

[FR Doc. 2013-10194 Filed 4-30-13; 8:45 am]

BILLING CODE 8011-01-C

## SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA-2010-0078]

### Revised Medical Criteria for Evaluating Visual Disorders

**AGENCY:** Social Security Administration.

**ACTION:** Final rules; Correction.

**SUMMARY:** The Social Security Administration published a document in the **Federal Register** of March 28, 2013, in FR Doc. 2013-06975, on page 18842, in the second column, under c., in the equation in the last sentence, replace “- 16√” with “| - 16|”.

Dated: April 26, 2013.

**Paul Kryglik,**

*Director, Office of Regulations, Social Security Administration.*

[FR Doc. 2013-10283 Filed 4-30-13; 8:45 am]

BILLING CODE 4191-02-P

## DEPARTMENT OF STATE

[Public Notice 8303]

### Overseas Security Advisory Council (Osac) Meeting Notice

#### Closed Meeting

The Department of State announces a meeting of the U.S. State Department—Overseas Security Advisory Council on June 4 and 5, 2013. Pursuant to Section 10(d) of the Federal Advisory Committee Act (5 U.S.C. Appendix), 5 U.S.C. 552b(c)(4), and 5 U.S.C. 552b(c)(7)(E), it has been determined that the meeting will be closed to the public. The meeting will focus on an examination of corporate security policies and procedures and will involve extensive discussion of trade secrets and proprietary commercial information that is privileged and confidential, and will discuss law enforcement investigative techniques and procedures. The agenda will include updated committee reports, a global threat overview, and other matters relating to private sector security policies and protective programs and the protection of U.S. business information overseas.

For more information, contact Marsha Thurman, Overseas Security Advisory Council, U.S. Department of State, Washington, DC 20522-2008, phone: 571-345-2214.

Dated: April 16, 2013.

**Gregory B. Starr,**

*Director of the Diplomatic, Security Service, U.S. Department of State.*

[FR Doc. 2013-10275 Filed 4-30-13; 8:45 am]

BILLING CODE 4710-24-P

## DEPARTMENT OF STATE

[Public Notice 8302]

### Issuance of a Presidential Permit Authorizing the State of Michigan To Construct, Connect, Operate, and Maintain at the Border of the United States a Bridge Linking Detroit, Michigan, and Windsor, Ontario

**AGENCY:** Department of State.

**ACTION:** Correction of Date in Summary Paragraph

**SUMMARY:** The Department of State published a document in the **Federal Register** of April 18, 2013 concerning the issuance of a Presidential Permit. The summary section incorrectly stated that the permit issued on April 11, 2013 when, in fact, the permit issued on April 12, 2013.

**FOR FURTHER INFORMATION CONTACT:** Josh Rubin, Canada Border Affairs Officer, via email at [WHACanInternal@state.gov](mailto:WHACanInternal@state.gov), by phone at 202 647-2256 or by mail at Office of Canadian Affairs—Room 1329, Department of State, 2201 C St. NW., Washington, DC 20520.

#### Correction

In the **Federal Register** of April 18, 2013, in FR 78, 23327, in the first sentence of the summary paragraph, correct the permit's date of issuance to read: The Department of State issued a Presidential Permit to the State of Michigan on April 12, 2013, authorizing the permittee to construct, connect, operate and maintain at the border of the United States a bridge linking Detroit, Michigan and Windsor, Ontario.

Dated: April 24, 2013.

**Elizabeth Martinez,**

*Director, Office of Canadian Affairs.*

[FR Doc. 2013-10280 Filed 4-30-13; 8:45 am]

BILLING CODE 4710-29-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice for Data and Information Distribution Policy

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

**ACTION:** Notice of Proposed Policy for distribution of FAA data & Information; request for comment.

**SUMMARY:** This document is the FAA's proposal and the FAA's invitation to the public to comment on its data and information distribution policy. This notice is in accordance with the presidential directive for Open Government issued on January 21, 2009; this directive instructed agencies to make information available in open formats, and presume openness to the extent permitted by law and subject to valid privacy, confidentiality, security, and other restrictions. The scope of this policy does not include requests for historical FAA data or information whose availability will continue to be determined under the existing Freedom of Information Act process. FAA data and information published via FAA Web sites is not within the scope of this policy.

**DATES:** Any written information that responds to the FAA's proposes procedures must be submitted by May 31, 2013.

**ADDRESSES:** You may submit written information, identified by docket number FAA-2013-0392, by any of the following methods:

- **Mail:** send comments by mail to Docket Operations, U.S. Department of Transportation, M-30, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Persons wishing to receive confirmation of receipt of their written submission should include a self-addressed stamped postcard.

- **Hand Deliver:** Deliver comments to Docket Operations in Room W12-140 on the ground floor of the West Building at 1200 New Jersey Avenue SE., Washington DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

- **Facsimile:** Fax comments to the docket operations personnel at 202-493-2251.

**Privacy:** We will post all comments that we receive at <http://www.regulations.gov>, including any personal information that you provide. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments in any of our dockets, including the name of the individual sending the comment or signing the comment or signing the comment on behalf of an association, business, labor union, or other entity or organization. You may review the DOT's complete Privacy Act Statement in the **Federal Register** at 65 FR 19477-78 (April 11, 2000), or you may find at <http://docketsinfo.dot.gov>. Reviewing

the docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time and follow the online instructions for accessing the docket, or go to Docket Operations in Room W12-140 on the ground floor of the West building at 1200 New Jersey Avenue SE., Washington DC, between 9:00 a.m., and 5:00 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** You may direct any questions on data/information policy to the NAS Data Management staff by telephone at (202) 385-8022 or by electronic mail at [mojdeh.supola@faa.gov](mailto:mojdeh.supola@faa.gov).

**SUPPLEMENTARY INFORMATION:**

E-Government & Information Technology Act of 2002 (Pub. L. 107-347, 116 stat, 2899, 44 U.S.C. &101, H.R. 2458/S. 803).

Open Government Directive, OMB Memorandum for the Heads of Executive Departments and Agencies, M-10-06, issued December 8, 2009.

Delivering an Efficient, Effective, and Accountable Government, Executive Order 13576, issued July 13, 2011.

Streamlining Service Delivery and Improving Customer Service, Executive Order 13571, issued April 27, 2011.

Digital Government Strategy, Building A 21st Century Platform to Better Serve the American People, issued May 23, 2012.

Management of Federal Information Resources, Office of Management and Budget Circular A-130, issued November 28, 2000.

*Background:* The FAA has enacted policy to ensure that the majority of data from its systems is exchanged through approved external protected boundaries. This transition away from multiple direct connections to FAA systems will provide for the security and operational effectiveness of FAA systems and reduce the cost of developing and maintaining multiple interfaces needed to distribute data and information. To provide for the security and operational effectiveness of FAA systems and to reduce the cost of developing and maintaining multiple interfaces needed to distribute data and information, FAA is moving away from direct connections to systems for external users to an approved external protected boundary such as NAS Enterprise Secure Gateway (NESG). This transition will help FAA protect the confidentiality, integrity, and availability of data/information, services, and to manage the cost of maintaining data and information services in the future. This policy supports the streamlining of the approval process for distribution of

data/information to external entities and gives the FAA the ability to manage and secure its data and information assets more effectively.

*Proposed Policy:* To conform to current U.S. Government practices and policies and enhance information security, FAA is proposing to establish a policy for the distribution of data and information to external entities including the FAA's contractors and other governmental entities. The FAA will:

1. Not allow external users to connect (physically/logically) to authoritative sources of data/information. FAA data/information distribution will only be distributed externally from FAA approved replicated sources.

2. Make electronic data/information available on a non-exclusive basis to external users, subject to the limits imposed by the need to protect national/homeland security, individual privacy, safety, confidentiality, and other government requirements.

3. Limit distribution to only that data/information products created for FAA purposes.

4. Distribute readily available data/information without intentional delay, subject only to the limits imposed by resources (both current and prospective), contracts, technology, authority, regulation and data quality while protecting security, privacy, and confidentiality.

5. Provide access to data/information over secure and controlled connections (logical) and in accordance with the most recent federal systems security standards including those issued by the National Security Agency, Department of Defense, and the National Institute of Standard and Technology (NIST) standards.

6. Consider cost and cost recovery in making FAA data/information available to external users.

7. Consider requests for data and information that is not readily available if external users can and do bear the full cost of development, connection, transmission, processing, and maintenance.

8. Not be responsible for the quality, accuracy or continued availability of the data and information once released. While the data distributed is accurate and timely for use by the FAA, we are not responsible for quality, continuity, or intended use of data for third parties.

9. Define the extent to which FAA contractors can reuse FAA data in their custody or control.

10. Apply this proposed policy requirement consistently and transparently.

**Glossary of Terms**

*Data:* A representation of fact, concept, or instruction represented in a formalized form suitable for communication, interpretation or processing either by human and/or by automated systems. This is the lowest level of abstraction, compared to information.

*Information:* Data in context. The meaning given to data or the interpretation of data based on its context. The finished product as a result of the interpretation of data. Data processed in such a way that it can increase the knowledge of the person who receives it. Data that:

(1) Is specific and organized for a purpose,

(2) is presented within a context that gives it meaning and relevance, and which

(3) leads to an increase in understanding and decrease in uncertainty. The value of information lies solely in its ability to affect a behavior, decision, or outcome.

*Information Steward:* A person or organization delegated with the responsibility for managing the creation and maintenance of a specific information resource. These stewards have the statutory or operational authority for specified information products and are responsible for defining metadata associated with the information.

*Approved Replicated Source:* A duplicated set of information, fulfilling a specific business requirement provided by the Information Steward to be an approved source for that information service. This information source may be the functional combination of multiple, separate authoritative sources. (e.g. Aircraft Situation Display to Industry (ASDI), National Airspace System Status Information (NASSI))

*Authoritative Source:* The origin or creation of data or information that is recognized by an FAA Lines Of Business/Staff Offices or by members of a Community of Interest (COI) or Community of Practice (COP) to be of high quality and being highest precedence of source because it is considered to be highly reliable or accurate, or is from an official publication or reference. (e.g. En Route Automation Modernization (ERAM) for active Flight data)

Issued in Washington, DC, on April 24, 2013.

**Nancy Kalinowski,**

*FAA Vice President, System Operations Services, AJR-0.*

[FR Doc. 2013-10295 Filed 4-30-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Acceptance of Noise Exposure Map Notice for Oakland County International Airport, Pontiac, Michigan

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

**ACTION:** Notice.

**SUMMARY:** The FAA announces its determination that the noise exposure maps submitted by Oakland County, for the Oakland County International Airport under the provisions of 49 U.S.C. 47501 et. seq. (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) and 14 CFR Part 150 (hereinafter referred to as “Part 150”) are in compliance with applicable requirements.

**DATES:** This notice is effective [insert date upon publication in **Federal Register**], and is applicable beginning April 24, 2013.

**FOR FURTHER INFORMATION CONTACT:** Ms. Katherine S. Delaney, Federal Aviation Administration, Detroit Airports District Office, 11677 South Wayne Road, Romulus, MI 48174; Phone—(734) 229-2900; or Email—[Katherine.S.Delaney@faa.gov](mailto:Katherine.S.Delaney@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces the FAA finds the noise exposure maps submitted for Oakland County International Airport are in compliance with applicable requirements of Part 150, effective April 23, 2013. Under 49 U.S.C. 47503 of the Act, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Part 150, promulgated pursuant to the Act, may submit a noise compatibility program

for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by Oakland County. The documentation that constitutes the “Noise Exposure Maps” as defined in section 150.7 of Part 150 includes: The existing NEM is located in Figure D5, *Existing Noise Exposure Map, 2010* and the future NEM is located in Figure D6 *Future Noise Exposure Map, 2021*. The information gathered and analyzed to generate the NEMs is located in various sections of the report. Figure A2, *Existing Airport Layout* with a narrative description on Page A.3 applies to both the existing and future NEM. The following references were used to develop Figure D5, *Existing Noise Exposure Map, 2010*: Chapter B, *Forecast of Aviation Activity*, including a summary table of aircraft operations in Table B1, *Summary of Annual Aircraft Operations Forecast (TAF plus Nighttime Operations)*; Aircraft categories and fleet mix as detailed in Table B3, *Summary of Operations by Aircraft Category, Recent Historic and Forecast*; Chapter D, *Existing and Future Baseline Noise Conditions*, with detail described in Table D2, *Aircraft Fleet Mix Assumptions for Existing Conditions, 2010*; Table D3, *Summary of Hours of Nighttime Operations by Category, Year 2010*; Table D4, *Percentage Runway Utilization*, Table D5, *Runway Utilization By Category of Aircraft*; Figure D3, *INM Flight Tracks, West Flow*, Figure D4, *INM Flight Tracks, East Flow*.

The Future NEM is located in Figure D6, *Future Noise Exposure Map, 2021*. The following references were used to develop Figure D6, *Future Noise Exposure Map, 2021*: Table D6, *Operations by Aircraft Category—2021 Baseline Period* and Table D7, *Aircraft Fleet Mix Assumptions for Future Conditions, 2021*. The Flight Tracks depicted in Figure D3, *INM Flight Tracks, West Flow* and Figure D4, *INM Flight Tracks, East Flow* were used for both existing and future baseline conditions. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 24, 2013.

FAA’s determination on an airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the

procedures contained in Appendix A of Part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA’s review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA’s evaluation of the maps are available for examination at the following locations. Prior arrangements are required to visit the Detroit Airports District Office.

Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, MI 48174, 8:00–4:30 p.m.

Oakland County International Airport, 6500 Highland Road, Waterford, MI 48327–1649, 8:30–5:00 p.m.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Romulus, Michigan, on April 24, 2013.

**John L. Mayfield, Jr.,**

*Manager, Detroit Airports District Office.*

[FR Doc. 2013-10282 Filed 4-30-13; 8:45 am]

**BILLING CODE 4910-13-P**