

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**