

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Technical Standard Order (TSO)–C65a, Airborne Doppler Radar Ground Speed and/or Drift Angle Measuring Equipment (For Air Carrier Aircraft)**

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

**ACTION:** Notice of cancellation of Technical Standard Order (TSO)–C65a, Airborne Doppler Radar Ground Speed and/or Drift Angle Measuring Equipment (For Air Carrier Aircraft).

**SUMMARY:** This notice announces the FAA's cancellation of TSO–C65a. The effect of the cancelled TSO will result in no new TSO–C65a design or production approvals. However, cancellation will not affect current production of articles with an existing TSO authorization (TSOA). Articles produced under an existing TSOA can still be installed per the existing airworthiness approvals.

**FOR FURTHER INFORMATION CONTACT:** Mr. Albert Sayadian, AIR–130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385–4652, fax (202) 385–4651, email to: *albert.sayadian@faa.gov*.

**SUPPLEMENTARY INFORMATION:****Background**

The Doppler radar ground speed and/or drift angle measuring equipment described by this TSO was used to provide inputs to semiautomatic self-contained dead reckoning navigation systems which were not continuously dependent on information derived from ground based or external navigation aids. The system employed radar signals to detect and measure ground speed and drift angle, using the aircraft compass system as its directional reference. This approach is less accurate than Inertial Navigation Systems (INS), and the use of an external reference is required for periodic updates if acceptable position accuracy is to be achieved on long range flights. Use of INS and Global Positioning System (GPS) has rendered TSO–C65a Doppler sensor equipment that provides inputs to dead reckoning navigation systems obsolete.

On August 18, 1983, the FAA published TSO–C65a. The FAA has no record of any TSO–C65a applications dating back to 1990. Our research indicates there are no new TSO–C65a applications in progress, and there are no authorized manufacturers manufacturing, advertising, or selling TSO–C65a compliant equipment. Given

the obsolescence of the equipment, and the lack of industry interest in new TSO–C65a product design, the FAA is cancelling TSO–C65a.

**Comments**

Request for comments of our proposed cancellation of TSO–C65a as published in 77 FR 37470, June 21, 2012, produced no comments. Conclusion

TSO–C65a is cancelled effective February 1, 2013.

Issued in Washington, DC, on August 28, 2012.

**Susan J.M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 2012–21632 Filed 8–31–12; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Technical Standard Order (TSO)–C68a, Airborne Automatic Dead Reckoning Computer Equipment Utilizing Aircraft Heading and Doppler Ground Speed and Drift Angle Data (for Air Carrier Aircraft)**

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

**ACTION:** Notice of cancellation of Technical Standard Order (TSO)–C68a, Airborne Automatic Dead Reckoning Computer Equipment Utilizing Aircraft Heading and Doppler Ground Speed and Drift Angle Data (for Air Carrier Aircraft).

**SUMMARY:** This notice announces the FAA's cancellation of TSO–C68a. The effect of the cancelled TSO–C68a will result in no new TSO–C68a design or production approvals.

**FOR FURTHER INFORMATION CONTACT:** Mr. Albert Sayadian, AIR–130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385–4652, fax (202) 385–4651, email to: *albert.sayadian@faa.gov*.

**SUPPLEMENTARY INFORMATION:****Background**

Doppler radar is a semiautomatic self-contained dead reckoning navigation system (radar sensor plus computer) which is not continuously dependent on information derived from ground based or external aids. The system employs radar signals to detect and measure ground speed and drift angle, using the aircraft compass system as its directional reference. Doppler is less accurate than Inertial Navigation System

(INS), and the use of an external reference is required for periodic updates if acceptable position accuracy is to be achieved on long range flights. Use of INS and Global Positioning System (GPS) has rendered TSO–C68a systems obsolete. The FAA has no record of any applications for TSO–C68a since it was published in 1983. Given the obsolescence of the equipment, and the lack of industry interest in TSO–C68a product designs, the FAA is cancelling TSO–C68a.

**Comments**

Request for comments of our proposed cancellation of TSO–C68a as published in 77 FR 37733, June 22, 2012, produced no comments.

**Conclusion**

TSO–C68a is cancelled effective February 1, 2013.

Issued in Washington, DC, on August 28, 2012.

**Susan J. M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 2012–21633 Filed 8–31–12; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Maritime Administration****Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review**

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 8, 2012, and comments were due by August 7, 2012. No comments were received.

**DATES:** Comments should be submitted on or before October 4, 2012.

**FOR FURTHER INFORMATION CONTACT:** Dennis Brennan, Maritime Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202–366–1029; or email: *dennis.brennan@dot.gov*. Copies of this

collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Monthly Report of Ocean Shipments Moving under Export-Import Bank Financing (Ocean Shipments Moving under Export-Import Bank Financing).

*OMB Control Number:* 2133-0013.

*Type of Request:* Revision of a currently approved collection.

*Affected Public:* Shippers subject to Export-Import Bank Financing.

*Form Number(s):* MA-518.

*Abstract:* In accordance with 46 U.S.C. 55304 (PR 17), certain shippers receiving Export-Import Bank financing must transport items that move by sea on U.S.-flag registered vessels unless they receive a Certification of Non-Availability from MARAD. MARAD will use the information collected to assist shippers with obtaining carriage on U.S.-flag registered vessels and to make determinations of vessel availability. MARAD will also use the information collected to monitor compliance with the U.S.-flag shipping requirements as required by 46 U.S.C. 55305(d)(2).

*Annual Estimated Burden Hours:* 196 hours.

*Addresses:* Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC, 20503, Attention: MARAD Desk Officer. Alternatively, comments may be sent via email to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget, at the following address: [oira.submissions@omb.eop.gov](mailto:oira.submissions@omb.eop.gov).

*Comments Are Invited On:* (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (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 the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

*Authority:* 49 CFR 1.66.

Issued in Washington, DC on August 27, 2012.

**Christine Gurland,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 2012-21721 Filed 8-31-12; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2012-0085]

#### Requested Administrative Waiver of the Coastwise Trade Laws: Vessel ZINGARA; Invitation for Public Comments

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before October 4, 2012.

**ADDRESSES:** Comments should refer to docket number MARAD-2012-0085. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email [Linda.Williams@dot.gov](mailto:Linda.Williams@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel ZINGARA is:

INTENDED COMMERCIAL USE OF VESSEL: "Carrying passengers for sailing, sightseeing, sunset cruises." GEOGRAPHIC REGION: Florida.

The complete application is given in DOT docket MARAD-2012-0085 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

#### Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.  
Dated: August 27, 2012.

**Christine Gurland,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 2012-21725 Filed 8-31-12; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Voluntary Intermodal Sealift Agreement (VISA)

**AGENCY:** Maritime Administration, DOT.  
**ACTION:** Notice of open season for enrollment in the VISA program.

#### Introduction

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950, as amended (DPA), which provides for voluntary agreements for emergency preparedness programs. VISA was approved for a two year term on January 30, 1997, and published in the **Federal Register** on February 13, 1997, (62 FR 6837).