

- FRAC Process, including the establishment of key dates for DO-272A/ED99A and DO-276A/ED-98A.
- December 7:
 - Continue Subgroup 5:
 - Update to SC-193/WG-44.
- December 8:
 - Continue in Subgroup 5:
 - Update to SC-193/WG-44.
- December 9:
 - Joint meeting with ARINC SAI Committee for discussions on proposed ARINC standard for airborne mapping database formats. Chair of ARINC SAI committee is Paul Prizansnuk.
 - Update to SC-193/WG-44 Documents.
- December 10:
 - Closing plenary session (summary of subgroup 5, assign tasks, other business, date and place of next meeting, adjourn).

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 November 3, 2004.

Natalie Olgetree,

FAA General Engineer, RTCA Advisory Committee.

[FR Doc. 04-25134 Filed 11-10-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 147: Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 147 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 147: Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment.

DATES: The meeting will be held December 7-9, 2004 starting at 9 a.m.

ADDRESSES: The meeting will be held at Embassy Suites, 2577 West Greenway Road, Phoenix, AZ 85023.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L St., NW., 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 Special Committee 147 meeting. The agenda will include:

- December 7:
 - Operations, Requirements and Surveillance Working Group Meetings
- December 8:
 - Operations, Requirements and Surveillance Working Group Meetings continued
- December 9:
 - Opening Session (Welcome and Introductory Remarks, Review/Approve Summary of Previous Meeting, Review of Open Action Items)
 - SC-147 Activity Reports
 - Operations Working Group
 - Requirement Working Group
 - Surveillance Working Group
 - Closing Session (Date and Place of Next Meeting, Other Business, Review Action Items/Work Program, Adjourn).

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 November 3, 2004.

Natalie Olgetree,

FAA General Engineer, RTCA Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2004-19612]

Use of Non-Original Equipment Manufacturer's Components in Certified Aviation Obstruction/Antenna Lighting Systems

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of policy; request for comments.

SUMMARY: On June 17, 2004, the FAA published a notice of policy in the **Federal Register** pertaining to the use of replacement components to repair certified lighting systems on antenna structures. The notice dealt with the issue of certified lighting systems manufactured by original equipment manufacturers (OEMs) that have been repaired with replacement components manufactured by other manufacturers (non-OEMs). Since the publication of that notice, the FAA has received information from manufacturers of certified lighting systems and of replacement components. After reviewing this information, as well as the information that led the agency to publish the notice of policy, the FAA has determined that further public input and further study by the agency are necessary to assess (1) the adequacy of existing guidance in FAA advisory circulars pertaining to obstruction lighting, and (2) the need for any changes in such guidance. Accordingly, the agency is withdrawing its June 17, 2004, notice of policy. In addition, the FAA is announcing an immediate interim expansion of the Airport Lighting Equipment Certification Program (the certification program), provided for in Advisory Circular (AC) 150/5345-53B. Manufacturers of obstruction lighting systems may show compliance with FAA specifications through the certification program. Under the certification program, manufacturers of obstruction lighting systems have their products tested by third party certification bodies to determine whether those systems meet the FAA specifications set forth in another advisory circular, AC 150/5345-43E. The certification program, however, does not provide a method for certifying replacement components. The interim procedure announced here will provide a mechanism for certification of airport lighting equipment that contains replacement parts not produced by the original equipment manufacturer while the agency reviews its policy in this area.

DATES: Comments must be received by January 11, 2005. Comments that are received after that date will be considered only to the extent possible.

ADDRESSES: This notice is available for public review in the Dockets Office, U.S. Department of Transportation, Room Plaza Level (PL) 401, 400 Seventh Street, SW., Washington, DC 20590-0001. The documents have been filed under Docket No. FAA-200__-XXXXX.

The Dockets Office is open between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office is on the plaza level of the Nassif Building at the Department of Transportation at the above address.

Also, you may review public dockets on the Internet at <http://dms.dot.gov>. Comments on the proposed policy must be delivered or mailed, in duplicate, to: the Docket Management System, U.S. Department of Transportation, Room Plaza Level 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number "FAA Docket No. FAA-200__-XXXX" at the beginning of your comments.

Commenters wishing the FAA to acknowledge receipt of their comments must include a preaddressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-200__-XXXX." The postcard will be date-stamped and mailed to the commenter. You may also submit comments through the Internet to <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Rick Marinelli, Manager, Airport Engineering Division, AAS-100, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-7669.

SUPPLEMENTARY INFORMATION: On June 17, 2004, the FAA published a notice in the **Federal Register** advising that if certain non-OEM replacement components were installed in certified lighting systems, those systems could not longer be considered certified under FAA standards. The agency wrote further that a tower owner who used a non-OEM replacement part in a certified lighting system could be liable for possible violations of a regulation promulgated by the Federal Communications Commission, 47 CFR 1723, requiring that FCC-licensed broadcast towers use lighting systems that comply with FAA specifications. That FCC regulation makes it mandatory for FCC-licensed broadcast towers to meet the specifications, standards, and general requirements stated in FAA AC 70/7460-1J, Obstruction Marking and Lighting, (which has been replaced by AC 70/7460-1K) and FAA AC 150/5345-43E, Specification for Obstruction Lighting Equipment.

AC 150/5345-53B, Airport Lighting Equipment Certification Program, establishes a certification program that applies to numerous types of airport lighting equipment, including obstruction lighting systems. The certification program is designed to ensure a high level of aviation safety. Under the certification program, third

party certification bodies (listed in Appendix 1 of AC 150/5345-53B) test lighting equipment to determine whether it complies with the FAA's substantive standards prescribed in AC 150/5345-43E for all obstruction lighting systems. Lighting equipment that is certified by third party certification bodies is listed in Appendix 3 of AC 150/5345-53B.

In its current form, AC 150/5345-53B provides for certification only of entire lighting systems, and makes no provision for certification of such systems' individual components. Thus, AC 150/5345-53B does not provide a mechanism for ensuring that a certified lighting system in which non-OEM replacement components have been installed continues to meet the safety standards of AC 150/5345-43E. A non-OEM replacement part might perform as well as the original components in the system, but there is no current way under the current certification program for the FAA, the FCC, and/or the tower operator/owner to know that. Knowing the performance of safety equipment is the core purpose of certification, and the use of non-OEM replacement components in certified equipment at least has the potential for undermining the safety purpose and benefits of the certification program.

The FAA is considering developing a permanent procedure that would be available for the certification of all qualified equipment that will meet FAA safety standards. As explained below, we are soliciting public comment regarding the possible expansion of the certified equipment list and specifications to include equipment with non-OEM replacement parts.

Request for Comments on Certification of Replacement Parts

The FAA is requesting comment on the general scope and procedures for the certification of obstruction lighting equipment systems containing non-OEM components. Based on the comments received, the FAA will consider whether to publish specific guidance implementing such a change, in the form of changes to AC 150/5345-43E, AC 150/5345-53B and AC 70/7460-1K. We will publish that specific guidance for further comment before issuing a final version.

At this time, the FAA is requesting comment on the following general questions and issues:

1. What certification procedure should apply to a replacement part that is only part of a unit listed in Appendix 3 of AC 150/5345-53B?
2. What safety issues should be considered in the certification of

replacement parts (both OEM and non-OEM)?

3. Should special testing procedures apply to replacement parts (such as lamp burn in and photometric testing)?

4. How can replacement parts be listed in Appendix 3 of AC 150/5345-53B in a manner that makes clear that their use is limited to particular units or systems?

5. What terminology should apply to replacement parts to distinguish them from the original units now listed in Appendix 3 of AC 150/5345-53B?

6. What provision should be made for out-of-production equipment for which OEM replacement components are unavailable, and for which a new unit may not be available for use in certifying replacement parts?

7. What provision should be made for stock parts which currently may be subject to more stringent requirements by the manufacturers of original light systems than the specifications of the stock parts manufacturers?

Interim Procedure for Recertification of Certified Lighting Equipment With Non-OEM Components

Review of public comments responding to this notice and development of a change to the airport lighting equipment certification program to include testing and certification of equipment with non-OEM replacement components could require a number of months. Because the FAA believes that the certification program promotes air safety, we have decided to provide an interim procedure for certification of lighting systems that incorporate replacement parts produced by non-OEMs. The FAA does not intend to establish permanent, specific criteria for certification of equipment with non-OEM replacement lighting components without first issuing such criteria in proposed form and requesting public comment.

While the agency considers a permanent change, the FAA will allow the following procedure—effective immediately—to determine whether particular parts can be installed in existing certified fixtures and be certified. Under the interim process, the FAA will consider the substitution of a non-OEM parts as equivalent to an equipment modification by an original equipment manufacturer for the purposes of testing for recertification. Equipment modification by original equipment manufacturers is dealt with in paragraph 7, Modifications to Equipment, of Appendix 2 of AC 150/5345-53B. Under that paragraph, recertification of the entire lighting system is required when an original

equipment manufacturer modifies the system. Applying that paragraph to non-OEM replacement parts, the non-OEM supplier may obtain certified equipment, substitute its own replacement part(s), and submit the modified device to a third party certification body for testing. Non-OEMs seeking interim certification of their replacement parts in OEM lighting equipment will be required to follow the same procedures as OEMs of lighting equipment as provided in paragraph 2a of AC 150/5345-53B. Also, these non-OEMs will be required to pay for the costs of testing their products in OEM lighting equipment, just as OEMs, under paragraph 2b of that advisory circular bear, the costs of testing their equipment. The addendum to AC 150/5345/53B will be modified to include equipment certified in this manner with specific substitute part(s). Separate tests will be required for each combination of substitute parts (e.g., a supplier selling both a flash tube and a timing circuit must have a device certified with each part substituted independently, and then together).

As part of this interim procedure, non-OEM components will be subject to Appendix 2 of AC 150/5345-53B with the following exception. Paragraph 7 of Appendix 2 of that AC notes that "substitution of stock electrical items such as resistors, capacitors, transistors, etc., which are identical in form, fit, and function and which are equal to or better in quality and rating is permissible." This exemption is not extended automatically to non-OEM suppliers, as OEM specifications for stock items may be more stringent than those applied by the manufacturers of those items. However, this exemption may be granted at the third party certification body's judgment. The requirements of Appendix 5, Lamp Life Test Procedure, in AC 150-5345-53B, will apply to replacement lamps. Upon the issuance of any permanent change to the certification program, the FAA will decide if substitute parts certified under this interim program will require further testing to retain certified status.

Issued in Washington DC, on November 4, 2004.

J.R. White,

Director of Airport Safety and Standards.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: San Bernardino County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is republishing this notice to advise the public that an Environmental Impact Statement (EIS) is being prepared for the proposed highway project along State Route 18 in San Bernardino County, California. It is being republished due to the length of time since the original Notice of Intent (NOI) was published, which was August 30, 1990 (*Federal Register*, vol. 55, no. 169) and project changes.

FOR FURTHER INFORMATION CONTACT: Mr. César E. Pérez, Team Leader—South Region, Federal Highway Administration, 650 Capitol Mall, Suite 4-100, Sacramento, California 95814, Telephone: (916) 498-5065.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, is preparing an EIS for the proposed Big Bear Lake Dam Bridge Replacement Project on State Route 18 in San Bernardino County, California. The proposed project will facilitate completion of the Big Bear Dam spillway project, move vehicular traffic off the dam structure, and improve the geometrics of the approach roadways. Existing State Route 18, within the project limits (kilo-post miles 71.1/71.9 [post miles 44.2/44.7]) has curves where the posted speed limit is less than 25 miles per hour. These curves will be realigned and the overall roadway brought up to current design standards within the project limits. This includes a wider bridge with three lanes to accommodate existing and future travel demands within the Big Bear Lake area, as well as 10-foot shoulders to accommodate nonmotorized travel and better facilitate winter snow removal. The original NOI proposed four lanes.

The U.S. Forest Service is a cooperating agency. Consultation with the U.S. Forest Services has been, and will continue to be, undertaken to minimize impacts to the surrounding San Bernardino National Forest associated with the construction of the proposed project.

Alternatives currently under consideration are the result of the 1990 public and agency scoping meetings, as well as comments received from multiple public information meetings/open houses held in the Big Bear area.

These alternatives include: Alternative 1—No Action; Alternative 4—construct new bridge upstream of the existing bridge crossing over Big Bear Lake; and alternative 5—construct new bridge crossing over Bear Creek Canyon downstream of the existing bridge. Alternatives 2 and 3 were eliminated after initial scoping due to a higher level of anticipated impacts to properties eligible for listing on the National Register of Historic Places and a larger impact area and subsequent adverse impacts to biological and visual resources. In addition, Alternative 2 would have replaced the roadway on the existing bridge. Seismic concerns and conflicts with operation of the dam also supported the decision to eliminate replacing the roadway on the existing bridge as was identified as an alternative in the 1990 NOI.

Letters describing the proposed action and soliciting comments were previously sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed, or are known to have, an interest in this proposal. A formal agency scoping meeting was held June 5, 1990, in the City of Big Bear Lake, California. A public scoping meeting was held July 9, 1990, also in the City of Big Bear Lake, California. At the request of the Big Bear Kiwanis and Big Bear Lions Clubs, the proposed project was presented to the clubs in the City of Big Bear Lake, California, on May 15, 1990, and August 16, 1990, respectively. On August 8, 1997, in the City of Big Bear Lake, California, a public participation meeting was held in accordance with the Advisory Council on Historic Preservation Regulations regarding section 106 of the National Historic Preservation Act to discuss/comment on the draft Finding of Effect. Public information meetings/open houses were held in the City of Big Bear Lake, California, on September 30, 1997, and May 3, 2001, to keep the public up to date and continue with the public information program. Finally, public agency coordination and update meetings were also held on May 2, 2002, and August 20, 2003. The public information program will continue throughout the environmental process.

To ensure that the full range of issues related to this proposed action are addressed, and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address previously provided in this notice. The Draft EIS will be available for public and agency review and comment prior