

- Review of the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC);
- Consideration of International Association of Classification Societies (IACS) unified interpretations;
- Review of the Code for the Implementation of Mandatory IMO Instruments;
- Development of a Code for Recognized Organizations;
- Measures to protect the safety of persons rescued at sea;
- Election of Chairman and Vice-Chairman for 2010.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator; Mr. E.J. Terminella by e-mail at Emanuel.J.TerminellaJr@uscg.mil, by phone at (202) 372-1239, by fax at (202) 372-1918, or in writing at Commandant (CG-5432), U.S. Coast Guard, 2100 2nd Street, SW., Stop 7581, Washington, DC 20593-7581 not later than June 16, 2010, 7 days prior to the meeting. Requests made after June 16, 2010 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited.

Additional information regarding this and other IMO SHC public meetings may be found at: <http://www.uscg.mil/imo>.

Dated: May 11, 2010.

Jon Trent Warner,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 2010-11858 Filed 5-17-10; 8:45 am]

BILLING CODE 4710-09-P

DEPARTMENT OF STATE

[Public Notice 6973]

Meeting of Advisory Committee on International Communications and Information Policy

The Department of State's Advisory Committee on International Communications and Information Policy (ACICIP) will hold a public meeting on June 10, 2010 from 9 a.m. to 12 p.m. in Room 1107 of the Harry S. Truman Building of the U.S.

Department of State. The Truman Building is located at 2201 C Street, NW., Washington, DC 20520.

The committee provides a formal channel for regular consultation and coordination on major economic, social and legal issues and problems in international communications and information policy, especially as these issues and problems involve users of information and communications services, providers of such services, technology research and development, foreign industrial and regulatory policy, the activities of international organizations with regard to communications and information, and developing country issues.

The meeting will be led by ACICIP Chair Mr. Thomas Wheeler of Core Capital Partners and Ambassador Philip L. Verveer, U.S. Coordinator for International Communications and Information Policy. The meeting's agenda will include discussions pertaining to various upcoming international telecommunications meetings and conferences, as well as bilateral and multilateral meetings that have taken place recently. In addition, the Committee will discuss key issues of importance to U.S. communications policy interests including the Internet of things, bridging the global digital divide, inbound direct investment issues, and international market access issues.

Members of the public may submit suggestions and comments to the ACICIP. Submissions regarding an event, consultation, meeting, etc. listed in the agenda above should be received by the ACICIP Executive Secretary (contact information below) at least ten working days prior to the date of that listed event. All comments must be submitted in written form and should not exceed one page for each country (for comments on consultations) or for each subject area (for other comments). Resource limitations preclude acknowledging or replying to submissions.

While the meeting is open to the public, admittance to the Department of State building is only by means of a pre-clearance. For placement on the pre-clearance list, please submit the following information no later than 5 p.m. on Monday, June 7, 2010. (Please note that this information is not retained by the ACICIP Executive Secretary and must therefore be re-submitted for each ACICIP meeting):

I. State That You Are Requesting Pre-Clearance to a Meeting

II. Provide the Following Information

1. Name of meeting and its date and time.
2. Visitor's full name.
3. Date of birth.
4. Citizenship.
5. Acceptable forms of identification for entry into the U.S. Department of State include:
 - U.S. driver's license with photo.
 - Passport.
 - U.S. government agency ID.
8. ID number on the form of ID that the visitor will show upon entry.
9. Whether the visitor has a need for reasonable accommodation. Such requests received after June 1st might not be possible to fulfill.

Send the above information to Joseph Burton by fax (202) 647-7407 or e-mail BurtonKJ@state.gov.

All visitors for this meeting must use the 23rd Street entrance. The valid ID bearing the number provided with your pre-clearance request will be required for admittance. Non-U.S. government attendees must be escorted by Department of State personnel at all times when in the building.

For further information, please contact Joseph Burton, Executive Secretary of the Committee, at (202) 647-5231 or BurtonKJ@state.gov.

General information about ACICIP and the mission of International Communications and Information Policy is available at: <http://www.state.gov/e/eeb/adcom/c667.htm>.

Dated: May 7, 2010.

Joseph Burton,

ACICIP Executive Secretary, Department of State.

[FR Doc. 2010-11849 Filed 5-17-10; 8:45 am]

BILLING CODE 4710-07-P

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 new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: This notice is re-published for editorial clarification. The original publication was sufficiently similar in substance to serve as due notice. The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task

to identify and develop recommendations on additional requirements for low speed alerting in new transport category airplanes. This task is the first phase of an overall effort to examine new standards, as well as possible retrofit standards. This notice is to inform the public of this ARAC activity.

FOR FURTHER INFORMATION CONTACT: Joe Jacobsen, Airplane & Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Federal Aviation Administration, 1601 Lind Ave., SW., Renton, Washington 98057; telephone (425) 227-2011, facsimile (425) 227-1149; e-mail joe.jacobsen@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The original ARAC tasking notice published in the **Federal Register** on April 2, 2010 (75 FR 16902). The following is a reprint that includes some minor editorial corrections.

The FAA established ARAC to provide advice and recommendations to the FAA Administrator on the FAA's rulemaking activities with respect to aviation-related issues. With respect to low speed alerting, the FAA previously revised regulations in the area of flight guidance (autopilot) and performance and handling qualities in icing conditions to improve transport airplane standards for low speed protection (in the case of icing, stall warning standards were enhanced). However, as a result of several recent loss-of-control accidents and incidents, the FAA has identified a need for additional low speed safeguards, in addition to the regulatory actions that have already been taken. The committee will address the first task under the Transport Airplane and Engine Issues, under the existing Avionics Systems Harmonization Working Group.

The Task

ARAC is initially tasked with providing information that will be used to develop standards and guidance material for low speed alerting systems. This information may result in standards that complement existing stall warning requirements. The working group will be expected to provide a report that addresses the following low speed alerting technical questions, relative to new aircraft designs (Phase 1 task—new Part 25 standards), and provides the rationale for their responses. If there is disagreement within the working group, those items should be documented, including the rationale from each party and the reasons for the disagreement.

- How much time is needed to alert the crew in order to avoid stall warning or excessive deviation below the intended operating speed?
 - What would make the alerting instantly recognizable, clear, and unambiguous to the flightcrew?
 - How could nuisance alerts be minimized?
 - Could the alerting operate under all operating conditions, configurations, and phases of flight, including icing conditions?
 - Could the alerting operate during manual and autoflight?
 - Could the system reliability be made consistent with existing regulations and guidance for stall warning systems?
 - Are there any regulations or guidance material that might conflict with new standards?
 - What recommended guidance material is needed?
 - After reviewing airworthiness, safety, cost, benefit, and other relevant factors, including recent certification and fleet experience, are there any additional considerations that should be taken into account?
 - Is coordination necessary with other harmonization working groups (e.g., Human Factors, Flight Test)? (If yes, coordinate and report on that coordination.)
- The working group will also be expected to provide a report that addresses the following low speed alerting technical questions, relative to existing aircraft designs (as a lead-in to the Phase 2 task—retrofit standards), and provides the rationale for their responses. If there is disagreement within the working group, those items should be documented, including the rationale from each party and the reasons for the disagreement.
- How timely is the airplane in alerting the crew of flight below the intended operating speed? How timely relative to stall warning?
 - Is alerting instantly recognizable, clear, and unambiguous to the flightcrew?
 - How are nuisance alerts minimized?
 - Does the alerting operate under all operating conditions, configurations, and phases of flight, including icing conditions?
 - Does the alerting operate during manual and autoflight?
 - After reviewing airworthiness, safety, cost, benefit, and other relevant factors, including recent certification and fleet experience, are there any additional considerations that should be taken into account?
 - Is coordination necessary with other harmonization working groups

(e.g., Human Factors, Flight Test)? (If yes, coordinate and report on that coordination.)

- If improvements are needed for low speed alerting in the existing fleet, should the FAA adopt a design approval holder (part 26) requirement to mandate development of design changes, or would an operational rule be sufficient?

In responding, the working group should address the factors set forth in "FAA Policy Statement: Safety—A Shared Responsibility—New Direction for Addressing Airworthiness Issues for Transport Airplanes" (70 FR 40166, July 12, 2005).

The ARAC working group should provide information that could lead to standards for low speed alerting that can be satisfied with practical design approaches.

Schedule

The required completion date is 9 months after the FAA publishes the task in the **Federal Register**.

ARAC Acceptance of Task

ARAC accepted the task and assigned it to the existing Avionics Systems Harmonization Working Group in the Transport Airplane and Engine Issue Area. The working group serves as staff to ARAC and assists in the analysis of assigned tasks. 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.

Working Group Activity

The Avionics Systems Harmonization Working Group 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 the ARAC on Transport Airplane and Engine Issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations prior to proceeding with the work stated in item 3 below.
3. Draft the appropriate documents and required analyses and/or any other related materials or documents.
4. Provide a status report at each meeting of the ARAC held to consider Transport Airplane and Engine Issues.

Participation in the Working Group

The Avionics Systems Harmonization Working Group is composed of technical experts having an interest in the assigned task. A working group

member need not be a representative or a member of the full committee.

If you have expertise in the subject matter and wish to become a member of the working group, write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire. Describe your interest in the task and state the expertise you would bring to the working group. We must receive all requests by May 3, 2010. The assistant chair, the assistant executive director, and the working group co-chairs will review the requests and advise you whether or not your request is approved.

If you are chosen for membership on the working group, you must represent your aviation community segment and actively participate in the working group by attending all meetings and providing written comments when requested to do so. You must devote the resources necessary to support the working group in meeting any assigned deadlines. You must keep your management chain and those you may represent advised of working group activities and decisions to ensure that the proposed technical solutions do not conflict with your sponsoring organization's position when the subject being negotiated is presented to ARAC for approval. Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director, and the working group co-chairs.

The Secretary of Transportation determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of the ARAC are open to the public. Meetings of the Avionics Systems Harmonization Working Group will not be open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on May 12, 2010.

Pamela Hamilton-Powell,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 2010-11796 Filed 5-17-10; 8:45 am]

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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

May 12, 2010.

The Department of the Treasury will submit the following public information collection requirements to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13 on or after the date of publication of this notice. A copy of the submissions may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury PRA Clearance Officer, Department of the Treasury, 1750 Pennsylvania Avenue, NW., Suite 11010, Washington, DC 20220.

Dates: Written comments should be received on or before June 17, 2010 to be assured of consideration.

Internal Revenue Service

OMB Number: 1545-0043.

Type of Review: Extension without change of a currently approved collection.

Title: Consent of Shareholder to Include Specific Amount in Gross Income.

Form: 972.

Abstract: Form 972 is filed by shareholders of corporations to elect to include an amount in gross income as a dividend. The IRS uses Form 972 as a check to see if an amended return is filed to include the amount in income and to determine if the corporation claimed the correct amount.

Respondents: Individuals and Households.

Estimated Total Burden Hours: 385 hours.

OMB Number: 1545-0145.

Type of Review: Extension without change of a currently approved collection.

Title: Notice to Shareholder of Undistributed Long-Term Capital Gains.

Form: 2439.

Abstract: Form 2439 is sent by regulated investment companies and real estate investment trusts to report undistributed capital gains and the amount of tax paid on these gains designated under IRC section 852(b)(3)(D) or 857(b)(3)(D). The company, the trust, and the shareholder file copies of Form 2439 with IRS. IRS uses the information to check shareholder compliance.

Respondents: Private Sector: Businesses or other for-profits.

Estimated Total Burden Hours: 29,995 hours.

OMB Number: 1545-0889.

Type of Review: Revision of a currently approved collection.

Title: Disclosure Statement (Form 8275), and Regulation Disclosure Statement (Form 8275-R).

Form(s): 8275, 8275-R.

Abstract: IRC section 6662 imposes accuracy related penalties for substantial understatement of tax liability or negligence or disregard of rules and regulations. Section 6694 imposes similar penalties on return preparers. Regulations section 1.6662-4(e) and (f) provide for reduction of these penalties if adequate disclosure of the tax treatment is made on Form 8275 or, if the position is contrary to a regulation on Form 8275-R.

Respondents: Private Sector: Businesses or other for-profits.

Estimated Total Burden Hours: 3,716,664 hours.

OMB Number: 1545-1459.

Type of Review: Extension without change of a currently approved collection.

Title: Program Sponsor Agreement for Continuing Education for Enrolled Agents.

Form: 8498.

Abstract: This information relates to the approval of continuing professional education programs for the individuals enrolled to practice before the Internal Revenue Service (enrolled agents).

Respondents: Individuals or Households.

Estimated Total Burden Hours: 300 hours.

OMB Number: 1545-1556.

Type of Review: Extension without change of a currently approved collection.

Title: REG-251985-96 (TD 8786—Final) Source of Income From Sales of Inventory Partly From Sources Within a Possession of the United States; Also, Source of Income Derived From Certain Purchases From A.

Abstract: The information requested in section 1.863-3(f) (6) is necessary for the Service to audit taxpayers' return to ensure taxpayers are properly determining the source of their income.

Respondents: Private Sector: Businesses or other for-profits.

Estimated Total Burden Hours: 500 hours.

OMB Number: 1545-0045.

Type of Review: Extension without change of a currently approved collection.

Title: Claim for Deficiency Dividends Deductions by a Personal Holding Company, Regulated Investment Company, or Real Estate Investment Trust.