

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for to renew an information collection. Feedback from surveys to be conducted under this generic information collection will be used in the prevention of runway collisions and in the medication of the severity and frequency of runway incursions.

**DATES:** Written comments should be submitted by July 23, 2013.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES-200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

**FOR FURTHER INFORMATION CONTACT:** Kathy DePaepe at (405) 954-9362, or by email at: [Kathy.A.DePaepe@faa.gov](mailto:Kathy.A.DePaepe@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0692

*Title:* Information for the Prevention of Aircraft Collisions on Runways at Towered Airports

*Form Numbers:* There are no FAA forms associated with this generic collection of information.

*Type of Review:* Renewal of a generic information collection.

*Background:* Information to be collected will focus on pilot, controller, or vehicle driver practices and/or feedback on specific runway safety initiatives, such as training programs, Runway Safety Action Team meetings, changes to procedures, changes to infrastructure made to enhance runway safety (such as changes to paint, signs, lights, and markings), or aspects of airport design. Feedback gathered on the perceived effectiveness of specific strategies to prevent runway incursions will be used by the FAA to refine current intervention strategies and to develop new strategies to help reduce the severity and frequency of runway incursions.

*Respondents:* An estimated 8,900 pilots, aircraft support vehicle drivers, airport/airfield maintenance staff, management, and other personnel engaged in the operations of aircraft or airports.

*Frequency:* Information will be collected on occasion.

*Estimated Average Burden per Response:* 10 minutes.

*Estimated Total Annual Burden:* 1,480 hours.

*Public Comments Invited:* You are asked to comment on any aspect of this

information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC, on May 20, 2013.

**Albert R. Spence,**

*FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. 2013-12476 Filed 5-23-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Thirteenth Meeting: RTCA Special Committee 222, Inmarsat AMS(R)S.

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Meeting Notice of RTCA Special Committee 222, Inmarsat AMS(R)S.

**SUMMARY:** The FAA is issuing this notice to advise the public of the thirteenth meeting of the RTCA Special Committee 222, Inmarsat AMS(R)S

**DATES:** The meeting will be held June 10-11 from 9:00 a.m.-5:00 p.m.

**ADDRESSES:** The meeting will be held at the Hilton San Diego Resort & Spa, 1775 East Mission Bay Drive, San Diego, CA 92109.

**FOR FURTHER INFORMATION CONTACT:** This meeting will be held in conjunction with the 2013 Inmarsat Aero Conference. Participants who will be traveling to the meeting should contact Alan Schuster-Bruce, [alan.schuster-bruce@inmarsat.com](mailto:alan.schuster-bruce@inmarsat.com) for information about accommodation. In addition, Jennifer Iversen may also be contacted directly at email: [jiversen@rtca.org](mailto:jiversen@rtca.org) or by The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC, 20036, or by telephone at (202) 330-0662/(202) 833-9339, fax (202) 833-9434, or Web site at <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 222. The agenda will include the following:

#### June 10-11

- Greetings & Attendance.
- Review summary of February 2103 meeting (12th Plenary)
  - Report on the status of the DO-343 MASPS approval process
    - The primary focus of the meeting will be working sessions dedicated to advancing the DO-262 generic and SwiftBroadband-specific material. Attendees should be prepared to contribute to this effort.
    - Other items as appropriate.
- Review action items from 11th and 12th Plenary.
- Schedule 14th Plenary.
- Adjourn.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 15, 2013.

**Paige Williams,**

*Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Twenty-Second Meeting: RTCA Special Committee 224, Airport Security Access Control Systems

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Meeting Notice of RTCA Special Committee 224, Airport Security Access Control Systems.

**SUMMARY:** The FAA is issuing this notice to advise the public of the twenty-second meeting of the RTCA Special Committee 224, Airport Security Access Control Systems.

**DATES:** The meeting will be held on June 20, 2013 from 9:00 a.m.-5:00 p.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc., 1150 18th Street NW., Suite 910, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site at <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 224. The agenda will include the following:

**June 20, 2013**

- Welcome, Introductions & Administrative Remarks
- Review and Approve Summary of the Twenty-first Meeting
- Updates from TSA (as required)
- Document Detailed Review
- Document Finalization Process
- Time and Place of Next Meeting
- Any Other Business
- Adjourn

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 15, 2013.

**Paige Williams,**

*Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

**Environmental Impact Statement for the Milwaukee, WI to Minneapolis, MN Rail Corridor**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Revised notice of intent to prepare an environmental impact statement.

**SUMMARY:** On December 9, 2010, FRA published a notice of intent to advise the public that a Tier I environmental impact statement (EIS) would be prepared for the Milwaukee, WI to Minneapolis-St. Paul, MN (Milwaukee-Twin Cities) High-Speed Rail Corridor Program. The original project included passenger stations, maintenance facilities, and the construction of a high-speed rail line between Milwaukee and the Twin Cities. Alternatives originally under consideration included taking no action (No Build), as well as several

build alternatives along a variety of corridors between Milwaukee and the Twin Cities. However, to prioritize the limited funding available for the EIS, the Minnesota Department of Transportation (MnDOT) now intends to focus the Tier 1 EIS on improvements to existing service using the existing route on the Milwaukee to Twin Cities passenger rail corridor (the Corridor) from Milwaukee Intermodal Station to the Minneapolis Transportation Interchange.

*Purpose and Need:* The purpose of the current proposed action is to meet future regional travel demand and provide intermodal connectivity to existing and planned transportation systems in Minnesota and Wisconsin. The proposed action offers an opportunity to provide reliable and competitive passenger rail service as an attractive alternative transportation choice between Milwaukee and the Twin Cities by: decreasing travel times, increasing frequency of service, and providing safe and reliable service. The need for the proposed action is based on the limitations and vulnerabilities of available travel modes between Milwaukee and the Twin Cities. Existing transportation modes, including highway, bus, and air travel, have inherent problems including congested highways near the Milwaukee, Madison, and Twin Cities metro areas and airport capacity issues at Minneapolis-St. Paul International Airport and Milwaukee's General Mitchell International Airport. Improved and expanded passenger rail service can provide an alternative mode and/or relief to these congested roadways and airports.

The environmental process will identify improvements to infrastructure that would allow for increased train frequency and reduced travel times for passenger rail service along the existing route on the Corridor. The existing route currently has passenger service; Amtrak's *Empire Builder* serves the Corridor, and, therefore, provides the best opportunity to implement a phased approach for infrastructure improvements.

**FOR FURTHER INFORMATION CONTACT:** Mr. Daniel Krom, Director, Passenger Rail Office, Minnesota Department of Transportation (MnDOT), 395 John Ireland Boulevard, MS 480, St. Paul, MN 55155, telephone (651) 366-3193; or Ms. Colleen Vaughn, Office of Railroad Policy and Development, Federal Railroad Administration (FRA), 1200 New Jersey Avenue SE., MS-20/W38-303, Washington, DC 20590, telephone (202) 493-6096.

**SUPPLEMENTARY INFORMATION:** The Vision of the Minnesota Comprehensive Statewide Freight and Passenger Rail Plan is to develop a robust intrastate and interstate intercity passenger rail system which results in improved travel options, costs and speeds for Minnesota and interstate travelers. One of the priority program elements identified in the Statewide Rail Plan is to advance corridors incrementally and simultaneously with MnDOT's support, sequencing corridors and improvements depending on financing, right-of-way (ROW) acquisition and agreements with freight railroads.

MnDOT is cognizant of hurdles faced in completely funding the vision for the Corridor in a single funding cycle in favor of partial or incremental funding and building of a passenger rail route in phases allowing for incremental increases in frequency as well as "phased" reduction in travel time. The existing passenger rail service route between Milwaukee and the Twin Cities provides the best opportunity to implement a phased approach for infrastructure improvements due to its potential to incrementally implement a reduction in travel time and increase in frequency. This phased approach recognizes the constraints associated with funding requirements for major infrastructure improvements at the state and federal levels and is consistent with the Minnesota Statewide Rail Plan.

Currently, MnDOT and the Wisconsin Department of Transportation (WisDOT) are coordinating with Amtrak to determine the feasibility of increasing the frequency of the current service from one round-trip per day to two with the introduction of the second *Empire Builder* train between the Twin Cities and Chicago via Milwaukee.

**Environmental Review Process**

The EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 et seq.) implementing the National Environmental Policy Act (NEPA), and FRA's Procedures for Considering Environmental Impacts (64 FR 28545; May 26, 1999). FRA and MnDOT will use a tiered process, as provided for in 40 CFR 1508.28 and in accordance with FRA guidance, in the completion of the environmental review of the Program. The Tier 1 EIS will address broad corridor-level issues. Subsequent Tier 2 reviews would analyze, at a greater level of detail, narrower site-specific projects based on the decisions made in the Tier 1 EIS.

The Tier 1 EIS will result in a NEPA document with the appropriate level of