

currently owned by the Authority and leased to Hanson.

Any person may inspect the request by appointment at the FAA office address listed above. Interested persons are invited to comment on the proposed lease. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, August 12, 2015.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Eighty-Second Meeting: RTCA Special Committee 147 (SC 147) Minimum Operational Performance Standards for Aircraft Collision Avoidance Systems

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

ACTION: Eight-Second Meeting Notice of RTCA Special Committee 147.

SUMMARY: The FAA is issuing this notice to advise the public of the eight-second meeting of the RTCA Special Committee 147.

DATES: The meeting will be held September 22nd-24th from 9:00 a.m.-5:00 p.m.

ADDRESSES: The meeting will be held at EUROCONTROL, Rue de la Fusée 96, Brussels, Belgium, Tel: (202) 330-0654.

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 Harold Moses, Program Director, RTCA, Inc., hmoses@rtca.org, (202) 330-0654.

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 RTCA Special Committee 147. The agenda will include the following:

Tuesday, September 22, 2015

1. Threat Resolution Working Group (Neptune conference room)
2. Surveillance and Tracking Working Group (Jupiter conference room)

Wednesday, September 23, 2015

1. Joint Working Group Session (Pollux conference room)

Thursday, September 24, 2015

1. Opening Plenary Session (Jupiter and Neptune conference rooms)
 - a. Chairmen's Opening Remarks/ Introductions
 - b. Approval of Minutes from 81st meeting of SC-147
 - c. Approval of Agenda
2. Report from WG-75
3. SESAR Updates
 - a. SESAR Tasks, present and future related to ACAS X
 - b. European Operational Acceptability Criteria
4. Software Development/Certification
 - a. Software Development Plan
 - b. EASA Rulemaking Process
5. Impact of TAs against ADS-B Only Targets on Requirements
6. Lunch
7. Working Group Reports
 - a. Surveillance/Tracking WG
 - b. Threat Resolution WG
 - i. Safety Sub-group
 - ii. Xo Sub-group
 - c. Coordination Subgroup
8. Document Approval: Change document to DO-300A/DO-300/ED-221
 - a. FRAC/Consultation comment resolution review
 - b. Approval Consideration
9. Mitigations for Transponder Failures/ Or Setting into Standby
10. Review of ACAS Key Coordination Concept
11. Additional business
12. Closing Session
 - a. Next Meeting Location
 - b. Action Item review
 - c. Close Meeting

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 19, 2015.

Latasha Robinson,

Management & Program Analyst, Next Generation, Enterprise Support Services Division, Federal Aviation Administration.

[FR Doc. 2015-21182 Filed 8-25-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by the FHWA pursuant to 23 U.S.C. 139 and other Federal agencies.

SUMMARY: The FHWA is issuing this notice to announce actions taken by FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139 (l)(1). The actions relate to a proposed new freeway project: Mid County Parkway (MCP) that will be located in western Riverside County, State of California. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139 (l)(1). A claim seeking judicial review of the Federal agency actions on the new freeway project will be barred unless the claim is filed on or before January 25, 2016. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Mr. Tay Dam, FHWA California Division, 888 S. Figueroa St., Ste. 750, Los Angeles, CA. 90017, by phone at (213) 894-4500 or email at tay.dam@dot.gov; Ms. Marie Petry, California Department of Transportation, 464 W. 4th St., San Bernardino, CA 92401, by phone at (909) 383-4631, email marie.petry@dot.ca.gov; Mr. Alex Menor, Riverside County Transportation Commission, 4080 Lemon St. 3rd Floor, Riverside, CA 92502, by phone at (951) 787-7141, email amenor@rctc.org. Normal business hours are from 8:00 a.m. to 4:00 p.m.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA has taken final agency actions subject to 23 U.S.C. 139 (l) (1) by issuing licenses, permits and approvals for the following new freeway project in the State of California: The MCP project is a new east-west freeway which will provide a direct and continuous route connecting major population/employment centers as identified in the Land Use Elements of the County of Riverside General Plan and the General Plans of the Cities of Perris and San Jacinto, a distance of approximately 14.3 miles, between Interstate 215 (I-215) in the west and State Route 79 (SR-79) in the east. The MCP project will be a six-lane freeway (three lanes in each direction) with systems interchanges at I-215 and SR-79 as well as 11 service interchanges that will connect the MCP project to the local circulation system. The environmental effects of the MCP

Project are evaluated and described in the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS), a joint document pursuant to the California Environmental Quality Act and the National Environmental Policy Act. Key issues identified in the Final EIR/EIS include impacts to community character and cohesion, growth-related effects, biological resources, aquatic resources, cultural resources, aesthetics, residential relocations, business relocations, traffic noise, and temporary construction effects. Measures to avoid, minimize, and mitigate adverse environmental effects are included in the Environmental Commitments Record in the Final EIR/EIS. The Final EIR/EIS identified Alternative 9 Modified with the San Jacinto River Bridge Design Variation and the Base Case Alignment through the City of San Jacinto, and, as further refined, to avoid the permanent incorporation of land from the San Jacinto Wildlife Area, as the preferred alternative.

The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final EIR/EIS for the project, approved on April 15, 2015, in the FHWA Record of Decision (ROD) issued on August 17, 2015, and in other documents in the FHWA project records. The Final EIR/EIS, ROD, and other project records are available by contacting FHWA at the address provided above. The Final EIR/EIS and ROD can be viewed and downloaded from the project Web site at <http://midcountyparkway.org/> or viewed at public libraries in the project area.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) (42 U.S.C. 4321–4351 *et seq.*).
2. Council on Environmental Quality Regulations.
3. Federal-Aid Highway Act of 1970, 23 U.S.C. 109.
4. MAP–21, the Moving Ahead for Progress in the 21st Century Act.
5. Clean Air Act (42 U.S.C. 7401–7671(q)).
6. Migratory Bird Treaty Act (16 U.S.C. 703–712).
7. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470(f) *et seq.*).
8. Clean Water Act (Section 401) (33 U.S.C. 1251–1377) of 1977 and 1987 (Federal Water Pollution Control Act of 1972).

9. Federal Endangered Species Act of 1973 (16 U.S.C. 1531–1543).
10. Fish and Wildlife Coordination Act of 1934, as amended.
11. Noise Control Act of 1972.
12. Safe Drinking Water Act of 1944, as amended.
13. Executive Order 11990—Protection of Wetlands
14. Executive Order 11988—Floodplain Management
15. Executive Order 13112, Invasive Species.
16. Executive Order 12898, Federal Actions to Address Environmental Justice and Low-Income Populations
17. Title VI of the Civil Rights Act of 1964, as amended.
18. Department of Transportation Act of 1966, Section 4(f) (49 U.S.C. 303) (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing E. O. 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139 (l)(1).

Shawn Oliver,

*Acting Director, Program Development,
Federal Highway Administration,
Sacramento, California.*

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Safety Advisory 2015–04]

Ballast Defects and Conditions— Importance of Identification and Repair in Preventing Development of Unsafe Combinations of Track Conditions

AGENCY: Federal Railroad Administration (FRA) Department of Transportation (DOT).

ACTION: Notice of Safety Advisory.

SUMMARY: FRA is issuing this safety advisory to emphasize the importance of timely repairing ballast defects and conditions on main tracks. FRA notes that ballast defects and ballast conditions that are not repaired in a timely manner can lead to future defects. FRA believes it is important for track inspectors to be aware that ballast defects and conditions can cause track components to deteriorate rapidly and compromise the stability of the track structure, and that inspectors are trained to identify and repair ballast defects and conditions. This safety advisory recommends that track owners and

railroads: (1) Assess current engineering instructions on ballast safety and update them to provide specific guidance to track inspectors (designated personnel that are qualified to inspect and repair track) on how to identify and initiate remedial action under 49 CFR 213.233(d) for ballast defects and conditions, as well as on the appropriate remedial action to implement, particularly in areas with one or more additional track conditions; (2) train track inspectors on the updated engineering instructions and this safety advisory to ensure they understand how to identify and initiate remedial action for ballast defects and conditions in a timely manner, and understand the importance of such remedial action in preventing the development of unsafe combinations of track conditions; and (3) ensure that supervisors provide adequate oversight of track inspectors to achieve identification and remediation of ballast defects and other track conditions.

FOR FURTHER INFORMATION CONTACT: Mr. Kenneth Rusk, Staff Director, Track Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, telephone (202) 493–6236; or Ms. Anna Nassif Winkle, Attorney Advisor, Office of Chief Counsel, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, telephone (202) 493–6166.

SUPPLEMENTARY INFORMATION:

Background—Ballast may consist of crushed stone, crushed slag, screened gravel, and other materials; ballast is an integral part of the track structure. Ballast, regardless of the material, must satisfy all four of the requirements in FRA's track safety standards in 49 CFR part 213. See §§ 213.103 and 213.334.¹

The sole appearance of fouled ballast (*i.e.*, ballast contaminated with broken-down particles, mud, coal dust, or other foreign material) may not warrant immediate corrective action if the ballast is properly transmitting and distributing the load, restraining the track, providing adequate drainage, and maintaining proper geometry. However, when ballast cannot adequately drain free-standing water, wheel loads are likely to be concentrated, rather than distributed. The concentrated wheel loads can cause rapid deterioration of track components and track instability, which can increase the risk of derailment. In addition, as noted below in the discussion regarding an accident that occurred at a fouled ballast location, track instability can not only

¹ All references to sections or part in this safety advisory are to a section or part of Title 49 of the CFR.