Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain 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 22, 2010.

**Francisco Estrada C.,**
*RTCA Advisory Committee.*
[FR Doc. 2010–4027 Filed 2–25–10; 8:45 am]
**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### RTCA Program Management Committee

**AGENCY:** Federal Aviation Administration (FAA), DOT.
**ACTION:** Notice of RTCA Program Management Committee meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the RTCA Program Management Committee.
**DATES:** The meeting will be held March 17, 2010 from 8:30 a.m. to 1:30 p.m.
**ADDRESSES:** The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.
**FOR FURTHER INFORMATION CONTACT:** RTCA Secretariat, 1828 L Street, NW., Suite 850, Washington, DC 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site *http://www.rtca.org.*
**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a RTCA Program Management Committee meeting. The agenda will include:
• Opening Plenary (Welcome and Introductions).
• Review/Approve Summary of December 2, 2009 PMC meeting, RTCA Paper No. 009–10/PMC–772.
• Publication Consideration/Approval.
• Final Draft, New Document, *Safety, Performance and Interoperability Requirements Document for Enhanced Traffic Situational Awareness During Flight Operations (ATSA–AIRB)*, RTCA Paper No. 018–10/PMC–773, prepared by SC–186.
• Integration and Coordination Committee (ICC)—Report.
• SC–213 Coordination with other Special Committees—Recommendation

• SC–186/214 Coordination—Interval Management—Recommendation.
• Special Committee Interface Matrix—Review.
• Action Item Review.
• SC–147—Standards for Air Traffic Data Communications Services—Discussion—Review/Approve Revised Terms of Reference.
• SC–203—Unmanned Aircraft Systems (UAS)—Discussion—Review Status.
• SC–214—Standards for Air Traffic Data Communications Services—Discussion—Review/Approve Revised Terms of Reference.
• SC–218—Future ADS–B/TCAS Relationships—Discussion—Review Status.
• Discussion.
• SC–186—Automatic Dependent Surveillance—Broadcast—Discussion—Review/Approve Revised Terms of Reference.
• SC–213—Enhanced Flight Vision Systems/Synthetic Vision Systems, (EFVS/SVS)—Discussion—Review/Approve Revised Terms of Reference.
• Web Workplace—Discussion.
• ICAO—Discussion.
• Special Committees—Chairmen's Reports.
• Closing Plenary (Other Business, Document Production and PMC Meeting Schedule Meeting, Adjourned).

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain 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 22, 2010.

**Francisco Estrada C.,**
*RTCA Advisory Committee.*
[FR Doc. 2010–4024 Filed 2–25–10; 8:45 am]
**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### Orders Limiting Scheduled Operations at John F. Kennedy International Airport, LaGuardia Airport and Newark Liberty International Airport; High Density Rule at Reagan National Airport

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

**ACTION:** Notice of limited waiver of the slot usage requirement.

**SUMMARY:** This action announces a limited waiver of the requirements to use slots at Washington's Reagan National Airport (DCA) and Operating Authorizations (slots) at John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and Newark Liberty International Airport (EWR). This policy is effective from February 5, 2010 through February 15, 2010.

**DATES:** Effective upon publication.

**FOR FURTHER INFORMATION CONTACT:** Robert Hawks, Office of the Chief Counsel, Regulations Division, Federal Aviation Administration, 800 Independence Avenues, SW., Washington, DC 20591; telephone: (202) 267–7143; e-mail: *rob.hawks@faa.gov.*

**SUPPLEMENTARY INFORMATION:**

### Background

Multiple snowstorms in the northeastern and mid-Atlantic United States beginning February 5, 2010, severely disrupted aviation and other modes of transportation. Substantial amounts of snow from these storms resulted in numerous airport closures. Airports' capacity was also significantly reduced due to weather, snow removal operations, and aircraft deicing programs. Air carriers responded by cancelling flights and combining operations, and the FAA used traffic management programs as needed to manage traffic with available airspace and airport capacity. Carriers instituted network operational recovery plans during this time to position aircraft and crews needed to resume scheduled operations.

The degree of disruption and cancellations varied by airport and by day, but DCA, JFK, LGA, and EWR all were affected by the storms. However, the flight disruptions were not limited to the slot-controlled airports. Operations at other airports in the Washington, DC, area and throughout the eastern United States were likewise impacted. Recovery of normal operations took several days after the initial storms and was exacerbated by subsequent adverse weather conditions. Operations at all airports appeared to return to normal by February 16.

Under the FAA's High Density Rule and orders limiting scheduled operations at the airports, slots must be used at least 80 percent of the time. Slots not meeting the minimum usage rules will be withdrawn or not receive historic precedence for the following scheduling season, depending on the