

**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.*

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**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,**

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**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