

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:

#### July 11, 2012

- Welcome, Introductions, and Administrative Remarks.
- Review/Approve Summary—Thirteenth Meeting.
- Updates from TSA (as required).
- Workgroup Reports.
- Industry Solicitation Progress Report.
- 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 June 15, 2012.

**Kathy Hitt,**

*Program Analyst, Business Operations Branch, Federal Aviation Administration.*

[FR Doc. 2012-15276 Filed 6-21-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Third Meeting: RTCA Special Committee 226, Audio Systems and Equipment

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

**ACTION:** Meeting Notice of RTCA Special Committee 226, Audio Systems and Equipment.

**SUMMARY:** The FAA is issuing this notice to advise the public of the third meeting of RTCA Special Committee 226, Audio Systems and Equipment.

**DATES:** The meeting will be held July 10-12, 2012, from 9 a.m.-5 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 226. The agenda will include the following:

#### July 10-12, 2012

- Welcome and Administrative Remarks.
- Introductions.
- Agenda Overview.
- Review previous action items.
- Assess work required and timelines for conclusion of committee work.
- Solicit proposals for further changes to DO-214.
- Continue discussion on the following:
  - Risks of usage of adaptive technology during test.
  - Discuss results of proposed committee letter(s) to invite additional headsets, MIC's and CVR manufacturers.
  - Addition of noise test requirement to the vibration test variable nature of Oxygen Mask.
  - Microphone and Hand Microphone performance in the marketplace.
  - Re-examine proposal to remove CVR Area Microphone requirements from standard in lieu of ED-112.
  - FAA info letter addressing use of Active Noise Reduction (ANR) and Powered ANR headsets to discuss concern of EMI, EMC effects on power leads affecting communications.
  - Sensitivity versus output power as they correlate with its specified ratings.
  - Continue review of DO-214 and draft updates/changes.
  - Review draft language for noise test requirement to combine with the vibration test.
  - Other Business.
  - Establish agenda for next meeting.
  - 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 June 15, 2012.

**Kathy Hitt,**

*Program Analyst, Business Operations Branch, Federal Aviation Administration.*

[FR Doc. 2012-15277 Filed 6-21-12; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Technical Standard Order (TSO)-C68a, Airborne Automatic Dead Reckoning Computer Equipment Utilizing Aircraft Heading and Doppler Ground Speed and Drift Angle Data (for Air Carrier Aircraft)

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

**ACTION:** Notice of intent to cancel Technical Standard Order (TSO)-C68a, Airborne automatic dead reckoning computer equipment utilizing aircraft heading and Doppler ground speed and drift angle data (for air carrier aircraft).

**SUMMARY:** This notice announces the FAA's intent to cancel TSO-C68a, Airborne automatic dead reckoning computer equipment utilizing aircraft heading and Doppler ground speed and drift angle data. The effect of the cancelled TSO-68a will result in no new TSO-C68a design or production approvals.

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

**FOR FURTHER INFORMATION CONTACT:** Mr. Albert Sayadian, AIR-130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385-4652, fax (202) 385-4651, email to: [albert.sayadian@faa.gov](mailto:albert.sayadian@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

You are invited to comment on the cancellation of the TSO-C68a by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date 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.

##### Background

Doppler radar is a semiautomatic self-contained dead reckoning navigation system (radar sensor plus computer) which is not continuously dependent on information derived from ground based or external aids. The system employs radar signals to detect and measure ground speed and drift angle, using the aircraft compass system as its directional reference. Doppler is less accurate than Inertial Navigation System (INS), however, and the use of an external reference is required for periodic updates if acceptable position

accuracy is to be achieved on long range flights. Use of INS and Global Positioning System (GPS) has rendered TSO-C68a systems obsolete. The FAA has no record of any applications for TSO-C68a since it was published in 1983. Given the obsolescence of the equipment and the lack of industry interest in TSO-C68a product designs, we propose cancelling TSO-C68a.

Issued in Washington, DC, on June 18, 2012.

**Susan J.M. Cabler,**

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

[FR Doc. 2012-15237 Filed 6-20-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Technical Standard Order (TSO) C-122a, Equipment That Prevent Blocked Channels Used in Two-Way Radio Communications Due to Simultaneous Transmissions

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

**ACTION:** Notice.

**SUMMARY:** This notice announces the FAA's intent to cancel TSO-C122a, Equipment That Prevent Blocked Channels Used in Two-Way Radio Communications Due to Simultaneous Transmissions. The effect of the cancelled TSO will not affect design or production according to an existing TSO authorization (TSOA). Articles produced under an existing TSOA can still be installed according to existing airworthiness approvals and applications for new airworthiness installation approvals will still be processed.

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

**FOR FURTHER INFORMATION CONTACT:** Mrs. Veronica Gardner, AIR-130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385-4690, fax (202) 385-4651, email to: [veronica.gardner@faa.gov](mailto:veronica.gardner@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

You are invited to comment on the proposed cancellation of the TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date 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.

#### Background

In 1984, the FAA was petitioned to enact rulemaking requiring two-way radio communication systems employing anti-blocking and stuck microphone protection circuitry. Our response to this rulemaking petition was the issuance of TSO-C128, Devices that Prevent Blocked Channels Used in Two-Way Radio Communications Due to Unintentional Transmissions, for preventing blocked channels used in two-way radio communication due to unintentional transmissions. TSO-C128, and the subsequent revision, has proven effective and popular with VHF radio manufacturers. Since 1994, there has been only one application for TSOA for TSO-C122a. Therefore, we believe it is appropriate to cancel TSO-C122a, given the eventual obsolescence of TSO-C122a equipment and the lack of industry interest in new TSO-C122a product designs. We continue to coordinate with industry's federal advisory committee through RTCA Special Committee (SC) 226, Audio Systems and Equipment, for any new developments on other means being used to address blocked channels caused by simultaneous transmissions.

Issued in Washington, DC, on June 18, 2012.

**Susan J.M. Cabler,**

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

[FR Doc. 2012-15238 Filed 6-21-12; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2012-0049]

#### Agency Information Collection

##### Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

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

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by August 21, 2012.

**ADDRESSES:** You may submit comments identified by DOT Docket ID 2012-0049 by any of the following methods:

**Web site:** For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

**Fax:** 1-202-493-2251.

**Mail:** Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

**Hand Delivery or Courier:** U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Marlys Osterhues, 202-366-2052, Department of Transportation, Federal Highway Administration, Office of Project Development and Environmental Review, E76-312, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** *Title:* FHWA Environmental Excellence Awards.

**Background:** In 1995 FHWA established the biennial Environmental Excellence Awards to recognize partners, projects and processes that use FHWA funding sources to go beyond environmental compliance and achieve environmental excellence. Awardees must make an outstanding contribution that goes beyond traditional transportation projects and that encourages environmental stewardship and partnerships to achieve a truly multi-faceted, environmentally sensitive transportation solution.

**Award:** Anyone can nominate a project, process, person or group that has used Federal Highway Administration funding sources to make an outstanding contribution to transportation and the environment. The nominator is responsible for submitting an application via the FHWA Environmental Excellence Awards Web site that gives a summary of the outstanding accomplishments of the entry. The collected information will be used by FHWA to evaluate, showcase and enhance the public's knowledge on incorporating environmental stewardship into the planning and project development process. Nominations will be reviewed by an independent panel of judges from