

New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Randall S. Fiertz, Director, Office of Airport Compliance and Management Analysis, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3085; facsimile: (202) 493-1416.

SUPPLEMENTARY INFORMATION: A sponsor (applicant) seeking financial assistance for airport planning, airport development, noise compatibility planning or noise mitigation under 49 U.S.C., as amended must agree to comply with certain assurances. These assurances include certain prohibitions on the use of airport revenue. On April 13, 2012, the FAA published modifications to this assurance at 77 FR 22376. Specifically, paragraph (a)(3) of Sponsor Assurance 25 permits the FAA to exempt certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

A complete list of the current grant assurances can be viewed at: http://www.faa.gov/airports/aip/grant_assurances/.

Guidance Developed To Carry Out Section 813 of Public Law 112-95

Airport Sponsor Actions: Airport sponsors seeking to exempt mineral revenue under Section 813 of Public Law 112-95 must submit a sponsor application. The application must include:

- A statutorily mandated five year capital improvement program, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix B-1;
- An executed agreement including clauses pertaining to the sponsor's liability, funding waiver, revenue use, and airport use, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix C-1;
- A statement with details identifying eligible projects and providing the necessary documentation to meet the thresholds set by statute for the use of the exempted revenue, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix D-1 and Table D;

FAA's Compliance Guidance Letter 2012-01 and applicable appendices may be found at: http://www.faa.gov/airports/airport_compliance/mineral_revenue.

FAA Actions: FAA and, where applicable, block grant state personnel will begin working with airport sponsors interested in and eligible for the exemption prescribed under Section 813 of Public Law 112-95 to develop a proposed five-year capital improvement program inclusive of the items identified in the sponsor submission application, as set forth in FAA's Compliance Guidance Letter 2012-01 and Appendix B-1. At such time when the airport sponsor submits its application, the local FAA office will ensure the proposed five-year capital improvement program meets the statutorily mandated requirements. The local FAA office also will ensure the airport sponsor's application includes the required agreements and conditions. The local FAA office will forward the sponsor's application to the appropriate regional FAA office. The regional FAA office will notify the airport sponsor if the "application and requisite supporting documentation" meet the statutory requirements. This notice commences FAA's 90-day clock to provide a determination on revenue exemption under this provision.

For more details regarding FAA's internal procedures, see FAA's Compliance Guidance Letter 2012-01 and appendices, which may be found at: http://www.faa.gov/airports/airport_compliance/mineral_revenue.

Issued in Washington, DC, on May 16, 2012.

Randall S. Fiertz,

Director, Office of Airport Compliance and Management Analysis.

[FR Doc. 2012-12375 Filed 5-21-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Sec. 221 Public Private Partnerships Public Meeting

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of meeting.

SUMMARY: The FAA is conducting a public meeting on May 30 to seek initial input from interested stakeholders about program design and implementation of an equipage incentives program for commercial aircraft and general aviation to equip their aircraft with Next Generation Air Transportation (NextGen) capabilities, pursuant to the FAA's authority in the FAA Modernization and Reform Act of 2012 (sec. 221). The statute requires that such

a program be based on public-private partnership (PPP) principles and maximize the use of private sector capital. The purpose of this meeting is to serve as an information sharing session. The FAA is interested in engaging stakeholders and potential public-private partners in the process of developing an effective public-private partnership equipage incentive program.

This notice is for the initial meeting. A subsequent meeting will be planned within 90 days of the May 30 meeting after FAA has assessed stakeholder comments and feedback and further solidified its policy on how to implement a PPP equipage incentives program.

FOR FURTHER INFORMATION CONTACT: Ann Tedford, Office of Finance and Management: Telephone (202) 267-8930; Email: 9-AWA-APO-NextGenIncentives@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA Modernization and Reform Act of 2012 granted authority for the Secretary of Transportation to establish an equipage incentive program to equip US registered aircraft operating in the National Airspace System (NAS) in the interest of achieving NextGen capabilities. The authority states a loan guarantee program could be established either using appropriated funds or by fees and premiums. The FAA is working to understand what options exist for establishing the most effective program possible even if it receives no additional appropriations to fund the incentive. In addition, the FAA must have the authority to enter into a loan guarantee program recognized in an appropriations Act in accordance with the Federal Credit Reform Act of 1990.

The goal for an equipage program would be to encourage deployment of NextGen capable aircraft in the NAS sooner than would have occurred otherwise. Specifically, FAA would aim to increase the speed of adoption of base levels of NextGen equipage (equipage bundles), which will accelerate delivery of NextGen benefits by reducing the time of mixed equipage operations. The FAA is examining various methods of reducing the Government's risk and determining the extent of industry interest in the program, but we need more information for our analysis. The May 30 meeting is therefore intended to share FAA's preliminary thinking and seek industry feedback about what factors are beneficial to the various stakeholders, if such a program were to be created.

Meeting Information

Public meeting at FAA Headquarters (800 Independence Avenue SW., Washington, DC 20591) on May 30, 2012, from 9:00 am to 12:30 pm. The meeting will also be available to view live on-line. RSVPs will be required for meeting attendance as well as Web cast viewing. RSVP by May 25 to: 9-AWA-APO-NextGenIncentives@faa.gov. Background material, meeting agenda, and details of participation webcast for the May 30 meeting can be obtained at: http://www.faa.gov/about/initiatives/equipage_incentives/.

As the financial authority granted to FAA in Section 221 of the FAA Modernization and Reform Act is new, the agency believes that stakeholder input is necessary in order to optimize the design of an effective equipage incentives plan. Input from interested stakeholders will help inform the direction the FAA should take and raise issues that the agency might not have considered internally. A list of questions FAA seeks comment on is on display at: http://www.faa.gov/about/initiatives/equipage_incentives/.

Comments specifically addressing these questions will be accepted through June 20 and should be submitted to: 9-AWA-APO-NextGenIncentives@faa.gov.

The FAA will also provide the opportunity for private meetings and written responses. We recognize that some of the information we are seeking might be considered proprietary or commercially sensitive. We will take all steps needed to protect any information provided that is marked proprietary or commercially sensitive.

Issued in Washington, DC, on May 14, 2012.

Julie Oettinger,

Assistant Administrator for Policy, International Affairs and Environment.

[FR Doc. 2012-12378 Filed 5-21-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Number NHTSA-2012-0064]

Reports, Forms, and Record Keeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the

public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

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

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: Gary R. Toth, Office of Data Acquisitions (NVS-410), Room W53-303, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Toth's telephone number is (202) 366-5378. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d), an agency must ask for public comment on the following:

- (i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- (ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- (iii) How to enhance the quality, utility, and clarity of the information to be collected;
- (iv) How to minimize the burden of the collection of information on those who are to respond including the use of

appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Title: National Automotive Sampling System (NASS).

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2127-0021.

Affected Public: Passenger Motor Vehicle Operators.

Abstract: The collection of crash data that support the establishment and enforcement of motor vehicle regulations that reduce the severity of injury and property damage caused by motor vehicle crashes is authorized under the National Traffic and Motor Vehicle Safety Act of 1966 (Pub. L. 89-563, Title 1, Sec. 106, 108, and 112). The National Automotive Sampling System (NASS) Crashworthiness Data System (CDS) of the National Highway Traffic Safety Administration investigates high severity crashes. Once a crash has been selected for investigation, researchers locate, visit, measure, and photograph the crash scene; locate, inspect, and photograph vehicles; conduct a telephone or personal interview with the involved individuals or surrogate; and obtain and record injury information received from various medical data sources. NASS CDS data are used to describe and analyze circumstances, mechanisms, and consequences of high severity motor vehicle crashes in the United States. The collection of interview data aids in this effort.

Estimated Annual Burden: 5,605 hours.

Number of Respondents: 9,450.

Issued on: May 14, 2012.

Terry T. Shelton,

Associate Administrator, National Center for Statistics and Analysis.

[FR Doc. 2012-12351 Filed 5-21-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2011-0040; Notice 2]

Forest River, Inc., Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration, DOT.