(f) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback is also solicited and may be submitted to FAA personnel for the period October 18–November 17, 2006.

Agenda

(a) Opening Remarks.
(b) Review of AWTT weather products and research efforts.
(c) Overview of the Safety Risk Assessment process.
(d) Review of implementation of the Graphical Turbulence Guidance (GTG) product and solicitation of user feedback.
(e) Closing Comments.
* * * * *

Issued in Washington, DC on October 4, 2006.

Richard J. Heuwinkel,

Manager, NAS Weather Policy and Requirements.

[FR Doc. 06–8614 Filed 10–11–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Hearing and Availability of a Draft Environmental Assessment (DEA) for the Proposed Runway 22R/4L Offset ILS at Detroit Metropolitan Wayne County Airport (DTW) Located in Romulus, Detroit

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to Hold a Public Hearing and of Availability of a Draft Environmental Assessment for the Proposed Runway 22R/4L Offset ILS at Detroit Metropolitan Wayne County Airport.

SUMMARY: The Federal Aviation Administration (FAA) has prepared and is making available the Draft Environmental Assessment (DEA) for the following proposed actions at the Detroit Metropolitan Wayne County Airport: the development and use of the offset ILS approach procedures for Runways 22R and 4L, the installation of two (2) offset localizers, the construction of localizer buildings and associated equipment, the construction of an access road, the installation of multilateration equipment including 32 precision runway monitors (Precision Runway Monitors), the installation of Airport Surveillance Detection Equipment (ASDE), the installation of the four Aerobahn multilateration subsystem components on airport property, the reissuance of aeronautical charts with the 22R/4L offset ILS approach information, the issuance of National Airspace System (NAS) Change Proposal (NCP) waivers associated with design and installation of the preceding, the development, issuance, and implementation of Air Traffic procedures, flight check and testing of proposed equipment, and funding for development and implementation of the proposed action.

The Draft EA is being prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, ''Environmental Impacts: Policies and Procedures'' and FAA Order 505.4B, ''NEPA Implementing Instructions for Airport Actions''. The proposed development action is consistent with the National Airspace System Plan prepared by the U.S. Department of Transportation, Federal Aviation Administration (FAA).

A Draft Environmental Assessment will be available for public review 30 days prior to the Public Hearing during normal business hours at the following locations:

(1) Romulus Public Library, 11121 Wayne Rd., Romulus, MI 48174, (734) 942–7589.

(2) Wayne City Public Library, 3737 S. Wayne Rd., Wayne, MI 48184, (734) 721–7832.

(3) Taylor Community Library, 12303 Pardee Rd., Taylor, MI 48180, (734) 287–4840.

(4) Inkster Public Library, 2005 Inkster Rd., Inkster, MI 48141, (313) 563–2822.

(5) Wayne County Library, 30555 Michigan Ave., Westland, MI 48186, (734) 727–7310.

DATES, TIMES AND PLACE: Oral or written comments may also be given at a Public Hearing that will be held on Thursday, November 16, 2006, from 3 p.m. to 7 p.m. at the Detroit Metropolitan Hotel, 31500 Wick Road, Romulus, Michigan 48174. Telephone number: 734–467–8000.

ADDRESSES: Written comments are encouraged from persons or interested parties unable to attend the public hearing or who do not wish to make public statements. Written comments concerning the Draft EA will be accepted until 5 p.m. CST, Wednesday, November 22, 2006. Written comments may be sent to: Ms. Virginia Marcks, Environmental Engineer, ANI–430, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Environmental Engineer, ANI–430, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone number; 847–294–7494.

SUPPLEMENTARY INFORMATION:

Background

The FAA proposes to provide for an offset to the DTW Runway 22R/4L Instrument Landing System (ILS) approach that would be used to reduce traffic delays at DTW by eliminating the need to stagger aircraft during inclement weather conditions thereby improving the Airport Acceptance Rate (AAR) during Instrument Meteorological Conditions (IMC). During Visual Meteorological Conditions (VMC) and times when triple simultaneous independent approaches during IMC are not necessary the airport would continue to operate as it does today with straight in approaches.

The lateral distance from Runway 22R/4L to its nearest parallel runway, Runway 22L/4R, at DTW is not sufficient to safely conduct triple dependent/independent ILS approaches other than in visual flight conditions. During IMC, air traffic separation standards require greater distance between aircraft, this reduces the number of arrivals an airports is capable of accepting each hour.

When weather conditions do not permit simultaneous visual approaches, increased air traffic delays could occur at DTW which could result in delays at other airports and significant costs to the airline industry.

Precision runway monitoring is a function that supports Air Traffic in monitoring simultaneous closely spaced approaches to parallel runways separated by less than 4,300 feet. When used with the appropriate air traffic procedures precision runway monitoring enables operations in which aircraft are allowed to fly shorter separation distances than otherwise permitted during IMC. This reduction in separation during IMC would reduce delays at DTW by allowing Air Traffic to conduct triple independent simultaneous straight-in ILS approaches to Runways 22L/22R/21L using precision runway monitoring capability, and offset localizer approaches to Runway 22R/4L. This entails compliance with a combination of rules of FAA Order 7110.6P, Air Traffic Control.

The DEA includes an assessment of the potential environmental impacts associated with the proposed ILS offset at DTW and reasonable alternatives pursuant to the National Environmental Policy Act. The analysis in the DEA disclosed that there would be a total of

5.14 acres of wetland impacts with the implementation of the Proposed Action. However, it would be possible to mitigate these impacts with the replacement of wetland functions through the creation or restoration of wetlands.

Meeting Procedures

(a) Persons wishing to speak at the meeting are asked to limit their comments to five minutes. This cold be extended depending on the number of persons wishing to speak.

(b) Persons wishing to make oral presentations will be required to identify themselves for the record.

(c) A court reporter will be present to document and record the proceedings of the meeting and a transcript of the proceedings will be made. Any person who wishes to submit documentation or other written comments for the record may do so.

(d) This meeting is designed for listening carefully to public statements. As such, there will be no rebuttal from persons facilitating the meeting.

Issued in Des Plaines, Illinois October 2, 2006.

Art V. Schultz,

Acting Manger, Chicago NAS Implementation Center, ANI–401, Central Service Area.

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BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Runway Incursion Information Evaluation Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of program continuation.

SUMMARY: This document announces the continuation for a 24-month period and expansion of the Runway Incursion Information Evaluation Program (RIIEP). The purpose of the RIIEP is to gather critical safety data not otherwise available concerning the root causes of surface incidents, including runway incursions. The primary means of gathering the data is through in-depth interviews of pilots and maintenance technicians involved in these incidents. This document affirms the FAA's policy concerning enforcement-related incentives for pilots and maintenance technicians to encourage them to participate in the program. It also reiterates the FAA's policy concerning the use for enforcement purposes of information provided by pilots and maintenance technicians under the program.

DATES: The program is in effect from July 21, 2006, through July 20, 2008.

FOR FURTHER INFORMATION CONTACT: Chris Monteleon, Representative of the Associate Administrator for Aviation Safety (AVS) and the Director, Flight Standards Service (AFS) to the FAA Office of Runway Safety, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 7100, Washington, DC 20024; Telephone (202) 385–4719; e-mail *Chris.Monteleon@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

One of the FAA's top safety priorities is to prevent runway incursions.[1] To help achieve this goal, the FAA has implemented system-safety initiatives to reduce runway incursions by gathering and evaluating data concerning root causes of runway incursions and through enhanced education and training of pilots and maintenance technicians.[2]

The Flight Standards Service (AFS) ordinarily becomes aware of reported surface incidents, including runway incursions, through notification by the Air Traffic Organization (ATO). However, the FAA often has insufficient data to fully analyze the risk factors and root causes leading to an incident. Accordingly, in March 2000, the FAA implemented the Runway Incursion Information Evaluation Program (RIIEP) for a period of one year, which was renewed in July 2004, through July 2006. Through the RIIEP, the FAA sought data concerning runway incursions by interviewing pilots involved in such events. Under the RIIEP, pilots involved in runway incursions who cooperated with FAA Aviation Safety Inspectors (ASI) by providing information concerning the incident were generally not subject to legal enforcement. We expected the pilot to share valuable safety information that would help us identify the cause of the runway incursion. We wanted this information to aid in determining root causes of runway incursions and to develop effective mitigation action.

[1] Runway incursion is currently defined in the United States as ''any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing or intending to land.'' Runway incursions are identified and tracked at towered airports (airports with an operating FAA or contract tower).

[2] Surface incident (for the purpose of the RIIEP) is defined as an incident where an aircraft operated by a pilot or maintenance technician taxiing enters a runway safety area without a clearance but another aircraft was not present.

The program, since its inception, has been successful in gathering root-cause data leading to the development of risk-reduction strategies. The FAA has learned, however, that the program needs enhancements to assure the RIIEP will reach its voluntary safety-program potential.

Therefore, ninety days before the end of the current period, the FAA evaluated the RIIEP. In particular, the FAA identified a need for improved methods of gathering and analyzing data collected under the RIIEP, and for implementing improved risk-reduction strategies. The FAA considered factors, including the following, in determining whether the RIIEP should continue to build on its success, as well as provide enhanced, critical system-safety, risk-reduction measures in the future: The FAA and the NTSB consider the risk of runway incursion, in commercial aviation and general aviation, and at towered and non-towered airports, an ever-present, high-visibility risk.

- The current implementation of ISO 9001 throughout AVS would provide controls for successful RIIEP processes.
- The future value to runway safety found in the current effort of voluntary, aviation safety information database-sharing through the collaboration of FAA, industry, and academia: An important example is a current aviation rulemaking committee review of the possible benefit of integrating certain program aspects of the RIIEP Database Management and Reporting System (DMRS) with the Distributed National Aviation Safety Action Program (ASAP) Archives (DNAA), perhaps together with the Distributed National Flight Operations Quality Assurance (FOQA) Archives (DNFA) and the Aviation Safety Reporting System (ASFS) databases.
- The continued interface with the Surveillance and Evaluation Program (SEP) and the Air Transportation Oversight System (ATOS) risk identification and mitigation processes.
- The opportunity for RIIEP to develop into the international leader for runway-incursion risk reduction.
- The program-management continuity necessary to increase the current volume and quality of reported data.
- The value of providing the opportunity to increase the size of the RIIEP database and enhance the methodology of its database analysis.
- The development and implementation of more effective means of reaching operators, agencies, and training centers, and their pilots, maintenance technicians, instructors, and designees.