

voluntary guidelines developed by IMO to monitor carbon dioxide emissions from ships operating internationally in anticipation of the MEPC 56 meeting. There will be a separate open meeting scheduled for June 20, 2007, to consider all of the items on the agenda for the MEPC 56 meeting.

In this context, IMO has drafted voluntary guidelines to monitor CO<sub>2</sub> emissions from ships operating internationally. These draft guidelines describe how to generate a CO<sub>2</sub> "index" (CO<sub>2</sub> emissions per unit of cargo and kilometer traveled) for each ship in a fleet. IMO member countries have been asked to test the draft guidelines, collect data on a ship's fuel consumed, distance sailed, and cargo carried over one year of operations; and to then apply the calculations in the guidelines to determine the CO<sub>2</sub> index for ships. The draft guidelines' aim to help owners monitor and improve the fuel efficiency of their operations and allow comparisons between the performances of different ships of a certain type (for example: Tankers, cargo ships, or passenger ferries). IMO countries are engaged in a trial period for the guidelines which goes until 2009. Following the trial period, the guidelines will be reassessed, and if found useful, voluntarily implemented internationally.

The U.S. Government would greatly appreciate any assistance that U.S. ship owners may be willing to provide, on a strictly voluntary basis, in testing these guidelines and submitting the results of their testing to the Coast Guard. If shipowners were to test the guidelines, we recommend ship that owners:

1. Collect data on a ship's fuel consumed, distance sailed, and cargo carried over one year of operations; and
2. Apply the calculations in the guidelines to determine the CO<sub>2</sub> index for each ship.

Members of the public are invited to attend the SHC meeting up to the seating capacity of the room. To facilitate the building security process, those who plan to attend should call or send an e-mail two days before the meeting to LT Kevin Ferrie, [Kevin.B.Ferrie@uscg.mil](mailto:Kevin.B.Ferrie@uscg.mil).

We welcome any feedback on the guidelines, particularly if you have any difficulties, questions, or suggestions for improvement. Your assistance in testing the guidelines will help ensure that any views and concerns you have are taken into consideration in finalizing these voluntary guidelines and that they will be easy to use once they are finalized, which we anticipate to be in 2009.

The draft guidelines, as well as more specific information on how to test

them, can be obtained by contacting the Coast Guard through the contact information below.

The public should also be aware that other countries have invited commercial fleets under their respective flags to test the draft guidelines. If members of the public would like data that has already been submitted, please contact the individual listed below for further information.

**FOR FURTHER INFORMATION CONTACT:** Mr. Wayne Lundy, Systems Engineering Division, Commandant (CG-3PSE-3), telephone 202-372-1379, or by e-mail at [Wayne.M.Lundy@uscg.mil](mailto:Wayne.M.Lundy@uscg.mil).

Dated: May 8, 2007.

**Michael E. Tousley**,  
*Executive Secretary, Shipping Coordinating Committee, Department of State.*

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## DEPARTMENT OF STATE

### [Public Notice 5766]

#### Shipping Coordinating Committee Notice of Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 9:30 a.m. on Wednesday, May 30, 2007, in Room 2415 of the United States Coast Guard Headquarters Building, 2100 2nd Street SW., Washington, DC, 20593-0001. The primary purpose of the meeting is to prepare for the 15th Session of the International Maritime Organization (IMO) Sub-Committee on Flag State Implementation to be held at the Royal Horticultural Halls and Conference Centre in London, England from June 4th to 8th.

The primary matters to be considered include:

- Responsibilities of Governments and measures to encourage flag State compliance;
- Port State Control (PSC) Guidelines on seafarers' working hours;
- Harmonization of port State control activities;
- Comprehensive analysis of difficulties encountered in the implementation of IMO instruments;
- Mandatory reports under International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);
- Casualty statistics and investigations;
- Review of the Code for the investigation of marine casualties and incidents;
- Review of the Survey Guidelines under the Harmonized System of

- Survey and Certification (HSSC)—(resolution A.948(23));
  - Development of guidelines on port State control under the 2004 Ballast Water Management (BWM) Convention;
  - Port reception facilities-related issues;
  - Illegal, unregulated and unreported (IUU) fishing and implementation of resolution A.925(22);
  - Consideration of International Association of Classification Societies (IACS) unified interpretations;
- Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, those who plan to attend should call or send an e-mail two days before the meeting to [Emanuel.J.Terminellajr@uscg.mil](mailto:Emanuel.J.Terminellajr@uscg.mil). Interested persons may seek information by writing to Mr. E.J. Terminella, Commandant (CG-3PCV), U.S. Coast Guard Headquarters, 2100 Second Street SW., Room 1116, Washington, DC 20593-0001 by calling (202) 372-1239, or by e-mail.

Dated: May 10, 2007.

**Michael E. Tousley**,  
*Executive Secretary, Shipping Coordinating Committee, Department of State.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RNP SAAAR Approval Consultant Opportunities

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

**ACTION:** Notice and request for applications

**SUMMARY:** The Federal Aviation Administration (FAA) announced today that it is seeking to identify qualified industry consultants to assist 14 Code of Federal Regulations (CFR) part 91, 121, 125, 129, 135 applicants as they pursue approval to conduct "Required Navigation Performance Special Aircraft and Aircrew Authorization Required" (RNP SAAAR) approaches. Provisions for gaining those approvals are contained within FAA Advisory Circular 90-101, "Approval Guidance for RNP Procedures with SAAAR." Applicants who meet certain qualifications will be permitted to enter into an agreement with the FAA to be listed as RNP SAAAR Approval Consultants.

**DATES:** Formal letter of application must be received on or before June 30, 2007.

**FOR FURTHER INFORMATION CONTACT:** Mr. Vincent Chirasello, Federal Aviation Administration, AFS-400 Flight Technologies and Procedures Division, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024, (202) 385-4586

**SUPPLEMENTARY INFORMATION:** RNP SAAAR procedures provide an opportunity to improve safety, efficiency and capacity. Safety is improved when RNP approaches replace visual or non-precision approaches, and efficiency is improved through more repeatable and optimum flight paths. Capacity can be improved by de-conflicting traffic during instrument conditions. RNP SAAAR procedures provide an unprecedented flexibility in construction of approach procedures. RNP SAAAR procedures build upon the performance based National Airspace System (NAS) concept. The performance requirements to conduct an approach are defined, and aircraft are qualified against these performance requirements. RNP approaches include unique characteristics that require special aircraft and aircrew capabilities and authorization similar to Category (CAT) II/III ILS operations.

The AC 90-101 RNP SAAAR approval process is complex and the success of the process depends on the quality of the application. Although the FAA is committed to providing approval services, a reduced budget and increase in attrition leaves fewer resources available to assist new entrants in the approval process. In an effort to address this new RNP SAAAR entrant need, the FAA will develop and maintain a list of qualified AC 90-101 RNP SAAAR Approval Consultants to assist in the approval process. This process will benefit the general public by helping expedite new entrant applications.

(a) Eligibility Requirements: To be identified as an FAA-qualified RNP SAAAR Approval Consultant, the following qualifications must be met:

(1) Have understanding of AC 90-101, as revised, to include the individual appendices. This includes a thorough understanding of the approval process.

(2) At least 2 years experience working with RNP SAAAR or equivalent procedures.

(3) Upon selection for the program, successfully complete an RNP SAAAR Approval Process Seminar.

(4) Have operations and airworthiness personnel qualified through training, experience, and expertise in 14 CFR part 91, 121, 125, 129 and/or 135 operations, or equivalent experience.

(b) Required Documentation: An applicant to become an RNP SAAAR

Approval Consultant must submit a formal letter of request in addition to the following documents:

(1) Statement substantiating that the RNP SAAAR Approval Consultant applicant meets eligibility requirements as stated in item (a) above.

(2) Supplemental statement including the names, signatures, and titles of those persons who will perform the authorized functions, and substantiating that they meet the eligibility requirements.

(3) RNP SAAAR Approval Consultant Operations Manual.

(4) References.

(5) Certification that, to the best of its knowledge and belief, the persons serving as management of the organization have not been convicted of, or had a civil or administrative finding rendered against, them for: Commission of fraud, embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.

(c) How to Apply: An RNP SAAAR Consultant applicant must submit all required documents for consideration before being identified as an FAA-qualified RNP SAAAR Approval Consultant to: Mr. Vincent Chirasello, Federal Aviation Administration, AFS-400 Flight Technologies and Procedures Division, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20240.

(d) Application Process: Upon receipt of the application, AFS-400, will:

(1) Ensure the RNP SAAAR Approval Consultant application package contains all the required documents as listed in item (b) above.

(2) Evaluate documents for accuracy.

(3) Ensure the RNP SAAAR consultant application package contains all the eligibility requirements as listed in item (a) above.

(4) Contact the applicant's personal references.

(5) Conduct a personal interview with the applicant; including those persons within organizations, if any, who will perform authorized functions.

(e) See the following Web site for additional information, [http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs/afs400/afs410/rnp/](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/rnp/).

**Authority:** The FAA is authorized to enter into this Agreement by 49 U.S.C. 106(1), (6) and (m).

Issued in Washington, DC on May 17, 2007.

**John M. Allen**

*Deputy Director, Flight Standards Service, AFS-2G*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-27510]

#### Agency Information Collection Activities; Request for Comment; Revision of an Information Collection: Driver Qualification Files

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval and invites public comment. The FMCSA requests approval to revise an ICR entitled, "Driver Qualification Files," which is used to promote safety in the operations of motor carriers of property and passengers by promoting the hiring and retention of responsible drivers of commercial motor vehicles (CMVs).

**DATES:** Comments must be submitted on or before July 23, 2007.

**ADDRESSES:** You may submit comments identified by any of the following methods. Please identify your comments by the FMCSA Docket Number FMCSA-2007-27510.

- Web site: <http://dms.dot.gov>.

Follow instructions for submitting comments to the Docket.

- Fax: 202-493-2251.

• Mail: U.S. Department of Transportation, Docket Management Facility, 400 Seventh Street, S.W., Plaza level, Washington, DC 20590-0001.

• Hand Delivery: Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

*Docket:* For access to the Docket Management System (DMS) to read background documents or comments received, go to <http://dms.dot.gov> at any time or to the plaza level of the Nassif Building, 400 Seventh Street, S.W., Washington DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. The DMS is available electronically 24 hours each day, 365 days each year. If you want notification of receipt of your comments, please include a self-addressed, stamped envelope, or postcard or print the acknowledgement page that appears after submitting comments on-line.