

2. Report from President and CEO
3. Report of the Finance, Rates, and Portfolio Committee
 - A. Financial Performance Update
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 - A. Retention of executive search consultant to identify candidates for Chief Executive Officer position
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For more information: Please call TVA Media Relations at (865) 632-6000, Knoxville, Tennessee. People who plan to attend the meeting and have special needs should call (865) 632-6000.

Anyone who wishes to comment on any of the agenda in writing may send their comments to: TVA Board of Directors, Board Agenda Comments, 400 West Summit Hill Drive, Knoxville, Tennessee 37902.

Dated: November 8, 2012.

Ralph E. Rodgers,

General Counsel and Secretary.

[FR Doc. 2012-27821 Filed 11-9-12; 4:15 pm]

BILLING CODE 8120-01-P

DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2012-0183]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Office of the Secretary, DOT.

ACTION: Notice and request for comments; correction.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted

below is being forwarded to the Office of Management and Budget (OMB) for review and comments. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on August 6, 2012 (75 FR 46789). No comments were received.

Correction: The notice in the August 6, 2012 **Federal Register** [77 FR 46789] requested comments on the Agency's Renewal of a Previously Approved Information Collection: Disclosure of Change-of-Gauge Services. The approval for the Information Collection, abstracted below, expired on August 31, 2012 during the 60-day comment period. Therefore, the Agency is now requesting Reinstatement of a Previously Approved Collection: Disclosure of Change-of-Gauge Services. **DATES:** Comments must be submitted on or before December 14, 2012.

ADDRESSES: Send written comments on any or all of the following proposed activities, including the burden estimate and suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Department of Transportation, Office of the Secretary, 725 17th Street NW., Washington, DC 20503.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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.

FOR FURTHER INFORMATION CONTACT: Barbara Snoden, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-4834.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2105-0538.

Title: Disclosure of Code Sharing Arrangements and Long-Term Wet Leases.

Type of Review: Reinstatement of a previously approved information collection.

Abstract: Change-of-gauge service is scheduled passenger air transportation for which the operating carrier uses one single flight number even though passengers do not travel in the same aircraft from origin to destination but

must change planes at an intermediate stop. In addition to one-flight-to-one-flight change-of-gauge services, change-of-gauge services can also involve aircraft changes between multiple flights on one side of the change point and one single flight on the other side. As with one-for-one change-of-gauge services, the carrier assigns a single flight number for the passenger's entire itinerary even though the passenger changes planes, but in addition, the single flight to or from the exchange point itself has multiple numbers, one for each segment with which it connects and one for the local market in which it operates.

The Department recognizes various public benefits that can flow from change-of-gauge services, such as a lowered likelihood of missed connections. However, although change-of-gauge flights can offer valuable consumer benefits, they can be confusing and misleading unless consumers are given reasonable and timely notice that they will be required to change planes during their journey.

Section 41712 of Title 49 of the U.S. code authorizes the Department to decide if a U.S. air carrier or foreign air carrier or ticket agent (including travel agents) has engaged in unfair or deceptive practices. Under this authority, the Department has adopted various regulations and policies to prevent unfair or deceptive practices or unfair methods of competition. The Department requires as a matter of policy that customers be given notice of aircraft changes for change-of-gauge flights. (See Department Order 89-1-31, page 5.) The Department proposed to adopt the extant regulations, however, because it was not convinced that these rules and policies resulted in effective disclosure all of the time.

Respondents: All U.S. air carriers, foreign air carriers, computer reservations systems (CRSs), and travel agents doing business in the United States, and the traveling public.

Number of Respondents: 16,000, excluding travelers.

Frequency: At 15 seconds per call and an average of 1.5 calls per trip, a total of 22.5 seconds per respondent or traveler, for the approximately 33% of estimated change-of-gauge itineraries that involve personal contact.

Total Annual Burden: Annual reporting burden for this data collection is estimated at 76,313 hours for all travel agents and airline ticket agents, based on 15 seconds per phone call and an average of 1.5 phone calls per trip, for the approximately 33% of estimated change-of-gauge itineraries that involve personal contact. Most of this data

collection (third party notification) is accomplished through highly automated computerized systems.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC on November 7, 2012.

Claire Barrett,

*Chief Privacy & Information Asset Officer,
U.S. Department of Transportation.*

[FR Doc. 2012-27618 Filed 11-13-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The FAA is issuing this notice to advise the public that the FAA's Air Traffic Procedures Advisory Committee (ATPAC) two year charter has been coordinated and signed by the FAA Administrator. The ATPAC charter is valid for two years and provides a venue to review air traffic control procedures and practices for standardization, revision, clarification, and upgrading of terminology and procedures.

DATES: October 29, 2012 valid until October 29, 2014.

FOR FURTHER INFORMATION CONTACT: Mr. Gary Norek, ATPAC Executive Director, 800 Independence Avenue SW., Washington, DC 20591.

Issued in Washington, DC, on October 25, 2012.

Gary A. Norek,

Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 2012-27669 Filed 11-13-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of the Final Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Aberdeen Regional Airport in Aberdeen, South Dakota

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of a Final EA and FONSI/ROD.

SUMMARY: The FAA has issued the final EA final Environmental Assessment (EA) for the Aberdeen Regional Airport

Updates and FONSI/ROD for the proposed decoupling of runways 13/31 and 17/35 and fill on airport wetlands and associated actions for Aberdeen Regional Airport. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 5050.4B, "NEPA Implementing Instructions for Airport Actions".

Point of Contact: Mr. Al Fenedick, Environmental Protection Specialist, FAA Regional Office, Suite 315, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone number 847-294-7522.

SUPPLEMENTARY INFORMATION: The FAA is issuing a final EA for the Aberdeen Regional Airport Updates and FONSVROD that evaluated the potential environmental impacts associated with the proposed decoupling of Runways 13/31 and 17/35 and fill on airport wetlands actions at Aberdeen Regional Airport located in Aberdeen, South Dakota. Based on the analysis contained in the final EA, the FAA has determined the selected alternative has no associated significant impacts to resources identified in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5054.4B, National Environmental Policy Act Implementing Instructions for Airport Actions. Therefore, no environmental impact statement will be prepared. The proposed decoupling of runways 13/31 and 17/35 and fill on airport wetlands project is needed to enhance the utility and safety of the Aberdeen Regional Airport for current and projected levels of aviation by the design aircraft family.

Four alternatives were studied for meeting the purpose and need. Three of the four alternatives were reviewed, analyzed, discarded due to the degree of environmental impacts and not meeting purpose and need. A detailed discussion is in the V. Alternatives Discarded Section of the FONSVROD. The selected alternative is one of four considered in the final EA. The selected alternative consists of addressing the identified needs: Incompatible land use, non-standard runway configuration, and hazardous wildlife habitat.

The selected alternative includes the: (1.) Unconditional approval of the Airport Layout Plan (ALP) for the development listed in the EA and the decision document. (2.) Issue final airspace determinations for the development listed on the ALP. (3.) Eligibility for Federal grants-in-aid funds for eligible items. (4.) Approval of

design and use of air traffic procedures needed to implement the proposed action. (5.) FAA Finding of "No Historic Properties Affected" for the Proposed Action. (6.) FAA findings of "may affect, not likely to adversely affect" for the Topeka shiner and Whooping Crane endangered species. (7.) FAA Finding of "No Impact" to floodplains. (8.) Wetland finding that there is no practicable alternatives to such construction and the proposed action includes all practicable measure to minimize harm to wetlands. (9.) Appropriate permits and mitigation will be needed before disbursing Federal funds. These documents will be available for public review during normal business hours at:

Federal Aviation Administration
Bismarck ADO, 2301 University Drive,
Bldg. 23B, Bismarck, North Dakota
58504.

Aberdeen Regional Airport, Manager's Office, Terminal Building, E Highway 12, Aberdeen, SD 57401.

Aberdeen City Hall, Engineering Department, 123 S. Lincoln St., Aberdeen, SD 57401.

Alexander Mitchell Library, 519 S. Kline St., Aberdeen, SD 57401.

Issued in Bismarck, North Dakota, October 17, 2012.

Andrew J. Peck,

Acting Manager, Manager, Bismarck Airport District Office FAA, Great Lakes Region.

[FR Doc. 2012-27670 Filed 11-13-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance; J. Douglas Bake Memorial Airport (OCQ) Oconto, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to authorize the release of 0.32 acres of airport property (Parcel No. 18) at the J. Douglas Bake Memorial Airport, Oconto, WI.

Parcel No. 18 is located outside of the airport fence along the west edge of the airport and contains a part of a road used to access a land-locked parcel of private property located adjacent to the airport. Using the piece of airport property as an uncontrolled access road has resulted in a non-aeronautical use of