

Illegal unregulated and unreported (IUU) fishing and related matters; Election of Chairman and Vice-Chairman for 2013.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Mr. E.J. Terminella, by email at [emanuel.j.terminellajr@uscg.mil](mailto:emanuel.j.terminellajr@uscg.mil), by phone at (202) 372-1239, by fax at (202) 372-1918, or in writing at Commandant (CG-543), U.S. Coast Guard, 2100 2nd Street SW., Stop 7581, Washington, DC 20593-7581 not later than March 7, 2012, 7 days prior to the meeting. Requests made after March 7, 2012 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding this and other IMO SHC public meetings may be found at: [www.uscg.mil/imo](http://www.uscg.mil/imo).

Dated: January 23, 2012.

**Brian Robinson,**

*Executive Secretary, Shipping Coordinating Committee, Department of State.*

[FR Doc. 2012-2251 Filed 2-2-12; 8:45 am]

**BILLING CODE 4710-09-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT-OST-2012-0014]

#### Information Collection Activity; Request for Comments

**AGENCY:** Office of the Secretary of Transportation (OST) DOT.

**ACTION:** Notice of 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 Request (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for review and comments. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection

was published on Friday, November 4, 2011.

**DATES:** Comments must be submitted on or before March 5, 2012.

**FOR FURTHER INFORMATION CONTACT:** Leonardo San Roman, Office of Small and Disadvantaged Business Utilization, Office of the Secretary, W56-312, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366-1930.

#### SUPPLEMENTARY INFORMATION:

**Title:** U.S. Department of Transportation Mentor-Protégé Pilot Program Evaluation Form; and U.S. Department of Transportation Mentor Protégé Pilot Program Annual Report.

**Abstract:** DOT will use the data captured in the Mentor-Protégé Pilot Program Evaluation Form to measure program achievement to determine whether the intention of the program to assist small businesses to compete and perform in DOT and federal procurement programs is achieved. DOT will use this data to determine whether program changes are required to increase participation of small businesses in DOT procurement programs.

Additionally, DOT will use the data captured in the Mentor Protégé Pilot Program Annual Report to measure protégé progress against the developmental plan contained in their Mentor Protégé agreement and to report the specific actions taken by the mentor to increase the participation of the protégé as a prime or subcontractor to DOT.

A **Federal Register** Notice with a 60-day comment period soliciting comments on the information collection was published on Friday, November 4, 2011. Only one (1) anonymous comment was received stating that more concrete language is needed to specify the protégé's ability to withdraw from the program voluntarily. Additionally, there does not appear to be any language stating whether a mentor can receive reimbursement for MP program costs; whether it is direct, or through credit against subcontracting goals. It appears that should be added as well.

Procedures for the Mentor or the Protégé to withdraw from the program voluntarily will be established by both parties in the Mentor-Protégé Agreement. The Mentor or the Protégé should provide written notice to OSDBU at least 30 days before withdrawing from the program.

As for the reimbursement part, the Program Office has determined there will be no incentives, such as reimbursements or credits toward subcontracting goals.

**Type of Information Collection:** Request for collection of a new information collection.

**Affected Public:** Prime contractors and small businesses participating in DOT's Mentor Protégé Pilot Program.

**Estimated Annual Number of Respondents:** Approximately 20.

**Estimated Annual Number of Responses:** 20.

**Estimated Annual Total Burden Hours:** 20.

**Frequency of Collection:** One time.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for U.S. Department of Transportation, Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503, email: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), fax: (202) 395-5806.

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.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on January 30, 2012.

**Patricia Lawton,**

*Departmental PRA Program Manager, Office of the Secretary.*

[FR Doc. 2012-2364 Filed 2-2-12; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### First Meeting: RTCA Special Committee 227, Standards of Navigation Performance

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

**ACTION:** Notice of RTCA Special Committee 227, Standards of Navigation Performance.

**SUMMARY:** The FAA is issuing this notice to advise the public of the first meeting of RTCA Special Committee 227, Standards of Navigation Performance

**DATES:** The meeting will be held March 6–8, 2012, from 9 a.m.–5 p.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc., 1150 18th Street NW., Suite 910, Washington, DC, 20036

**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>.

**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 Special Committee 227. The agenda will include the following:

#### March 6–8

- Welcome, Introductions, and Administrative Remarks
- Agenda Overview
- RTCA Overview
  - Background on RTCA, MASPS/MOPS, and Process
- Standards of Navigation Performance—Background/History
  - Review of SC 181 Products and Intended Applications
  - Walk through of DO–236B and DO–283A
  - Review of Evolving NextGen Concepts Relating to Navigation Performance Leading to the Need To Update Standards
- Committee Scope and Terms of Reference Overview
- Organization of Work, Assign Tasks, and Workgroups
  - Review of Work Plan and Schedule
  - Breakout Discussions as Appropriate
  - Assignment of Responsibilities
- Any Other Business
  - Establish Agenda for Next Meeting
  - Date and Place of Next Meeting
  - Adjourn

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 January 30, 2012.

**John Raper,**

*Manager, Business Operations Branch, Federal Aviation Administration.*

[FR Doc. 2012–2487 Filed 2–2–12; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Technical Standard Order (TSO)–C151c, Terrain Awareness and Warning System (TAWS)

**ACTION:** Notice of availability and request for public comment.

**SUMMARY:** This notice announces the availability of, and request for public comments on a second draft of Technical Standard Order (TSO)–C151c, *Terrain Awareness and Warning System*. Comments received from the initial June 2011 release, resulted in changes to the proposed document significant enough to require this public comment offering.

**DATES:** Comments must be received on or before March 5, 2012.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionics Systems Branch (AIR–130), 470 L’Enfant Plaza, Suite 4102, Washington, DC 20024. Attn. Ms. Charisse Green. Or you may hand deliver comments to 470 L’Enfant Plaza, Suite 4102, Washington, DC 20024.

**FOR FURTHER INFORMATION CONTACT:** Ms. Charisse Green, AIR–130, Federal Aviation Administration, 470 L’Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385–4637, fax (202) 385–4651, email to: [Charisse.Green@faa.gov](mailto:Charisse.Green@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

You are invited to comment on the proposed revised TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date.

##### Background

The initial public offering of the draft TSO–C151c offered the following changes:

a. Clarification of the 500 foot altitude call out requirement for Class A TAWS equipment.

b. Addition of Localizer Performance with Vertical guidance (LPV) and Global Navigation Satellite System (GNSS) Landing System (GLS) glidepath alerting to the Ground Proximity Warning System (GPWS) Mode 5 glide slope alert.

c. Elimination of the provision to adjust or modify the GPWS envelopes to minimize nuisance alerts based on Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) functionality without a deviation.

d. Allowances for eliminating GPWS nuisance alerts (Appendix 1, paragraph 3.4).

e. Requirement for the primary horizontal position source to be GPS, to ensure utilization of the most accurate and consistent horizontal position data.

f. Addition of velocity and vertical GPS reporting requirement to inhibit alerting when GPS position is invalid, unless a backup position source is in use.

The FAA received numerous comments on: (1) The 500 foot altitude call out; (2) the elimination of the GPWS envelope modification allowance; (3) the GPS horizontal position source requirement; and (4) the position source requirements. A summary of those public comments and the FAA’s resolution are included with the second draft of TSO–C151c.

This announcement requesting comments to the revised proposed TSO–C151c, contains the following significant changes:

a. Alert suppression for Required Navigation Performance (RNP) requirements are added to Appendix 1, Paragraph 3.1.4.

b. The allowance in TSO–C151b to adjust or modify the GPWS alerting thresholds is restored in the current version of TSO–C151c. (We provide clarifying language that deviations need to be accomplished in accordance with Title 14 of the Code of Federal Regulations (14 CFR) 21.618.)

c. The requirement in the initial proposal of TSO–C151c, requiring the Class A 500 ft voice call out on all approaches is changed to the TSO–C151b requirement, for the Class A 500 ft voice call out on non-precision approaches only.

d. TSO–C151b and the first offering of the proposed TSO–C151c, both allowed for the 500 ft callout to be made based on radar altimeter height above terrain, or by a comparison of current altitude (barometric or GNSS) above the runway threshold height. This revised proposed TSO–C151c allows the 500 ft voice call out to be the current altitude (barometric or GNSS) above the runway threshold height. Note that in the current proposal, the allowance to make the voice callout based solely on a radio altimeter height above terrain is removed. The rationale is that all TAWS equipped aircraft will announce the altitude call referenced to the runway