Illegal unregulated and unreported (IUU) fishing and related matters; Election of Chairman and Vice-Chairman for 2013.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Mr. E. J. Terminella, by email at emanuel.j.terminella@uscg.mil, by phone at (202) 772–1239, by fax at (202) 772–1918, or in writing at Commandant (CG–543), U.S. Coast Guard, 2100 2nd Street SW., Stop 7581, Washington, DC 20593–7581 not later than March 7, 2012. 7 days prior to the meeting. Requests made after March 7, 2012 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding this and other IMO SHC public meetings may be found at: www.uscg.mil/imo.


Brian Robinson,
Executive Secretary, Shipping Coordinating Committee, Department of State.

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:
Title: U.S. Department of Transportation Mentor-Protégé Pilot Program Evaluation Form; and U.S. Department of Transportation Mentor Protégé Pilot Program Annual Report.

Abstract: DOT will use the data captured in the Mentor-Protégé Pilot Program Evaluation Form to measure program achievement to determine whether the intention of the program to assist small businesses to compete and perform in DOT and federal procurement programs is achieved. DOT will use this data to determine whether program changes are required to increase participation of small businesses in DOT procurement programs.

Additionally, DOT will use the data captured in the Mentor Protégé Pilot Program Annual Report to measure protégé progress against the developmental plan contained in their Mentor Protégé agreement and to report the specific actions taken by the mentor to increase the participation of the protégé as a prime or subcontractor to DOT.

A Federal Register Notice with a 60–day comment period soliciting comments on the information collection was published on Friday, November 4, 2011.

DATES: Comments must be submitted on or before March 5, 2012.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Technical Standard Order (TSO)–C151c, Terrain Awareness and Warning System (TAWS)

ACTION: Notice of availability and request for public comment.

SUMMARY: This notice announces the availability of, and request for public comments on a second draft of Technical Standard Order (TSO)–C151c, Terrain Awareness and Warning System. Comments received from the initial June 2011 release, resulted in changes to the proposed document significant enough to require this public comment offering.

DATES: Comments must be received on or before March 5, 2012.


SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed revised 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

The initial public offering of the draft TSO–C151c offered the following changes:

a. Clarification of the 500 foot altitude call out requirement for Class A TAWS equipment.


c. Elimination of the provision to adjust or modify the GPWS envelopes to minimize nuisance alerts based on Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) functionality without a deviation.

d. Allowances for eliminating GPWS nuisance alerts (Appendix 1, paragraph 3.4).

e. Requirement for the primary horizontal position source to be GPS, to ensure utilization of the most accurate and consistent horizontal position data.

f. Addition of velocity and vertical GPS reporting requirement to inhibit alerting when GPS position is invalid, unless a backup position source is in use.

The FAA received numerous comments on: (1) The 500 foot altitude call out; (2) the elimination of the GPWS envelope modification allowance; (3) the GPS horizontal position source requirement; and (4) the position source requirements. A summary of those public comments and the FAA’s resolution are included with the second draft of TSO–C151c.

This announcement requesting comments on the revised proposed TSO–C151c, contains the following significant changes:

a. Alert suppression for Required Navigation Performance (RNP) requirements are added to Appendix 1, Paragraph 3.1.4.

b. The allowance in TSO–C151b to adjust or modify the GPWS alerting thresholds is restored in the current version of TSO–C151c. (We provide clarifying language that deviations need to be accomplished in accordance with Title 14 of the Code of Federal Regulations (14 CFR) 21.618.)

c. The requirement in the initial proposal of TSO–C151c, requiring the Class A 500 ft voice call out on all approaches is changed to the TSO–C151b requirement, for the Class A 500 ft voice call out on non-precision approaches only.

d. TSO–C151b and the first offering of the proposed TSO–C151c, both allowed for the 500 ft callout to be made based on radar altimeter height above terrain, or by a comparison of current altitude (barometric or GNSS) above the runway threshold height. This revised proposed TSO–C151c allows the 500 ft voice call out to be the current altitude (barometric or GNSS) above the runway threshold height. Note that in the current proposal, the allowance to make the voice callout based solely on a radio altimeter height above terrain is removed. The rationale is that all TAWS equipped aircraft will announce the altitude call referenced to the runway.