said Section 17, and the Point of Beginning; thence north along a curve to the left with radius of 700.00 feet, arc length of 489.73 feet, chord bearing North 20 degrees 27 minutes 15 seconds West, and chord length of 479.81 feet to a point of tangency; thence North 40 degrees 29