

**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-C65a 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 Doppler radar ground speed and/or drift angle measuring equipment described by this TSO was used to provide inputs to semiautomatic self-contained dead reckoning navigation systems which were not continuously dependent on information derived from ground based or external navigation aids. The system employed radar signals to detect and measure ground speed and drift angle, using the aircraft compass system as its directional reference. This approach is less accurate than Inertial Navigation Systems (INS), 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-C65a Doppler sensor equipment that provides inputs to dead reckoning navigation systems obsolete.

On August 18, 1983, the FAA published TSO-C65a, Airborne Doppler radar ground speed and/or drift angle measuring equipment (for air carrier aircraft). The FAA has no record of any TSO-C65a applications from 1990 onward. Our research indicates no new TSO-C65a applications are in progress, and no authorized manufacturers are manufacturing, advertising, or selling TSO-C65a compliant equipment. Given the obsolescence of the equipment, and the lack of industry interest in new TSO-C65a product designs, we propose cancelling TSO-C65a.

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

**Susan J.M. Cabler,**

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

[FR Doc. 2012-15209 Filed 6-20-12; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2012-0084]

**National Automotive Sampling System**

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

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

**SUMMARY:** The NHTSA is conducting a comprehensive review of the National Automotive Sampling System (NASS) research design and data collection methods as part of a major effort to modernize the system. Users of NASS and crash data may comment on the future utility of current data elements, recommend additional data elements and attributes, and describe their anticipated data needs.

**DATES:** Please submit all comments to the Docket by July 20, 2012.

**ADDRESSES:** You may submit comments to the docket number identified in the heading of this document by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* 202-493-2251.

Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the "Privacy Act" heading below.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register**

published on April 11, 2000 (65 FR 19477-78) or you may visit <http://DocketInfo.dot.gov>.

*Confidential Information:* If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above under **ADDRESSES**. When you send a comment containing information claimed to be confidential business information, you should include a cover letter setting forth the information specified in our confidential business information regulation. (49 CFR part 512.)

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

**FOR FURTHER INFORMATION CONTACT:** For questions relating to the redesign effort, please contact Donna Glassbrenner, Mathematical Analysis Division, NHTSA, telephone: (202) 366-3962, email: [Donna.Glassbrenner@dot.gov](mailto:Donna.Glassbrenner@dot.gov). She may also be reached at 1200 New Jersey Avenue SE., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** NHTSA is undertaking a modernization effort to upgrade the National Automotive Sampling System (NASS) by improving the information technology (IT) infrastructure, updating and prioritizing the data collected, reselecting the sample sites and sample sizes, re-examining the electronic formats in which the crash data files are made available to the public, and improving data collection methods and quality control procedures, among other activities.

NASS collects crash data on a nationally representative sample of police-reported motor vehicle traffic crashes and related injuries. NASS data are used by Federal, State, and local government agencies, as well as by industry and academia in the U.S. and around the world. The data enable stakeholders to make informed regulatory, program, and policy decisions regarding vehicle design and traffic safety. The NASS system currently has two components: The General Estimates System (GES) and the Crashworthiness Data System (CDS).

While the GES captures information on all types of traffic crashes, the CDS focuses on more severe crashes involving passenger vehicles to better document the consequences to vehicles and occupants in crashes—i.e., crashworthiness.

NASS was originally designed in the 1970's, and has not received significant revision since that time with regard to the type of data collected and the sites of data collection. Over the last three decades, NHTSA understands that the scope of traffic safety studies have expanded and the data needs of the transportation community have increased and significantly changed. In addition, the distribution of the U.S. population has shifted over the past 23 years, and there is a growing need for the collection of information that addresses issues of crash avoidance. Recognizing the importance of this data, NHTSA is pursuing data improvement initiatives that will enhance the quality of the data collected and the overall effectiveness of the NASS.

This modernization effort includes the following major objectives:

- Propose data elements for the crash investigation portion of NASS that are responsive to the current and future needs of both internal and external data users;
- Develop a detailed, executable sample design and data collection protocol blueprint that meets data needs in an effective and efficient manner while still maintaining national representativeness;
- Modernize the information technology (IT) infrastructure;
- Re-examine the electronic formats in which the crash data files are made available to the public; and
- Examine using new data collection methods and quality control procedures to improve data quality and timeliness.

In order to meet these objectives, NHTSA invites stakeholders to comment on the current data elements, propose new data elements, make suggestions on the research design and data collection protocol for the modernized study, and make any other suggestions they feel NHTSA should consider to improve crash data.

Current NASS data elements, coding instructions, and descriptive materials can be reviewed on NHTSA's Web site at: <http://nhtsa.gov/NASS>.

**Terry Shelton,**

*Associate Administrator for the National Center for Statistics and Analysis.*

[FR Doc. 2012-15228 Filed 6-20-12; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

[Docket ID PHMSA-2012-0142]

**Pipeline Safety: Notice of Public Workshop To Discuss Implementing Incorporation by Reference Requirements of Section 24 of the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Request for information and notice of public workshop.

**SUMMARY:** This notice is to advise interested and affected persons that PHMSA will conduct a public workshop to discuss Section 24 of the recently-passed Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 (Act) and PHMSA's implementation challenges with Section 24. Section 24 of the Act requires, within one year of enactment (January 2013), that PHMSA no longer incorporate, in whole or in part, voluntary consensus standards by reference into its regulations unless those standards have been made available free of charge to the public on the Internet. The workshop will provide interested persons with an opportunity to submit written and oral comments and participate in discussions concerning the legal, financial, policy, practical and other challenges with implementing Section 24 by January 2013.

**DATES:** The public workshop will be held on July 13, 2012.

**ADDRESSES:** The public workshop will be held from 8:00 a.m. to 3:00 p.m. EDT in the West Building, Oklahoma Room of the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, Phone: 202-366-4400, Fax: 202-366-7041. Please visit <http://phmsa.dot.gov> and click on this public workshop to register. There is no registration fee to attend the public workshop. Name badge pickup and onsite registration will be available starting at 7:30 a.m. Refer to the meeting Web site for updated information, agenda, and times at <http://phmsa.dot.gov>.

The public workshop will include an overview of the issue in the morning, and a panel discussion by various experts and stakeholders who are affected by regulations promulgated by PHMSA. After the discussion, time will be allotted for the general public to speak. All requests from the public to

speak at the workshop must include a description of what will be said, contact information to be used to notify the requestor of the status of his/her request (phone number on which a message may be left, or email), and the subject/attention line (or on the envelope if by mail): "Implementing Incorporation by Reference (IBR) Requirements of Section 24." Each participant will be allotted five minutes to speak. Please contact Jewel Smith, Office of Chief Counsel, to request to speak at the public workshop at 202-366-4400, or email at [jewel.smith@dot.gov](mailto:jewel.smith@dot.gov).

Members of the public may submit written comments. Comments should reference Docket No. PHMSA-2012-0142. Comments may be submitted in the following ways:

- *E-Gov Web Site:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the instructions for submitting comments.
- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management System, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590.
- *Hand Delivery:* DOT, Docket Management System, Room W12-140, on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

*Instructions:* Identify Docket No. PHMSA-2012-0142 at the beginning of your comments. If you submit your comments by mail, submit two copies. If you wish to receive confirmation that PHMSA has received your comments, include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>.

Note: Comments will be posted without changes or edits to <http://www.regulations.gov> including any personal information provided. Please see the Privacy Act statement immediately following for additional information.

*Privacy Act Statement:* Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477).

*Information on Services for Individuals with Disabilities:* For information on facilities or services for individuals with disabilities or to request special assistance during the workshop, please contact Jewel Smith at