

Issued in Washington, DC, on May 4, 2012.

Nancy B. Kalinowski,

Vice President, ATO System Operations Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Suspected Unapproved Parts Notification

AGENCY: Federal Aviation Administration (FAA), DOT.

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 to renew an information collection. The information collected on the FAA Form 8120-11 is used by those who wish to report suspected unapproved parts to the FAA for review. The information is used to determine if an unapproved, part investigation is warranted.

DATES: Written comments should be submitted by July 9, 2012.

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

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0552.

Title: Suspected Unapproved Parts Notification.

Form Numbers: FAA Form 8120-11.

Type of Review: Renewal of an information collection.

Background: 49 U.S.C. 44701 empowers the Administrator of the Federal Aviation Administration (FAA) to provide reasonable rules and regulations for minimum standards governing the design, materials, construction, and performance of aircraft, engines, and propellers as may be required to ensure safety in air transportation. Submission of the Suspected Unapproved Parts Report, FAA Form 8120-11, is necessary to ensure that only FAA-approved parts are installed on type certificated aircraft, and that continued airworthiness is maintained. The information collected on the FAA Form 8120-11 will be reported voluntarily by manufacturers, repair stations, aircraft owner/operators, air carriers, and the general public who

wish to report suspected unapproved parts to the FAA for review.

Respondents: Approximately 150 manufacturers, repair stations, aircraft owner/operators, and air carriers.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 30 minutes.

Estimated Total Annual Burden: 75 hours.

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.

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 3, 2012.

Albert R. Spence,

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

[FR Doc. 2012-11225 Filed 5-8-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Commercial Air Tour Operator Reports

AGENCY: Federal Aviation Administration (FAA), DOT.

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 to renew for full clearance an information collection that has been granted emergency clearance. The commercial air tour operational data provided to the FAA and NPS will be used by the agencies as background information useful in the development of air tour management plans and

voluntary agreements for purposes of meeting the mandate of the National Parks Air Tour Management Act (NPATMA) of 2000.

DATES: Written comments should be submitted by July 9, 2012.

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

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0750
Title: Commercial Air Tour Operator Reports

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Request for full clearance of an information collection that has been granted short-term emergency clearance.

Background: The FAA Modernization and Reform Act of 2012 included amendments to the National Parks Air Tour Management Act (NPATMA) of 2000. One of these amendments requires commercial air tour operators conducting tours over national park units to begin reporting on the number of operations they conduct and any such other information prescribed by the FAA Administrator and the Director of the National Park Service (NPS). The Administrator and Director have 90 days from date of enactment of the FAA Modernization and Reform Act of 2012 (enacted February 14, 2012) to jointly issue an initial request for reports and the specified frequency and format of these reports. OMB granted emergency clearance of this information collection on April 25, 2012, expiring on October 31, 2012.

Respondents: Approximately 75 air tour operators.

Frequency: Information is collected quarterly, or annually for park units with fewer than 50 tours per year.

Estimated Average Burden per Response: 11.66 hours.

Estimated Total Annual Burden: 3,300 hours.

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.

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 3, 2012.

Albert R. Spence,

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

[FR Doc. 2012-11228 Filed 5-8-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Land Release for Dunkirk Airport

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice, request for public comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on the Dunkirk Airport (DKK), Dunkirk, New York, Notice of Proposed Release from Aeronautical Use of approximately 2.666 +/- acres of airport property, to allow for non-aeronautical development.

The 2.666 +/- acres of land are proposed to be transferred to the Town of Sheridan for use as public right-of-way for the relocation of Newell Road. The released lands will be exchanged for the 2.006 acres +/- of the existing Newell Road right-of-way currently owned by the Town of Sheridan.

Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Office of the Chautauqua County Executive and the FAA New York Airport District Office.

DATES: Comments must be received by June 8, 2012.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Otto N. Suriani, Acting Manager, FAA New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530. In addition, a copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gregory J. Edwards, County Executive, Chautauqua County, at the following address: 3 North Erie Street, Mayville, NY 14757.

FOR FURTHER INFORMATION CONTACT: Otto N. Suriani, Acting Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, New York 11530; telephone (516) 227-3809; FAX (516) 227-3813; email Otto.Suriani@faa.gov.

SUPPLEMENTARY INFORMATION: Section 125 of the Wendell H. Ford Aviation

Investment and Reform Act for the 1st Century (AIR21) requires the FAA to provide an opportunity for public notice and comment before the Secretary may waive a Sponsor's Federal obligation to use certain airport land for aeronautical use.

Issued in Garden City, New York on May 3, 2012.

Otto N. Suriani,

Acting Manager, New York, Airports District Office, Eastern Region.

[FR Doc. 2012-11212 Filed 5-8-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hamilton and Clermont Counties, OH

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier 2 Environmental Impact Statement (EIS) will be prepared for proposed highway and light rail improvements in the SR 32 corridor between US 50 and IR 275 in Hamilton and Clermont Counties, Ohio.

FOR FURTHER INFORMATION CONTACT:

Mark L. Vonder Embse, Major Projects Engineer, Federal Highway Administration, 200 North High Street, Room 328, Columbus, Ohio 43215, Telephone: (614) 280-6854.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Ohio Department of Transportation (ODOT), will prepare a Tier 2 Environmental Impact Statement (EIS) for proposed improvements to SR 32 from US 50 in Hamilton County east to IR 275 in Clermont County. The broader study area in the Tier 1 documentation was referred to as the Eastern Corridor. This notice applies only to the project identified as Segments II-III of the proposed new highway and Segment 3 of the proposed Oasis Rail Line which would share the right-of-way with relocated SR-32.

Tier 1 of the Eastern Corridor evaluated transportation needs and focused on broad issues such as mode choice, general location, preliminary costs, benefits and impacts within a study area extending from downtown Cincinnati to western Clermont County. The analysis and input was summarized in a Tier 1 Final Environmental Impact Statement (FEIS) (FHWA-OH-EIS-04-

02-F) dated September 30, 2005. A Tier 1 Record of Decision issued on June 2, 2006 identified feasible multi-modal components to be advanced by mode and segment into Tier 2 NEPA analyses, including a new rail transit corridor composed of four implementation segments, improved bus transit, various local network improvements, and a new highway capacity corridor composed of five implementation segments. In the interim, new information came to light regarding the archaeological resources present in connection with the Hahn Archaeological District. The discovery of this information prompted a re-evaluation of the Tier 1 ROD to determine if the decision contained there-in remained valid and if a Supplemental EIS should be prepared prior to moving into a Tier 2 EIS. On February 9, 2012 FHWA recommended advancing the project into a Tier 2 EIS as the appropriate level of study and analysis to determine the significance of impacts to archaeological sites. This Tier 2 EIS for the proposed Segments II-III SR 32 project and proposed Oasis Rail Line Segment 3 will involve more detailed engineering and environmental studies to address project-specific impacts, costs and mitigation measures, and will follow a framework for integrating land use, economic development, and environmental stewardship established during Tier 1.

The purpose and need for highway capacity improvements as established in Tier 1 is to reduce congestion, improve safety and efficiency, provide operational capacity for bus transit, accommodate bike and pedestrian ways, and support economic development and community revitalization consistent with the regional land use vision plan. The purpose and need for rail transit investments is to provide a regional transportation alternative to driving, increase mobility for non-drivers, support an expanded bus network, establish stations that effectively link to bus, bike, pedestrian, and roadway systems, connect downtown Cincinnati with outlying areas of population and employment, support neighborhood development and revitalization consistent with the land use vision plan, and reduce demand for new highway capacity while providing a way to meet the future travel demand. Proposed improvements identified during Tier 1 involve: relocation of SR 32, a new interchange at US 50/Red Bank Road/SR 32, and planning for (coordination with) associated Eastern Corridor multi-modal improvements, including the proposed Oasis rail transit (a portion of which parallels the Segment II-III corridor), a