

collection (third party notification) is accomplished through highly automated computerized systems.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC on November 7, 2012.

Claire Barrett,

*Chief Privacy & Information Asset Officer,
U.S. Department of Transportation.*

[FR Doc. 2012-27618 Filed 11-13-12; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The FAA is issuing this notice to advise the public that the FAA's Air Traffic Procedures Advisory Committee (ATPAC) two year charter has been coordinated and signed by the FAA Administrator. The ATPAC charter is valid for two years and provides a venue to review air traffic control procedures and practices for standardization, revision, clarification, and upgrading of terminology and procedures.

DATES: October 29, 2012 valid until October 29, 2014.

FOR FURTHER INFORMATION CONTACT: Mr. Gary Norek, ATPAC Executive Director, 800 Independence Avenue SW., Washington, DC 20591.

Issued in Washington, DC, on October 25, 2012.

Gary A. Norek,

Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 2012-27669 Filed 11-13-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Aberdeen Regional Airport in Aberdeen, South Dakota

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of a Final EA and FONSI/ROD.

SUMMARY: The FAA has issued the final EA final Environmental Assessment (EA) for the Aberdeen Regional Airport

Updates and FONSI/ROD for the proposed decoupling of runways 13/31 and 17/35 and fill on airport wetlands and associated actions for Aberdeen Regional Airport. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 5050.4B, "NEPA Implementing Instructions for Airport Actions".

Point of Contact: Mr. Al Fenedick, Environmental Protection Specialist, FAA Regional Office, Suite 315, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone number 847-294-7522.

SUPPLEMENTARY INFORMATION: The FAA is issuing a final EA for the Aberdeen Regional Airport Updates and FONSVROD that evaluated the potential environmental impacts associated with the proposed decoupling of Runways 13/31 and 17/35 and fill on airport wetlands actions at Aberdeen Regional Airport located in Aberdeen, South Dakota. Based on the analysis contained in the final EA, the FAA has determined the selected alternative has no associated significant impacts to resources identified in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5054.4B, National Environmental Policy Act Implementing Instructions for Airport Actions. Therefore, no environmental impact statement will be prepared. The proposed decoupling of runways 13/31 and 17/35 and fill on airport wetlands project is needed to enhance the utility and safety of the Aberdeen Regional Airport for current and projected levels of aviation by the design aircraft family.

Four alternatives were studied for meeting the purpose and need. Three of the four alternatives were reviewed, analyzed, discarded due to the degree of environmental impacts and not meeting purpose and need. A detailed discussion is in the V. Alternatives Discarded Section of the FONSVROD. The selected alternative is one of four considered in the final EA. The selected alternative consists of addressing the identified needs: Incompatible land use, non-standard runway configuration, and hazardous wildlife habitat.

The selected alternative includes the:

(1.) Unconditional approval of the Airport Layout Plan (ALP) for the development listed in the EA and the decision document. (2.) Issue final airspace determinations for the development listed on the ALP. (3.) Eligibility for Federal grants-in-aid funds for eligible items. (4.) Approval of

design and use of air traffic procedures needed to implement the proposed action. (5.) FAA Finding of "No Historic Properties Affected" for the Proposed Action. (6.) FAA findings of "may affect, not likely to adversely affect" for the Topeka shiner and Whooping Crane endangered species. (7.) FAA Finding of "No Impact" to floodplains. (8.) Wetland finding that there is no practicable alternatives to such construction and the proposed action includes all practicable measure to minimize harm to wetlands. (9.) Appropriate permits and mitigation will be needed before disbursing Federal funds. These documents will be available for public review during normal business hours at:

Federal Aviation Administration
Bismarck ADO, 2301 University Drive,
Bldg. 23B, Bismarck, North Dakota
58504.

Aberdeen Regional Airport, Manager's
Office, Terminal Building, E Highway
12, Aberdeen, SD 57401.

Aberdeen City Hall, Engineering
Department, 123 S. Lincoln St.,
Aberdeen, SD 57401.

Alexander Mitchell Library, 519 S.
Kline St., Aberdeen, SD 57401.

Issued in Bismarck, North Dakota, October
17, 2012.

Andrew J. Peck,

*Acting Manager, Manager, Bismarck Airport
District Office FAA, Great Lakes Region.*

[FR Doc. 2012-27670 Filed 11-13-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance; J. Douglas Bake Memorial Airport (OCQ) Oconto, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to authorize the release of 0.32 acres of airport property (Parcel No. 18) at the J. Douglas Bake Memorial Airport, Oconto, WI.

Parcel No. 18 is located outside of the airport fence along the west edge of the airport and contains a part of a road used to access a land-locked parcel of private property located adjacent to the airport. Using the piece of airport property as an uncontrolled access road has resulted in a non-aeronautical use of