

possible enforcement under 14 CFR part 16. Any action taken to strengthen, memorialize, or codify existing access in perpetuity beyond that described in an FAA approved residential through-the-fence access plan at an airport with existing access will also be considered a new grant of through-the-fence access. The sponsor will, of course, have the opportunity to present information and arguments to the FAA during the Part 16 process.

In consideration of the above, the FAA adds new paragraph g. to standard AIP sponsor assurance 5, to read as follows:

C. Sponsor Certification. The sponsor hereby assures and certifies, with respect to this grant that:

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5. Preserving Rights and Powers.

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g. It will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport.

Issued in Washington, DC on March 14, 2011.

Randall S. Fiertz,

Director, Airport Compliance and Field Operations.

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performance standards, reports, and guidance documents used by the FAA in regulatory decisions and rulemaking. Government regulatory and procurement practices reference or use RTCA standards (with or without change). The Secretary of Transportation has determined that that information and use of committee are necessary in the public interest in connection with the performance of duties imposed on the FAA by law.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org> or the FAA Business Operations Group, NextGen and Operations Planning, 800 Independence Avenue, SW., Washington, DC: telephone (202) 493-4409; fax (202) 267-5071.

SUPPLEMENTARY INFORMATION: Steering Committee and Special Committee meetings are open to the public and announced in the **Federal Register**, except as authorized by Section 10(d) of the Federal Advisory Committee Act.

Issued in Washington, DC, on March 15, 2011.

Kathy Hitt,

RTCA Advisory Committee.

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appropriation for the Commercial Space Transportation Grants Program; the FAA/AST intends to swiftly execute grant awards within FY 2011. To facilitate this, the FAA/AST is requesting grant applications at this time. The FAA/AST intends to receive, process, and evaluate the applications in a timely manner, and in accordance with the notional schedule listed below, so should there be an appropriation, the recipients will already be selected and the awards can be made within FY 2011. There remains the possibility that no funds will be appropriated in FY 2011 for the Commercial Space Transportation Grants Program. If no funds are appropriated, no grant applications submitted in response to this Notice will be approved and funded.

Due to time constraints, this Notice will be the only solicitation made for FY 2011 projects and proposals. The FAA/AST will review and evaluate all applications for a grant received by the deadline, pursuant to 49 United States Code (U.S.C.) Chapter 703 (to be recodified at 51 U.S.C. Chapter 511). The FAA/AST may make one or more grant awards based upon its evaluations of the submissions. All grants awarded under the Commercial Space Transportation Grants Program are discretionary awards. Projects to be funded under the Commercial Space Transportation Grants Program must carry out commercial space transportation infrastructure development, as defined in 49 U.S.C. 70301 (to be recodified as 51 U.S.C. 51101).

DATES: In order for the FAA/AST to award funds (if appropriated) prior to the end of FY 2011, the following notional schedule is provided.

Submission Open Period Opens: March 18, 2011

Submission Open Period Closes: May 13, 2011

Review and Approval Period: May 16, 2011 thru June 30, 2011

Announcement: July 15, 2011

ADDRESSES: Applicants can get more information about the Commercial Space Transportation Grants Program, to include a checklist for the submission package, by:

1. Accessing the Office of Commercial Space Transportation website at:

<http://www.faa.gov/go/ast>; or

2. Contacting Glenn Rizner or Julie Price, AST-100, for program questions; or

3. Contacting Greg Carter, AGC-510, for legal questions.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Government/Industry NextGen Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Charter Renewal.

SUMMARY: The FAA is issuing this notice to advise the public of the renewal of the RTCA Charter (FAA Order 1110.77T) for two years, effective April 2, 2011. The administrator is the sponsor of the committee. The objective of the advisory committee is to seek solutions to issues and challenges involving air transportation concepts, requirements, operational capabilities, and the associated use of technology and related considerations to aeronautical operations that impact the future Air Traffic Management System. RTCA provides the following two categories of recommendations to the FAA: Broad gauged policy and investment priority recommendations used by FAA when considering policy and program decisions; and minimum

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Grants Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request for grant proposals for the Commercial Space Transportation Grant Program.

SUMMARY: This notice solicits Fiscal Year (FY) 2011 grant proposals to continue the development of a Commercial Space Transportation infrastructure system, which supports the National Space Policy and Congressional intent. Begun in 2010, the program supports the Commercial Space Transportation industry by identification, prioritization, and funding for Commercial Space Transportation infrastructure projects.

It must be noted that with the FY 2011 Congressional appropriation not yet enacted, the FAA's Office of Commercial Space Transportation (AST) does not currently have funding for the Commercial Space Transportation Grants Program. Should there be an