DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Consensus Standards, Light-Sport Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces the availability of three new and three revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards with Federal Aviation Administration (FAA) participation. By this notice, the FAA finds the new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

DATES: Comments must be received on or before June 22, 2012.

ADDRESSES: Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE–114, Attention: Terry Chasteen, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: 9-ACE-AVR-LSA-Comments@faa.gov. All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

FOR FURTHER INFORMATION CONTACT: Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE–114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329–4147; email: terry.chasteen@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces the availability of three new and three revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards. The FAA expects a suitable consensus standard to be reviewed at least every two years. The two-year review cycle will result in a standard revision or reapproval. A standard is issued under a fixed designation (i.e., F2244); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A reapproval indicates a two-year review cycle completed with no technical changes. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (i.e., superscript epsilon (ε)) are considered accepted by the FAA without need for a NOA.

Comments Invited: Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

Background: Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A–119, “Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities”, dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA’s goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

Comments on Previous Notices of Availability

In the Notice of Availability (NOA) issued on July 20, 2011, and published in the Federal Register on July 29, 2011 the FAA asked for public comments on the new and revised consensus standards accepted by that NOA. The comment period closed on September
ASTM Designation F2745–11, titled: Standard Specification for Required Product Information to be Provided with a Light Sport Aircraft

Availability
These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428–2959. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through service@astm.org (email), or through the ASTM Web site at www.astm.org. To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Christine DeJong, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832–9736, cdejong@astm.org.

In Kansas City, Missouri, on February 22, 2012.
John R. Colomy,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

 DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Notice of Release From Federal Grant Assurance Obligations for Sacramento International Airport (SMF), Sacramento, CA

AGENCY: Federal Aviation Administration, US DOT.

ACTION: Notice of Request to Release Airport Land.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a release of two parcels of land comprising approximately 6.50 acres of airport property at the Sacramento International Airport, California. The County of Sacramento proposes to release the 6.50 acres for sale to the California’s Reclamation District 1000 at fair market value. The two parcels of land are occupied in their entirety by a storm water drainage canal and pumping plant owned and operated by Reclamation District 1000 and do not serve any aviation purposes. The property serves as a regional drainage canal and pumping plant to support facilities for transporting storm water away from developed and undeveloped property, including part of the Sacramento International Airport in the southwest section of the Natomas Basin.

DATES: Comments must be received on or before May 23, 2012.

FOR FURTHER INFORMATION CONTACT: Comments on the request may be mailed or delivered to the FAA at the following address: Robert Y. Lee, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, Federal Register Comment, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Greg Rowe, Senior Environmental Analyst, County of Sacramento, 6900 Airport Boulevard, Sacramento, California 95837.

SUPPLEMENTARY INFORMATION: In accordance with 49 CFR part 21, Public Law 106–181 (Apr. 5, 2000: 114 Stat. 61), this notice must be published in the Federal Register 30 days before the Secretary may waive any condition imposed on a federally obligated airport by surplus property conveyance deeds or grant agreements.

The following is a brief overview of the request:
The County of Sacramento, California requested a release from grant assurance obligations for approximately 6.50 acres of land that is not contiguous to the airport and located southwest of the airport between the Sacramento River and Interstate Highway 5. The property was originally acquired as two separate parcels, one measuring 6.27 acres and the other 0.18 acres. The Federal Aviation Administration’s Federal Aid to Airports Program, FAA 9–04–130–6401, provided partial grant funding to acquire the property.
Due to the parcels’ location and use, the property has no alternative airport use. The property was improved for flood control purpose and continues to serve that purpose. The larger parcel...