

collected related to public safety to ensure that a launch or reentry operation involving a human on board a vehicle will meet the risk criteria and requirements with regard to ensuring public safety.

DATES: Written comments should be submitted by September 9, 2013.

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

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0720.

Title: Human Space Flight

Requirements for Crew and Space Flight Participants.

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

Type of Review: Renewal of an information collection.

Background: The FAA has established requirements for human space flight of crew and space flight participants as required by the Commercial Space Launch Amendments Act of 2004. The information collected is used by the FAA, a licensee or permittee, a space flight participant, or a crew member. The FAA uses the information related to public safety to ensure that a launch or reentry operation involving a human on board a vehicle will meet the risk criteria and requirements with regard to ensuring public safety.

Respondents: Approximately 5 applicants annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per

Response: 4 hours.

Estimated Total Annual Burden: 2,975 hours.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oir_submission@omb.eop.gov, or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

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 August 2, 2013.

Albert R. Spence,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Approval of Finding of No Significant Impact—Record of Decision (FONSI/ROD) for Sioux Falls Regional Airport, Sioux Falls, South Dakota

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA is announcing approval of Finding of No Significant Impact—Record of Decision (FONSI/ROD) for proposed development at the Sioux Falls Regional Airport, Sioux Falls, South Dakota. The FAA approved the FONSI/ROD on July 22, 2013.

SUPPLEMENTARY INFORMATION: The FONSI/ROD approved the Sponsor's proposed action for Runway 3-21 to meet FAA's geometric design standards for RSA and OFA. Additionally the purpose of the project is to mitigate for trees that penetrate the 50 to 1 approach surface to Runway 3 and trees that penetrate the associated 7 to 1 transitional surface on the Runway 3 end. These penetrations are defined as obstructions which can adversely affect the navigable airspace under the provisions of Federal Aviation Regulations (FAR) Part 77. The 50 to 1 approach surface and 7 to 1 transitional surface for Runway 3 are defined under FAR Part 77.19, Civil Airport Imaginary Surfaces.

The approved action is needed because Runway 3-21 does not currently meet FAA geometric design standards. Objects are located within the RSA and OFA that do not comply with RSA and OFA design standards found in FAA AC 150/5300-13A, Airport Design and *FAA Order 5200.8, Runway Safety Area Program*. All RSAs at federally obligated airports and all RSAs at airports certificated under 14 Code of Federal Regulations (CFR) Part 139 must conform to the standards

contained in *AC 150/5300-132*. Objects in the RSA include a localizer antenna, perimeter road, and perimeter fence. Objects in the OFA include the above-mentioned RSA objects, the localizer antenna equipment building, and several trees on the adjacent Elmwood Golf Course. The proposed mitigation of obstructions to FAR Part 77 is needed in order to enhance the safety of aircraft operations for both the arrivals on Runway 3 and the departures on Runway 21.

The FONSI/ROD indicates the project is consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act (NEPA) of 1969, as amended and will not significantly affect the quality of the environment.

In reaching this decision, the FAA has given careful consideration to: 9a) the role of FSD in the national air transportation system, (b) aviation safety, and (c) preferences of the airport owner/operator, and (d) anticipated environmental impact.

DATES: This notice is effective August 8, 2013.

FOR FURTHER INFORMATION CONTACT: Ms. Lindsay Butler, Federal Aviation Administration, Great Lakes Regional Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847-294-7723.

Issued in Des Plaines, IL on July 30, 2013.

Jesse Carriger,

Manager, Planning/Programming Branch, FAA Great Lakes Region.

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DEPARTMENT OF VETERANS AFFAIRS

Veterans Health Administration Fund Availability Under the VA's Homeless Providers Grant and Per Diem Program

AGENCY: Department of Veterans Affairs.

ACTION: Notice of Funding Availability (NOFA).

SUMMARY: Funding Opportunity Title: VA Grant and Per Diem (GPD) Special Needs Renewal. The Department of Veterans Affairs (VA) is announcing the availability of 1-year renewal funding for currently operational fiscal year (FY) 2011 VA GPD Special Need Grant Recipients, in conjunction with their collaborative VA Special Need partners and currently operational VA GPD Special Need Grant Recipients which do not involve a collaborative effort, to make re-applications for assistance under the Special Need Grant