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 DePaeppe, Room 126B, Federal Aviation Administration, AES–200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

FOR FURTHER INFORMATION CONTACT: Kathy DePaeppe at (405) 954–9362, or by email at: Kathy.A.DDePaeppe@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.

Alburt R. Spence,
FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES–200.

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 for information about accommodation. In addition, Jennifer Iversen may also be contacted directly at email: 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 meeting of Special Committee 222. The agenda will include the following:

June 10–11
• Greetings & Attendance.
• Review summary of February 2013 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.

[FR Doc. 2013–12476 Filed 5–23–13; 8:45 am]
BILLING CODE 4910–13–P

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.


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

Paige Williams,
Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.

[FR Doc. 2013–12464 Filed 5–23–13; 8:45 am]
BILLING CODE 4910–13–P
SUMMAR Y: On December 9, 2010, FRA published a notice of intent to advise the public that a Tier 1 environmental impact statement (EIS) would be prepared for the Milwaukee, WI to Minneapolis, 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 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.