

notice that the inventory is available to the public.”

Consequently, through this notice, we are announcing that OSC’s service contract inventory for FY 2014 is available to the public. The inventory provides information on service contract actions over \$25,000 that OSC made in FY 2014. OSC’s finance section has posted its inventory, and a summary of the inventory can be found at our homepage at the following link: <https://osc.gov/Pages/Resources-ReportsAndInfo.aspx>.

Dated: June 15, 2015.

**Mark P. Cohen,**

*Principal Deputy Special Counsel.*

[FR Doc. 2015–16121 Filed 6–30–15; 8:45 am]

**BILLING CODE 7405–01–P**

## OFFICE OF SPECIAL COUNSEL

### Survey Renewal for FY 2015—Request for Comment

**AGENCY:** Office of Special Counsel.

**ACTION:** First Notice for public comment.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), and implementing regulations at 5 CFR part 1320, the U.S. Office of Special Counsel (OSC), plans to request approval from the Office of Management and Budget (OMB) for use of a previously approved information collection consisting of an electronic survey form. The current OMB approval for the OSC Survey expires 10/31/15. We are submitting the electronic survey for renewal, based on its pending expiration. There are several changes being submitted with this request for renewal of the use of the OSC survey. Current and former Federal employees, employee representatives, other Federal agencies, state and local government employees, and the general public are invited to comment on this for the first time. Comments are invited on: (a) Whether the proposed collection consisting of our survey is necessary for the proper performance of OSC functions, including whether the information will have practical utility; (b) the accuracy of OSC’s estimate of the burden of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

**DATES:** Comments should be received by August 31, 2015.

**FOR FURTHER INFORMATION CONTACT:** Karl Kammann, Director of Finance, at the address shown above; by facsimile at (202) 254–3711.

**SUPPLEMENTARY INFORMATION:** OSC is an independent agency responsible for, among other things, (1) investigation of allegations of prohibited personnel practices defined by law at 5 U.S.C. 2302(b), protection of whistleblowers, and certain other illegal employment practices under titles 5 and 38 of the U.S. Code, affecting current or former Federal employees or applicants for employment, and covered state and local government employees; and (2) the interpretation and enforcement of Hatch Act provisions on political activity in chapters 15 and 73 of title 5 of the U.S. Code.

*Title of Collection:* Office of Special Counsel (OSC) Annual Survey; OMB Control Number 3255–0003, Expiration 10/31/2015.

OSC is required to conduct an annual survey of individuals who seek its assistance. Section 13 of Public Law 103–424 (1994), codified at 5 U.S.C. 1212 note, states, in part: “[T]he survey shall—(1) Determine if the individual seeking assistance was fully apprised of their rights; (2) determine whether the individual was successful either at the Office of Special Counsel or the Merit Systems Protection Board; and (3) determine if the individual, whether successful or not, was satisfied with the treatment received from the Office of Special Counsel.” The same section also provides that survey results are to be published in OSC’s annual reports to Congress. Copies of prior years’ annual reports are available on OSC’s Web site, at <https://osc.gov/Pages/Resources-ReportsAndInfo.aspx> or by calling OSC at (202) 254–3600. The survey form for the collection of information is available by calling OSC at (202) 254–3600.

*Type of Information Collection Request:* Approval of previously approved collection of information that expires on 10/31/2015, with some revisions. The Disclosure Unit was added for the first time to the electronic survey of individuals with cases resolved in FY 2014. The second major change is that the survey is hosted by Survey Monkey, (<https://www.surveymonkey.com>) rather than being an in-house supported IT tool. A future enhancement will add an additional question to the survey about the user’s experience with our new OSC Form 14 Wizard and electronic complaint form, which is currently in development.

*Affected public:* Current and former Federal employees, applicants for

Federal employment, state and local government employees, and their representatives, and the general public.

*Respondent’s Obligation:* Voluntary  
*Estimated Annual Number of Survey Form Respondents:* 320.

*Frequency of Survey form use:* Annual.

*Estimated Average Amount of Time for a Person To Respond to survey:* 12 minutes.

*Estimated Annual Survey Burden:* 109 hours.

This survey form is used to survey current and former Federal employees and applicants for Federal employment who have submitted allegations of possible prohibited personnel practices or other prohibited activity for investigation and possible prosecution by OSC, and whose matter has been closed or otherwise resolved during the prior fiscal year, on their experience at OSC. Specifically, the survey asks questions relating to whether the respondent was: (1) Apprised of his or her rights; (2) successful at the OSC or at the Merit Systems Protection Board; and (3) satisfied with the treatment received at the OSC.

Dated: June 15, 2015.

**Carolyn N. Lerner,**

*Special Counsel.*

[FR Doc. 2015–16110 Filed 6–30–15; 8:45 am]

**BILLING CODE 7405–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA–2015–1497; Airspace Docket No. 15–AWA–4]

**RIN 2120–AA66**

### Designation of Oceanic Airspace

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of provision of air traffic services in oceanic airspace.

**SUMMARY:** By this action the FAA informs airspace users of the type of air traffic control (ATC) service provided in the oceanic airspace controlled by the United States of America (U.S.). This notice is consistent with U.S. obligations under the Convention on International Civil Aviation (Chicago Convention), including, that all Contracting States disseminate information regarding the types of ATC services provided in oceanic airspace under their control.

**FOR FURTHER INFORMATION CONTACT:** Jason Stahl, Airspace Policy and Regulations Group, Office of Airspace

Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

#### **SUPPLEMENTARY INFORMATION:**

#### **Background**

##### *International Civil Aviation Organization (ICAO)*

The Chicago Convention was adopted to promote the safe and orderly development of international civil aviation. The Chicago Convention also created the International Civil Aviation Organization (ICAO), which promulgates uniform international Standards and Recommended Practices (SARPs) aimed at standardizing international civil aviation operational practices and services. Currently, these SARPs are detailed in 18 annexes to the Chicago Convention. Annex 11, Air Traffic Services, and Annex 15, Aeronautical Information Services, are of particular relevance to this notice as they address civil aircraft operations, the establishment of airspace, ATC services in international airspace, and the dissemination of aeronautical information.

Most recently ICAO recommended, and the FAA concurred, that all Contracting States take action to define their oceanic airspace, and inform those interested as to the type of ATC services that would be provided.

By this action the FAA gives notice to those interested parties operating in the oceanic airspace controlled by the U.S. of the type of ATC services provided within the airspace.

##### *ATC Services/Procedures Provided*

Pursuant to the Chicago Convention, the U.S. accepted responsibility for providing ATC services over the domestic U.S. and within certain areas of the western half of the North Atlantic, the Gulf of Mexico, the Caribbean, and the North Pacific. In the airspace over the contiguous U.S. and out to 12 nautical miles (NM) from the U.S. shores, domestic ATC separation is applied (with certain limitations) along with additional services (e.g., traffic advisories, bird activity information, weather and chaff information, etc.).

The U.S. also manages airspace areas outside of the domestic U.S. These areas are called Control Areas (CTA) and Flight Information Regions (FIR). Within these CTA/FIR the U.S. applies oceanic separation procedures consistent with ICAO regional procedures.

The FAA may also apply, per Annex 11, domestic ATC procedures within designated Offshore/Control airspace areas provided certain conditions are

met. Specifically, these airspace areas must be within signal coverage of domestic radio navigational aid or ATC radar coverage from the 12-NM limit outward to the inner oceanic CTA/FIR boundaries. The Chicago Convention permits the application of domestic ATC procedures even though this is international airspace. However, within the oceanic CTA/FIR area itself, ICAO oceanic ATC procedures are used instead of domestic procedures.

##### *Article of Exemption*

Article 3 of the Chicago Convention provides that the Chicago Convention, and its annexes, are not applicable to state-aircraft (which includes military aircraft). However, article 3 requires states, when issuing regulations for their state aircraft, to have due regard for the safety of navigation of civil aircraft. The U.S., as a Contracting State, complies with this provision.

Further, article 12 obligates each Contracting State to adopt measures to ensure that persons operating an aircraft within its territory will comply with that state's air traffic rules, and with Annex 2, Rules of the Air, when operating over the high seas. The U.S. has satisfied this responsibility through Title 14, Code of Federal Regulations (14 CFR) part 91, General Operating and Flight Rules, which requires that operators of aircraft comply with U.S. operating rules when in the U.S. and that U.S.-registered aircraft comply with Annex 2 when over the high seas (see 14 CFR 91.703).

Section 91.703 applies only to civil aircraft. State aircraft operating outside the U.S. are only subject to the "due regard" provisions of article 3 of the Chicago Convention. The SARPs in Annex 11, apply to airspace under the jurisdiction of a Contracting State that has accepted the responsibility of providing air traffic services over the high seas (oceanic airspace), or in airspace of undetermined sovereignty.

##### *U.S. Controlled Oceanic Airspace*

The ICAO classes of airspace and associated services provided, as described in Annex 11, to be used by the U.S. within their delegated Oceanic/Arctic CTA/FIR areas are: (1) Class A airspace area (instrument flight rules (IFR) flights only are permitted, all flights are provided with ATC service and are separated from each other); (2) Class E airspace area (IFR and visual flight rules (VFR) flights are permitted, IFR flights are provided with ATC service and are separated from other IFR flights); and (3) Class G airspace area (IFR and VFR flights are permitted and receive flight information service if

requested). All flights in these airspace areas would receive traffic information as far as is practical.

##### *Anchorage Oceanic CTA/FIR*

Aircraft operating in the Anchorage Oceanic CTA/FIR can expect to receive ATC services associated with the following types of airspace areas and associated altitudes:

Class G—below FL 55;  
Class A—FL 55 to FL 600, inclusive except less than 100 NM seaward is  
Class E below FL 180;  
Class E—above FL 600.

##### *Anchorage Arctic CTA/FIR*

Aircraft operating in the Anchorage Arctic CTA/FIR can expect to receive ATC services associated with the following types of airspace areas and associated altitudes:

Class G—below FL12;  
Class E—FL12 to but not including FL180;  
Class A—FL180 to FL600 inclusive;  
Class E—above FL 600.

##### *Houston Oceanic CTA/FIR*

Aircraft operating in the Houston Oceanic CTA/FIR can expect to receive ATC services associated with the following types of airspace areas and associated altitudes:

Class G—below FL 15;  
Class E—FL 15 to, but not including FL 180;  
Class A—FL 180 to FL 600, inclusive;  
Class E—above FL 600.

##### *Miami Oceanic CTA/FIR*

Aircraft operating in the Miami Oceanic CTA/FIR can expect to receive ATC services associated with the following types of airspace areas and associated altitudes:

Class G—below FL 25;  
Class E—FL 25 to, but not including FL 180;  
Class A—FL 180 to FL 600, inclusive;  
Class E—above FL 600.

##### *New York Oceanic CTA/FIR, excluding that portion of the airspace delegated to NAVCANADA*

Aircraft operating in the New York Oceanic CTA/FIR, excluding that portion of the airspace delegated to NAVCANADA can expect to receive ATC services associated with the following types of airspace areas and associated altitudes:

Class G—below FL 55;  
Class A—FL 55 to FL 600, inclusive;  
Class E—above FL 600.

##### *Oakland Oceanic OCA/FIR*

Aircraft operating in the Oakland Oceanic OCA/FIR can expect to receive

ATC services associated with the following types of airspace areas and associated altitudes:

Class G—below FL 55;

Class A—FL 55 to FL 600, inclusive except less than 100 NM seaward from the shoreline within controlled airspace, sunrise to sunset, is Class E below FL 200;

Class E—above FL 600.

*Oakland CTA airspace area delegated to Oakland Center by Fukuoka ATMC at and above FL 55*

Aircraft operating in the Oakland CTA delegated airspace to Oakland Center at and above FL 55 can expect to receive ATC services associated with the following types of airspace and associated altitudes:

Class A—FL 55 to FL 600, inclusive except less than 100 NM seaward from the shoreline within controlled airspace, sunrise to sunset, is Class E below FL 200;

Class E—above FL 600.

*San Juan Oceanic CTA/FIR*

Aircraft operating in the San Juan CTA/FIR can expect to receive ATC services associated with the following types of airspace and associated altitudes:

Class G—below FL 25;

Class E—FL 25 to, but not including FL 180;

Class A—FL 180 to FL 600, inclusive;

Class E—above FL 600.

Accordingly, the U.S. designation of ICAO classes of Oceanic Airspace and associated altitudes, as described in this notice will be reflected on the appropriate aeronautical charts.

Issued in Washington, DC, on June 23, 2015.

**Gary A. Norek,**

*Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2015-16246 Filed 6-30-15; 8:45 a.m.]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Release From Federal Grant Assurance Obligations for Elko Regional Airport (EKO), Elko, Nevada

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of request to release airport land.

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a release of

approximately 5,037 square feet of airport property at the Elko Municipal Airport (Airport), City of Elko, Nevada. The City of Elko proposes to release the airport land in order to acquire an equal 5,037 square feet parcel of privately-owned land. The land exchange was proposed after a 2011 deed survey disclosed that the airport perimeter fence encroached into private property abutting the airport. Relocation of the fence is not practical due to the cost associated with moving the fence and underground utilities. The parties concluded that the encroachment problem could be resolved with an equitable land exchange. Since the release land is not needed for airport purposes, the exchange will not negatively impact the airport or civil aviation.

**DATES:** Comments must be received on or before July 31, 2015.

#### FOR FURTHER INFORMATION CONTACT:

Comments on the request may be mailed or delivered to the FAA at the following address: Mike N. Williams, Manager, Federal Aviation Administration, Phoenix Airports District Office, **Federal Register** Comment, 3800 N. Central Avenue, Suite 1025, 10th Floor, Phoenix, Arizona 85012. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Mark Gibbs, Airport Director, Elko Regional Airport, 975 Terminal Way, Elko, Nevada 89801.

**SUPPLEMENTARY INFORMATION:** In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport by surplus property conveyance deeds or grant agreements.

The following is a brief overview of the request:

The City of Elko, Nevada requested a release from sponsor grant assurance obligations for approximately 5,037 square feet of airport land to facilitate a land exchange so the airport can acquire an equal 5,037 square feet of privately-owned land. A land survey conducted in 2011 disclosed that the airport perimeter fence encroached into private property abutting the airport. Relocating the fence line and underground utilities would be costly for the Airport. The City offered to trade a parcel of unused airport land that is not needed for airport purposes for the portion of land into which the airport fence encroaches. The land exchange would conform to Nevada Revised Statutes for Boundary

Line Adjustments. Appraisals concluded the two parcels have equal values. As a result, the City and land owner concluded that a land swap would represent an equitable and less expensive way to resolve the encroachment problem. The release land is not needed for airport purposes and land exchange will result in no net loss in value or negative impact for the airport. The reuse of the released parcel for commercial purposes represents a compatible land use that will not interfere with the airport or its operation. The acquisition of the privately owned parcel will obviate the need to relocate the perimeter fence. Therefore, the exchange provides a benefit to the airport and civil aviation.

Issued in Phoenix, Arizona: June 26, 2015.

**Mike N. Williams,**

*Manager, Phoenix Airports District Office, Western-Pacific Region.*

[FR Doc. 2015-16207 Filed 6-30-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Sixth Meeting: Special Committee 231 (SC 231)

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Sixth Meeting Notice of Special Committee 231.

**SUMMARY:** The FAA is issuing this notice to advise the public of the sixth meeting of the Special Committee 231.

**DATES:** The meeting will be held September 16th–September 24th from 9:00 a.m.–5:00 p.m.

**ADDRESSES:** The meeting will be held at RTCA Headquarters, 1150 18th Street NW., Suite 910, Washington, DC 20036, Tel: (202) 330-0663.

**FOR FURTHER INFORMATION CONTACT:** The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC, 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site at <http://www.rtca.org> or Sophie Bousquet, Program Director, RTCA, Inc., [sbousquet@rtca.org](mailto:sbousquet@rtca.org), (202) 330-0663.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Special Committee 231. The agenda will include the following:

**Tuesday, September 22, 2015**

1. Welcome/Introduction