

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC., on September 13, 2007.

**Pamela Hamilton-Powell**,  
Director, Office of Rulemaking.

#### Petition for Exemption

Docket No.: FAA-2007-28894.  
Petitioner: Intermap Technologies, Inc.

Sections of 14 CFR Affected:  
§§ 25.173(c) and 25.175(c) 14 CFR.  
Description of Relief Sought: The petitioner is seeking relief from the static longitudinal stability requirements that the average gradient of the stable slope of the stick force versus speed curve may not be less than 1 pound for each 6 knots in the approach flight phase for the installation of a Radar Radome on Learjet Model 35 and 36 airplanes, which have been designated as "private, not-for-hire."

[FR Doc. E7-18705 Filed 9-20-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for Wednesday, October 17, 2007, starting at 9 a.m. Pacific Daylight Time. Arrange for oral presentations by October 3, 2007.

**ADDRESSES:** FAA-Northwest Mountain Region Office, Transport Standards Staff conference room, 1601 Lind Ave. SW., Renton, WA 98507.

#### FOR FURTHER INFORMATION CONTACT:

Nicanor Davidson, Office of Rulemaking, ARM-207, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-5174, Fax (202) 267-5075, or e-mail at [nicador.davidson@faa.gov](mailto:nicador.davidson@faa.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held October 17, 2007.

The agenda for the meeting is as follows:

- Opening Remarks.
- Design for Security Harmonization Working Group (HWG) Report.
- FAA Report.
- Airplane-level Safety Analysis Working Group Report.
  - Closure of Task 2 and Status of Task 3.
  - European Aviation Safety Agency Report.
  - ARAC Executive Committee Report.
  - Propeller HWG Report.
  - Ice Protection HWG Report.
  - Transport Canada Report.
  - Airworthiness Assurance HWG Report.
  - Avionics HWG Report.
  - Any Other Business.
  - Action Item Review.

Attendance is open to the public, but will be limited to the availability of meeting room space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than October 3, 2007. Entrance to the FAA facility will require presentation of a valid passport or state-issued (US) identification (e.g., driver's license). Please plan on arriving at least 20 minutes in advance of meeting to facilitate entrance screening.

For persons participating by telephone, the call-in number is (202) 366-3920; the Passcode is "1986." To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent to participate by telephone by October 3, 2007. Anyone calling from outside the Seattle, WA metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by October 3, 2007, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the documents to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on September 18, 2007.

**Pamela Hamilton-Powell**,  
Director, Office of Rulemaking.  
[FR Doc. E7-18693 Filed 9-20-07; 8:45 am]  
BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. ANE-2006-33.7-4-1]

#### Policy for Diesel (Compression Ignition) Engine Certification

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

**ACTION:** Notice of issuance; policy statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the final policy for Policy for Diesel (Compression Ignition) Engine Certification.

**DATES:** The FAA issued policy statement number ANE-2006-33.7-4-1 on September 6, 2007.

#### FOR FURTHER INFORMATION CONTACT:

Mark Rumizen, FAA, Engine and Propeller Standards Staff, ANE-111, 12 New England Executive Park, Burlington, MA 01803; e-mail: [mark.rumizen@faa.gov](mailto:mark.rumizen@faa.gov); telephone: (781) 238-7113, fax: (781) 238-7199. The policy statement is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you may request a copy of the policy by contacting the individual listed in this section.

**SUPPLEMENTARY INFORMATION:** The FAA published the policy on the Internet at [http://www.faa.gov/aircraft/draft\\_doc/](http://www.faa.gov/aircraft/draft_doc/) on December 9, 2006.

We have filed in the docket all comments we received, as well as a report summarizing each substantive public contact with FAA personnel concerning this policy. The docket is available for public inspection. If you wish to review the docket in person, go to the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### Background

Several diesel engine models were certified in the United States and Europe before World War II. However, the development of higher performance spark-ignition engines fueled by leaded aviation gasoline (AVGAS) during that conflict resulted in a suspension of further development of these engines. Interest in diesel aircraft engines has