

June 12, 2012

1:00 a.m.–5:00 p.m.

June 13, 2012

8:30 a.m.–12:00 p.m.

- Greetings & Attendance
- Review report of November 2011 meeting.
- Chair report on PMC actions
- Detailed review of generic MASPS draft. This completely redesigned MASPS draft is the result of direction received at the March 21, 2011 meeting of the PMC. A detailed review and informal approval of the document is expected at this meeting, to facilitate timely progress on Inmarsat SwiftBroadband-specific material.
- Status and update on SBB-specific material for MASPS.
- Status and update of SBB-specific material for DO-262A
- Other items
- Schedule for 10th Plenary
- Plenary Adjourns
- A meeting of SC-222 leadership team will be held on Wednesday morning. The room can be available for informal working sessions leading to progress on the DO-262A MOPS, modifications to the DO-210D MOPS, and/or SwiftBroadband-specific material in accordance with the draft generic MASPS. The room will be available through 12 Noon on Wednesday for informal working group meetings in parallel with scheduled meetings of the Inmarsat Aero Conference, if desired.

*This meeting is being held in parallel with the Inmarsat Aero Conference to facilitate the in-person participation of as many equipment manufacturers as practical. Attendance at the SC-222 meeting does not include admittance to the Inmarsat Aero Conference.

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 9, 2012.

John Raper,

*Manager, Business Operations Branch,
Federal Aviation Administration.*

[FR Doc. 2012-12057 Filed 5-18-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Surplus Property Release at Michael J Smith Field, Beaufort, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the Beaufort-Morehead City Airport Authority to waive the requirement that approximately 7.5 acres of airport property, located at the Michael J Smith Field, be used for aeronautical purposes.

DATES: Comments must be received on or before June 20, 2012.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Attn: Rusty Nealis, Program Manager, 1701 Columbia Ave., Suite 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ken Lohr, Chairman, Beaufort-Morehead City Airport Authority at the following address: Beaufort-Morehead City Airport Authority, P.O. Box 875, Beaufort, NC 28516-0875.

FOR FURTHER INFORMATION CONTACT: Rusty Nealis, Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Campus Building, Suite 2-260, Atlanta, GA 30337-2747, (404) 305-7142. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the Beaufort-Morehead City Airport Authority to release approximately 7.5 acres of airport property at the Michael J Smith Field. The property consists of one parcel located on the north side of West Beaufort Road. The proposed use of this land is for the realignment of US 70 and is compatible with airport operations. Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Michael J Smith Airport.

Issued in Atlanta, Georgia on May 8, 2012.

Larry F. Clark,

Acting Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 2012-12053 Filed 5-18-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2012-0036]

Petition for Alternative Locomotive Crashworthiness Design

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated March 2, 2012, the National Railroad Passenger Corporation (Amtrak) has petitioned the Federal Railroad Administration (FRA) for approval of alternative locomotive crashworthiness design for an electric locomotive, Model ACS-64, built by Siemens Industry, Inc. This request is made in accordance with the provisions prescribed in 49 CFR 229.209. FRA assigned the petition Docket Number FRA-2012-0036.

The alternative design incorporates crash energy management features, detailed in the petition and attachments, in lieu of collision and corner posts as required by 49 CFR 229.205. Amtrak states that the performance of this design is equivalent to that obtained through traditional structural requirements. Further, Amtrak states that the design will fully comply with the requirements of Appendix F to 49 CFR part 238.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the