

and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Attn: File No. TSO-C171, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

You may deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Lee Nguyen, AIR-120, Room 804, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Telephone (202) 267-9937.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

You are invited to comment on the proposed TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, in room 804 at the above address, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date before issuing the final TSO.

##### **Background**

Proposed TSO-C171 prescribes the minimum performance standards for aircraft clamps. The TSO references the standard set forth in the manufacturer's part drawing(s), applicable part specification(s) submitted with the clamp manufacturer's application for TSO authorization, and ASTM and SAE standards.

##### **How To Obtain Copies**

You can view or download the proposed TSO from its online location at: <http://www.airweb.faa.gov/rgl>. At this Web page, select "Technical Standard Orders." At the TSO page, select "Proposed Orders."

For a paper copy, contact the person listed in **FOR FURTHER INFORMATION CONTACT**. You can order copies of American Society for Testing and Materials (ASTM) documents from ASTM, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959. You can order copies of Society of Automotive Engineers (SAE) documents from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

Issued in Washington, DC, on February 17, 2005.

**Susan J.M. Cabler,**

*Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 05-3606 Filed 2-24-05; 8:45 am]

**BILLING CODE 4910-13-M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Nickel-Cadmium and Lead-Acid Batteries**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability.

**SUMMARY:** This notice announces the availability of, and requests comments on, a proposed Technical Standard Order (TSO) on nickel-cadmium and lead-acid batteries. These batteries power aircraft equipment (emergency and standby systems, plus engine or APU starting). The TSO prescribes minimum performance standards for these batteries to be identified with the marking "TSO-C173."

**DATES:** Comments must be received on or before March 28, 2005.

**ADDRESSES:** Send all comments on this proposed TSO to: Technical Programs Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Attn: File No. TSO-C173, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

You may deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Lee Nguyen, AIR-120, Room 804, Federal Aviation Administration, 800 Independence Avenue SW., Washington DC 20591. Telephone (202) 267-9937.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

You are invited to comment on the proposed TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the comment closing date, in room 804 at the above address, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date before issuing the final TSO.

##### **How To Obtain Copies**

You may download a copy of proposed TSO-C173 from the FAA Web site at: <http://www.airweb.faa.gov/rgl>. At the Web page, select "Technical Standard Orders." At the TSO page, select "Proposed TSOs." For a paper copy of the proposed TSO, or for further assistance, contact the individual listed in **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on February 17, 2005.

**Susan J.M. Cabler,**

*Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 05-3608 Filed 2-24-05; 8:45 am]

**BILLING CODE 4910-13-M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Universal Access Transceiver Equipment**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability and requests for public comment.

**SUMMARY:** This notice announces the availability of, and requests comments on, proposed Technical Standard Order (TSO)-C154a, Universal Access Transceiver (UAT) Automatic Dependent Surveillance-Broadcast (ADS-B) Equipment Operating on the Frequency of 978 MHz. In this TSO, we (the Federal Aviation Administration, or FAA) refer to a revised minimum performance standard (MPS)—RTCA Inc., Document (RTCA/DO)-282A, Minimum Operational Performance Standards for Universal Access Transceiver (UAT) Automatic Dependent Surveillance Broadcast (ADS-B), dated July 29, 2004. We also add Appendix 1, which lists corrections to RTCA/DO-282A since its date of issuance. The TSO also supports an optional frequency Diplexer. The Diplexer allows the ATCRBS/Mode S Transponder and the UAT equipment developed under this TSO to share antennas. This TSO is for manufacturers of Universal Access Transceiver ADS-B equipment or UAT Diplexer seeking a TSO authorization or letter of design approval. In it, we tell them what MPS their UAT equipment must meet for approval and identification with the TSO-C154a marking.

**DATES:** Comments must be received on or before March 28, 2005.

**ADDRESSES:** Send all comments on this proposed TSO to: Ms. Bobbie Smith, AIR-103, ATTN: File No. TSO-C154a, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. You may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Jennings, AIR-130, Federal

Aviation Administration, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349. Telephone (770) 703-6090, fax (770) 703-6055. E-mail [richard.jennings@faa.gov](mailto:richard.jennings@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Submit written data, views, or arguments on the proposed TSO to the above address. Before and after the comment closing date, you can examine comments received in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. Before issuing the final TSO, the director of the Aircraft Certification Service will consider all comments received on or before the closing date for comments.

##### Background

This proposed TSO prescribes the minimum standards for airborne equipment. It supports ADS-B using UAT equipment operating on the frequency of 978 MHz. ADS-B is a system by which aircraft and certain equipped surface vehicles can share position, velocity, and other information with one another (and with ground-based facilities such as air traffic services) via radio broadcast techniques. UAT is a multipurpose aeronautical datalink system to support not only ADS-B, but also Flight Information Service-Broadcast (FIS-B), Traffic Information Service-Broadcast (TIS-B), and supplementary ranging and positioning capabilities. This TSO supports two major classes of UAT equipment: Class A and Class B equipment. Class A equipment combines a broadcast and receive subsystem. Class B equipment supports broadcast only.

##### How To Obtain Copies

You can download a copy of proposed TSO-C154a from the FAA Web site at: <http://www.airweb.faa.gov/rgl>. At the Web page, select "Technical Standard Orders (TSO) and Index." At the TSO page, select "Proposed TSOs." For a paper copy of the proposed TSO, or for further assistance, contact the person listed in **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on February 17, 2005.

**Susan J.M. Cabler,**

*Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 05-3609 Filed 2-24-05; 8:45 am]

**BILLING CODE 4910-13-M**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-20140]

##### Notice of Request for Clearance of a New Information Collection: Best Motor Carrier Safety Management Technology Practices

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995 (PRA), this notice announces the intention of the FMCSA to request the Office of Management and Budget's (OMB) approval of a new information collection related to a study of how information technology is being used to improve safety management in the motor carrier industry. This study is one element in a larger, multi-year study of the safety and financial performance of the motor carrier industry by commodity segment. This Motor Carrier Industry Profile Study is being performed by the University of Maryland on behalf of the FMCSA.

**DATES:** Comments must be submitted on or before April 26, 2005.

**ADDRESSES:** All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or envelope.

**Electronic Access:** An electronic copy of this document may be downloaded using the Internet at the Office of the Federal Register's Home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>. For Internet users, all comments received will be available for examination at the universal source location: <http://dms.dot.gov>. Please follow the instructions on-line for additional information and guidance.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the

comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Dale Sienicki, Program Manager, Industry Profile Study, (202) 366-1961, Office of Information Management, Analysis Division, Federal Motor Carrier Safety Administration, 400 7th Street SW., Suite 8214, Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

**Title:** Motor Carrier Industry Profile.

**Background:** The FMCSA is responsible for enhancing the safety of motor carrier operations and the nation's highway system through fair, uniform and consistent enforcement of the Federal Motor Carrier Safety Regulations and applicable Hazardous Materials Regulations, and through other innovative programmatic approaches. A complicating factor is the sheer size and diversity of the motor carrier industry, and a less than thorough understanding of its diversity. Detailed information about the safety performance differences among segments, and the practices, policies, and programs undertaken by safety leaders within each segment will assist FMCSA in its policy and program development and improve the safety of the industry. This project is being conducted on behalf of FMCSA through a cooperative agreement with the University of Maryland's Smith School of Business.

This project is being conducted in three phases as follows:

**Phase 1** (now completed) involved three analyses of the motor carrier industry segmented into its major components. The first analysis consisted of developing financial and operating performance profiles for each of the 13 for-hire commodity segments (Refrigerated; Bulk Materials—Non Tank; Tank Carriers, Moving/Household Goods; Building Materials; Heavy Equipment, General Freight Truck-Load (subdivided into small, medium and large-sized carriers), General Freight Less-Than-Truck-Load, and Other Specialized (subdivided into small, medium and large-sized carriers). The second analysis evaluated detailed safety performance data for 10 commodity segments, including Building Materials, Moving/Household Goods, General Freight (TL and LTL),