

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 February 4, 2005.

**Natalie Ogletree,**

*FAA General Engineer, RTCA Advisory Committee.*

[FR Doc. 05-3016 Filed 2-16-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed FAA Order 8110.TVP, Type Validation and Post-Type Validation Procedures

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability and request for public comment.

**SUMMARY:** This notice announces the availability of and request for comments on the proposed Federal Aviation Administration Order 8110.TVP. This proposed order defines FAA policy and procedures in type certification and post-type certification for imported and exported products. We also define the expectations, roles and responsibilities of the importing authority, the exporting authority, and the applicant. We set up specific procedures for certification personnel working with the European Aviation Safety Agency (EASA) and member authorities of the joint Aviation Authorities of Europe (JAA).

**DATES:** Comments must be received on or before March 11, 2005.

**ADDRESSES:** Send all comments on the proposed revised Order to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Gregory A. Edwards, AIR-110. You may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, or electronically submit comments to the following Internet address: [9-AWA-AVS-AIR-TVPOrder@faa.gov](mailto:9-AWA-AVS-AIR-TVPOrder@faa.gov). Include in the subject line of your message the title of the document, "TVP Order."

**FOR FURTHER INFORMATION CONTACT:**

Gregory A. Edwards, Aerospace Engineer, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Certification Procedures Branch, AIR-110, Room 815, 800 Independence

Avenue, SW., Washington, DC 20591. Telephone (202) 267-9287, Fax (202) 267-5340, or e-mail at: [greg.edwards@faa.gov](mailto:greg.edwards@faa.gov)

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Your are invited to comment on the draft order listed in this notice by sending such written data, views, or arguments to the above listed address. Please identify "TVP Order" as the subject of your comments. You may also examine comments received on the draft order before and after the comment closing date at the FAA Headquarters Building, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date will be considered by the Director of the Aircraft Certification Service before issuing the final Order.

**Background**

In the mid-1990s, the JAA and we recognized the need to streamline the certification and continued airworthiness processes we apply to imported aviation products. We established sets of type validation and post-type validation principles in a letter of understanding, signed in November 1997. These principles were later amended in November 2001.

The European Parliament approved legislation setting up EASA in July 2002. The new agency, which began operating in September 2003, assumed the certification and validation authority previously exercised by the individual National Aviation Authorities. EASA recognizes existing bilateral agreements between the United States and European Union member states until a single, new bilateral agreement is negotiated between the United States and the European Union. Forming EASA gave everyone the opportunity to look at the validation and post-validation processes, to incorporate lessons learned, and tailor them to the new European aviation certification system. As a result, we streamlined the principles and extended the scope.

**How To Obtain Copies**

You can get an electronic copy via the Internet at <http://www.faa.gov/certification/aircraft/DraftDoc/Comments.htm> or by contacting the person named in the paragraph **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on February 11, 2005.

**Susan J.M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 05-3021 Filed 2-16-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Loudoun, Fauquier, Fairfax, Prince William, and Stafford Counties, VA

**AGENCY:** Federal Highway Administration, DOT.

**ACTION:** Notice of intent; withdrawal.

**SUMMARY:** The Federal Highway Administration is issuing this notice to advise the public of its intent to withdraw a notice of intent to prepare an Environmental Impact Statement in cooperating with the Virginia Department of Transportation for potential transportation improvements in the western portion of Northern Virginia, between Route 7 in Loudoun County and Interstate 95 in Stafford County, to address growing regional transportation needs.

**FOR FURTHER INFORMATION CONTACT:** Edward S. Sundra, Senior Environmental Specialist, Federal Highway Administration, Post Office Box 10249, Richmond, Virginia 23240-0249, Telephone 804-775-3338.

**SUPPLEMENTARY INFORMATION:** On December 19, 2000, the Federal Highway Administration published a notice of intent in the **Federal Register** (69 FR 79450, December 19, 2000) to prepare an Environmental Impact Statement in cooperation with the Virginia Department of Transportation for potential transportation improvements in the western portion of Northern Virginia. The project, more commonly known as the Western Transportation Corridor, was proposed to be located between Route 7 in Loudoun County and Interstate 95 in Stafford County and was being developed to address growing regional transportation needs. However, like many other states in the country, the Commonwealth of Virginia has had to deal with budgetary and fiscal priorities brought about by the economic recession. As a result, the Virginia Department of Transportation stopped development of the Western Transportation Corridor and terminated the consultant contract in 2003 for the preparation of the Environmental Impact Statement.