

Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Privacy Impact Assessment for VACS-D at <http://www.state.gov/documents/organization/100305.pdf> for additional information.

Dated: March 20, 2013.

Michael S. Coffee,

Attorney-Adviser, Office of Private International Law, Office of Legal Adviser, Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Airworthiness Approval for Aircraft Forward-Looking Windshear and Turbulence Radar Systems

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comment.

SUMMARY: This notice announces the proposed development of an advisory circular addressing airworthiness approval for aircraft forward-looking windshear and turbulence radar systems. The planned advisory circular would address installation guidance for these functionalities in Technical Standard Order (TSO)-C63d, *Airborne Weather Radar Equipment*. The objective is to leverage the installation specific guidance from the System Level Requirements (SLR) 10.2 recommended by the Forward-Looking Windshear Detection System Working Group and the generic issue papers on turbulence detection to publish an advisory circular. (In order for the public to comment on our proposal, they will need to have access to SLR 10.2 and the issue papers.)

DATES: Request comments and interest in participating by April 29, 2013.

FOR FURTHER INFORMATION CONTACT: Mr. Lee Nguyen, AIR-130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385-4676, fax (202) 385-4651, email to: lee.nguyen@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

Use of radar for forward-looking windshear and turbulence detection was previously addressed as additional functionality added to TSO-C63c, *Airborne Weather and Ground Mapping*

Pulsed Radars. The FAA and industry collaborated on the end-to-end requirements for the design and installation of the forward-looking windshear detection system with SLR 10.2 and the turbulence detection function issue papers. With the publication of TSO-C63d, which added the forward-looking windshear and turbulence detection requirements, the design requirements are deleted from the TSO functionality.

Issue

The design requirements are standardized and incorporated in TSO-C63d; however, use of the SLR 10.2 documentation and the associated issue papers were not eliminated because guidance is still needed for the installation and airworthiness certification of these systems, which is not covered by TSO-C63d.

Proposal

The FAA proposes developing an advisory circular to address installation guidance for TSO-C63d predictive windshear and turbulence detection equipment. The goal is to combine the installation specific guidance from SLR 10.2 and existing generic issue papers into an approved coordinated advisory circular. Additionally, the FAA would update the existing guidance as appropriate, based on experience with the existing guidance and industry input.

Comment and Participation Invited

The FAA requests comment on the proposed AC to provide installation guidance for forward-looking windshear and turbulence detection radar systems. If the FAA proceeds with development of the AC, we envision collaborating with industry when drafting the guidance. As such, we request interested participants in a working group to develop the AC to respond to the person listed in the "For Further Information Contact" paragraph.

Issued in Washington, DC, on March 25, 2013.

Susan J. M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Buy America Waiver Notification

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice.

SUMMARY: This notice provides information regarding the FHWA's finding that a Buy America waiver is appropriate for the use of non-domestic iron and steel products in GenSet diesel engine and air compressor for a Congestion Mitigation and Air Quality (CMAQ) project in the Commonwealth of Kentucky.

DATES: The effective date of the waiver is March 29, 2013.

FOR FURTHER INFORMATION CONTACT: For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, (202) 366-1562, or via email at gerald.yakowenko@dot.gov. For legal questions, please contact Mr. Michael Harkins, FHWA Office of the Chief Counsel, (202) 366-4928, or via email at michael.harkins@dot.gov. Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding the FHWA's finding that a Buy America waiver is appropriate to use some non-domestic iron and steel products in GenSet diesel engine and air compressor for CMAQ project in the Commonwealth of Kentucky.

In accordance with Division A, section 122 of the "Consolidated and Further Continuing Appropriations Act, 2012" (Pub. L. 112-284), the FHWA published a notice of intent to issue a waiver on its Web site for iron and steel products in GenSet diesel engine and air compressor (<http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=79>) on August 22nd. The FHWA received five comments in response to the publication. Two