Center'' and adding, in their place, the words ''Natural Sounds Program Office.''

Sec. 6. Organization and Administration [Amended]

3. Section 6.a is amended by removing the words ''The general membership of the NPOAG will be composed of a representative of general aviation (two members), commercial air tour operators (two members),'' and adding, in their place, the words ''The general membership of the NPOAG will be composed of a representative of general aviation (one member), commercial air tour operators (three members).''

4. Section 6.b is amended by removing the words '' The term of office will be staggered as follows: One general aviation representative, one commercial air tour operator representative, two environmental representatives and one Native American representative will serve for a period of two years from the date of this charter. The remaining representatives will serve a three-year term from the date of this charter. Thereafter, the term of each office for each member will be three years. Those individuals chosen for the initial two-year term will be selected either by volunteering for a two-year term, or by blind draw,'' and adding, in their place, the words ''Membership will continue with individuals already serving on the NPOAG, at the request of the Administrator and the Director. The term of office for each member will be three years. The three year membership begins on the original date of appointment.''

5. Section 6.c is amended by removing the words ''The first members of the NPOAG are listed in Attachment A to this order.''

Sec. 8. Meetings [Amended]

6. Section 8 is amended by removing the words ''The schedule for regular meetings will be set by the Chairperson after consideration of recommendations from the group'' and adding, in their place, the words ''The Chairperson will set the schedule for regular meetings, after consideration of recommendations from the group.''

7. Section 8 is also amended by removing the words ''The meeting location will be set by the Chairperson after considering recommendations from the group'' and adding, in their place, the words ''The Chairperson will set the meeting location after considering recommendations from the group.''

Sec. Addendum to: The National Parks Overflights Advisory Group Aviation Rulemaking Advisory Committee Order

1110.38 [Removed]

General Aviation Representatives

David Kennedy—National Air Transportation Association.
Heidi Williams—Aircraft Owners and Pilots Association.

Commercial Air Tour Operators Representatives

Lash Larew—ERA Helicopter, USATA, HAI.
Alan Stephen—Grand Canyon Airlines.

Environmental Concerns Representatives

Steven Bosak—National Parks Conservation Association.
Chip Dennerlein—State of Alaska Fish and Game.
Susan Gunn—The Wilderness Society.
Charles Maynard—Friends of the Smokies.

Native American Tribes Representatives

Richard Deertrack—Native American Tribes.
Germaine White—CS and KT Tribes.

Issued in Washington, DC, on March 23, 2005.

Barry Brayer,

Manager, Executive Resource Staff, Western-Pacific Region.

[FR Doc. E6–4793 Filed 3–31–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM–03–112–16]

High Altitude Cabin Decompression Interim Policy (Reference Amendment 25–87)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of final policy.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of final policy that provides FAA certification policy on the compliance issues associated with high altitude flight.

DATES: The final policy was issued by the Transport Airplane Directorate on March 24, 2006.

FOR FURTHER INFORMATION CONTACT: Stephen Happenny, Propulsion and Mechanical Systems Branch, ANM–112, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, 1601 Lind Avenue, SW., Renton, WA 98055–4056; telephone (425) 227–2147; fax (425) 227–1232; e-mail: *stephen.happenny@faa.gov*

SUPPLEMENTARY INFORMATION:

Discussion of Comments

A notice of proposed policy was published in the **Federal Register** on May 30, 2003 (68 FR 32570). Five (5) commenters responded to the request for comments.

Background

The policy provides applicants with information on how the FAA will evaluate petitions for exemption from § 25.841(a), as amended by Amendment 25–87. For airplanes with wing-mounted engines, this regulation in effect limits the maximum operating altitude of airplanes approved to this standard to 40,000 feet. An Aviation Rulemaking Advisory Committee (ARAC) recommended that the FAA to develop a new safety standard, which is being addressed in rulemaking activities. That committee also asked for interim policy to be used during the rulemaking process, to provide relief because high altitude operations offer benefits in terms of reduced fuel consumption and better airspace utilization. This policy applies to the regulatory provisions regarding cabin pressure failures caused by uncontained engine failures. This policy does not provide relief from the regulatory cabin pressure limits for the more common types of failures (*i.e.*, environmental systems and structural failures).

The final policy as well as the disposition of public comments 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 can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on March 24, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–3174 Filed 3–31–06; 8:45am]

BILLING CODE 4910–13–M