

onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise-compatibility program for Portland International Airport, also effective on December 13, 2006. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise-compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before June 15, 2007.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. The FAA will consider, to the extent practicable, all comments, other than those properly addressed to local land-use authorities. Copies of the noise-exposure maps, the FAA's evaluation of the maps, and the proposed noise-compatibility program are available for examination at the following locations:

Federal Aviation Administration,
Airports Division, 1601 Lind Avenue,
SW., Suite 315, Renton, WA 98057-
3356.

Federal Aviation Administration,
Seattle airports District Office, 1601
Lind Avenue, SW., Suite 250, Seattle,
WA 98057-3356.

Portland International Airport, 7000 NE
Airport Way, Portland, OR 97208.

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Issued in Renton, Washington, on
December 13, 2006.

J. Wade Bryant,

*Acting Manager, Airports Division, Northwest
Mountain Region.*

[FR Doc. 06-9784 Filed 12-19-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2006-26519]

**Notice of a Proposed Change in
Monitor Status of Air Navigational Aids**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on a proposal to change the monitor status of select air navigational aids (NAVAIDS) at airports in the United States. The FAA is proposing that certain Instrument Landing Systems (ILS), Localizer Type Directional Aids (LDA), Microwave Landing Systems (MLS), and Non-Directional Beacons (NDB) become unmonitored.

The ILS NAVAIDS at the following airports are proposed to become unmonitored during the times that the control tower is closed. The associated ILS approaches for these airports are either not authorized for alternate airport filing purposes when the control tower is closed or the airport activity is low when the control tower is closed:

(1) Florence, South Carolina (FLO), ILS, Runway 9. (2) Joplin, Missouri (JLN), ILS, Runways 13 and 18. (3) Macon, Georgia (MCN), ILS, Runway 5. (4) Manhattan, Kansas (MHK), ILS, Runway 3. (5) Mobile, Alabama (MOB), ILS, Runways 14 and 32. (6) Missoula, Montana (MSO), ILS, Runway 11. (7) North Myrtle Beach, South Carolina (CRE), ILS, Runway 23. (8) Savannah, Georgia (SAV), ILS, Runways 9 and 36. (9) Tallahassee, Florida (TLH), ILS, Runway 36. (Tallahassee ILS, Runway 27 will not be affected because of its ILS Category II status.) (10) Walla Walla, Washington (ALW), ILS, Runway 20.

The following ILS NAVAIDS are proposed to become unmonitored due to low annual activity at the associated airport:

(1) Bemidji, Minnesota (BJI) ILS, Runway 31. (2) Huron, South Dakota (HON), ILS, Runway 12. (3) Hoquiam, Washington (HQM), ILS, Runway 24. (4) International Falls, Minnesota (INL), ILS, Runway 31. (5) Liberal, Kansas (LBL), ILS, Runway 35. (6) Muscle Shoals, Alabama (MSL), ILS, Runway 29. (7) Norfolk, Nebraska (OFK), ILS, Runway 1.

The following NAVAIDS associated with non-precision approaches are proposed to become unmonitored:

(1) Charles City, Iowa (CCY), ILS Localizer, Runway 12. (2) Conrad, Montana (SO1), Conrad (CRD) NDB. (3) Elkins, West Virginia (EKN), LDA/DME.

(4) Elko, Nevada (EKO), LDA/DME, Runway 23. (5) Miles City, Montana (MLS), Horton (HTN) NDB. (6) Mountain Home Municipal, Idaho (U76), Sturgeon (STI) NDB. (7) Ontario, Oregon (ONO), Ontario (ONO) NDB. (8) Pullman/Moscow ID, Washington (PUW), MLS. (9) Rawlins, Wyoming (RWL), Sinclair (SIR) NDB. (10) Wenatchee, Washington (EAT), MLS.

DATES: Comments must be received by January 19, 2007.

ADDRESSES: Written comments may be submitted [identified by Docket Number FAA-2006-26519] using any of the following methods:

DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.

- Fax: 1-200-493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: All comments received will be posted, without change, to <http://dms.dot.gov>, including any personal information you provide (such as signatures on behalf of an association, business, labor union, or any other group). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or by visiting <http://dms.dot.gov>.

Docket: To read the comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Dave Joyce, Technical Operations Services, AFSS Transition Lead; Mail Drop: AJW-24, Room 706, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 493-4780; Fax (202) 267-5303; e-mail Dave.Joyce@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested persons or organizations to submit written comments or views concerning this proposal. Please reference the Docket Number at the beginning of your comments. Comments should be specific and should explain the reason for your concurrence or non-

concurrence with the proposal, including supporting data.

Please send two (2) copies of your comments to one of the addresses listed in the **ADDRESSES** section of this document.

All comments submitted will be available for public viewing either in person or online, including any personal information you provide. Please refer to the **PRIVACY** section of this document.

Issued in Washington, DC on December 12, 2006.

Richard Thoma,

Director, Safety and Operations Support Office, Technical Operations Services.

[FR Doc. 06-9776 Filed 12-19-06; 8:45 am]

BILLING CODE 4910-13-M

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 a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC). This notice is to inform the public of this ARAC activity and solicit membership to a new Propeller Harmonization Working Group to support ARAC in developing advice and recommendations on this new task.

FOR FURTHER INFORMATION CONTACT: Jay Turnberg, Rulemaking and Policy Branch, Engine and Propeller Directorate, ANE-110, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7116; facsimile (781) 238-7199; e-mail jay.turnberg@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On January 22, 1991 (56 FR 2190), the Federal Aviation Administration (FAA) established the Aviation Rulemaking Advisory Committee (ARAC) to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities for aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitments to harmonize Title 14 of the Code of Federal Regulations (14 CFR) with its partners in Europe, Canada, and Brazil.

In order to develop such advice and recommendations, the ARAC may choose to establish a working group to which a specific task is assigned. The working group would be comprised of experts from those organizations having an interest in the assigned task. A working group member need not be a representative of the full committee. For this task, ARAC has chosen to establish a new Propeller Harmonization Working Group.

In 1999, the Propeller Harmonization Working Group (PHWG) reached consensus on a harmonized version of part 35 and JAR-P, with a few exceptions, and submitted those proposed requirements to the ARAC. The PHWG has been inactive for a number of years. Because ARAC was unable to reach consensus on a propeller critical parts requirement, the FAA decided to table the issue for re-evaluation at a future date. Subsequently, the European Aviation Safety Agency (EASA) published CS-P 160 Propeller Critical Parts Integrity rule. The FAA does not have a similar requirement; however, we believe a requirement for propeller critical parts warrants consideration for inclusion in 14 CFR part 35. We have asked ARAC to address this new task as part of the Transport Airplane and Engine (TAE) Issues. ARAC has decided to establish a new Propeller Harmonization Working Group to support this activity.

The Task

The ARAC has accepted the task to provide information about specific propeller critical parts integrity requirements for part 35, and make recommendations for revising part 35 and guidance material, as appropriate. The Propeller Harmonization Working Group (PHWG) will—

1. Review the background and intent of relevant existing requirements, existing guidance material, related ARAC recommendations on part 35, and the current EASA requirements for propeller critical parts integrity.

2. Develop a report containing recommendations for rulemaking or guidance material, or both, and explain the rationale and safety benefits for each proposed change. The report will define a standardized approach for applying specific propeller critical parts integrity in the appropriate circumstances. The FAA will define the report format to ensure the report contains the necessary information for developing a Notice of Proposed Rulemaking (NPRM), Advisory Circular (AC), or both.

3. Make recommendations to ARAC for acceptance and submission to the FAA.

If a NPRM or proposed AC is published for public comment as a result of the recommendations from this tasking, the FAA may ask ARAC to review the comments received and provide a recommendation for disposition of comments for each issue.

ARAC Acceptance of Task

ARAC accepted the task and will establish a new Propeller Harmonization Working Group to serve as staff to the ARAC and assist in the analysis of the task. ARAC must review and approve the working group's recommendations. If ARAC accepts the working group's recommendations, it will forward them to the FAA. The FAA will submit the recommendations it receives to the agency's Rulemaking Management Council to address the availability of resources and prioritization.

Working Group Activity

The PHWG must comply with the procedures adopted by ARAC. As part of the procedures, the working group must:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the next meeting of ARAC on Transport Airplane and Engine Issues held following publication of this notice.

2. Give a detailed conceptual presentation on the proposed recommendation(s), before continuing with the work stated in item 3 below.

3. If proposed rule changes are recommended, provide supporting economic and other required analyses. If new or revised requirements or compliance methods are not recommended, provide a draft report stating the rationale for not making such recommendations; and

4. Provide a status report at each meeting of the ARAC held to consider propeller critical parts integrity issues.

Participation in the Working Group

The PHWG will be comprised of technical experts having an interest in the assigned task. A working group member does not need to be a representative or member of ARAC. The PHWG membership will have broad propeller critical parts integrity experience. As needed, the PHWG may organize, oversee, guide, and monitor the activities and progress of task groups comprised of subject matter experts (SMEs).

If you have expertise in the subject matter and wish to become a member of the working group, contact the person listed under the caption **FOR FURTHER**