

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Pilots Convicted of Alcohol or Drug-Related Motor Vehicle Offenses or Subject to State Motor Vehicle Administrative Procedure**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 14, 2014, vol. 79, no. 71, pages 20964–20965. The requested information is needed to mitigate potential hazards presented by airmen using alcohol or drugs in flight, to identify persons possibly unsuitable for pilot certification.

DATES: Written comments should be submitted by July 28, 2014.

FOR FURTHER INFORMATION CONTACT: Kathy DePaepe at (405) 954–9362, or by email at: Kathy.DePaepe@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120–0543.

Title: Pilots Convicted of Alcohol or Drug-Related Motor Vehicle Offenses or Subject to State Motor Vehicle Administrative Procedure.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal of an information collection.

Background: Amendments to Parts 61 and 67 of the FAR implement procedures enhance the safety of aviation commerce by identifying (i) those persons who may prove unsuitable for airman certification as indicated by an inability or unwillingness to comply with general safety regulations and, (ii) those persons who have failed to report violations of general safety regulations in concert with established FAA requirements. The amendment to 14 CFR Part 61 requires airmen to report to the FAA, within 60 days, all alcohol or drug related convictions or administrative actions.

Respondents: Approximately 1,185 pilots.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 10 minutes.

Estimated Total Annual Burden: 197.5 hours.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oira_submission@omb.eop.gov, or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC on June 23, 2014.

Albert R. Spence,

FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

[FR Doc. 2014–15152 Filed 6–26–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Implementation to the Equal Access to Justice Act**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting

comments on the following collection of information was published on April 14, 2014, vol. 79, no. 71, pages 20963–20964. The information is needed to determine an applicant's eligibility for an award of attorney's fees and other expenses under the Equal Access to Justice Act.

DATES: Written comments should be submitted by July 28, 2014.

FOR FURTHER INFORMATION CONTACT: Kathy DePaepe at (405) 954–9362, or by email at: Kathy.DePaepe@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120–0539.

Title: Implementation to the Equal Access to Justice Act.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal of an information collection.

Background: The Equal Access to Justice Act provides for the award of attorney fees and other expenses to eligible individuals and entities who are prevailing parties in administrative proceedings before government agencies. Certain information must be obtained from the applicant in order to determine such applicant's eligibility for the EAJA award.

Respondents: Approximately 17 applicants.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 40 hours.

Estimated Total Annual Burden: 680 hours.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oira_submission@omb.eop.gov, or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC on June 23, 2014.

Albert R. Spence,

FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2013-0265]

Policy for Discontinuance of Certain Instrument Approach Procedures

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of policy; disposition of comments.

SUMMARY: This action adopts with minor modification, the policy proposed in the **Federal Register** on August 2, 2013. Under this policy, the FAA establishes the criteria to identify certain non-directional beacon (NDB) and very high frequency (VHF) omnidirectional radio range (VOR) instrument approach procedures that can be considered for cancellation. Additionally, the FAA responds to comments received during the comment period on the notice of proposed policy.

FOR FURTHER INFORMATION CONTACT: For questions concerning this action, contact Wayne Eckenrode, Aeronautical Navigation Products, AJV-3, Instrument Flight Procedures Efficiency Group, Manager, Federal Aviation Administration, Air Traffic Organization, 4500 Mercantile Plaza Drive, Fort Worth, TX 76137; telephone (202) 494-8898, email AMC-ATO-IFP-Cancellations@faa.gov.

Background

Right-sizing the National Airspace System (NAS) is an integral part of the FAA's commitment to deliver the benefits of the Next Generation Air Transportation System (NextGen) through enhanced technology, enhanced capabilities, and more efficient, streamlined services. Focus on improvements in satellite-based navigation based on Global Positioning System (GPS) technology has facilitated the implementation of a large number of Performance Based Navigation (PBN) Instrument Approach Procedures (IAPs) into the NAS. These PBN procedures charted as RNAV (GPS) and RNAV (RNP) IAPs, improve the safety and efficiency of the NAS by providing more precise, repeatable flight paths to the runway. The total number of procedures

in the NAS has nearly doubled over the past decade, as legacy procedures based on older, ground-based technology, are maintained alongside the newer, satellite-based procedures. In some cases, the older procedures are redundant or obsolete, and maintaining them unnecessarily increases FAA costs, as well as creates the need for air traffic controllers to train and be proficient on procedures that are not used or needed. Pilots must also maintain proficiency on these procedures and, in some cases, memory limitations in the Flight Management Systems (FMSs) in their aircraft result in the inability to load all the data needed to support the procedures. Removing certain redundant or underutilized IAPs will increase the safety and efficiency of the NAS by streamlining user access and FAA services, allowing the FAA to focus on delivering greater benefits through new technology.

In September 2010, the FAA awarded a grant to the Flight Safety Foundation, to research and provide independent insight on how the FAA should eliminate redundant or underutilized Instrument Approach Procedures (IAPs). The Flight Safety Foundation's study and recommendations were developed based on interviews and surveys of FAA personnel, and key airspace stakeholders. Among those interviewed were, Aircraft Owners and Pilots Association (AOPA), Air Line Pilots Association, International (ALPA), Air Transport Association (ATA), National Business Aviation Association (NBAA), Regional Airline Association (RAA), and the U.S. Air Force. The study formed the basis for the notice of proposed policy and request for comment (78 FR 47048) published in the **Federal Register** on August 2, 2013. The notice sought comments on the proposed criteria the FAA would utilize to determine which NDB and VOR IAPs could be considered for cancellation.

Summary of Comments

The FAA received a total of 14 comments from individuals, the Department of Defense (DoD), AOPA, the Maryland Aviation Administration, the Wahoo Airport Authority, and SkyWest Airlines.

Several of the comments received concerned the ability to train pilots on NDB or VOR IAPs if the ground-based procedures at an airport were cancelled. AOPA asserted that most flight instructors and pilots rely very heavily on ground-based navigational aids for initial and recurrent instrument flight training activities.

This policy will not reduce the ability to train pilots on NDB or VOR IAPs.

Under this adopted policy, one existing ground-based IAP procedure will remain at each airport under this policy.

Three commenters were concerned with aircraft operations at an airport during periods of inclement weather if the ground-based procedure to a particular runway was cancelled. AOPA stated that consideration needs to be given to the individual airport operation and if there is a predominant or exclusive general aviation runway at a particular airport, the procedure offering the lowest approach minimums may not provide the greatest access. Based on this situation, AOPA asserted that it may be necessary to preserve the IAP to the general aviation runway for use during instrument training in visual meteorological conditions.

The criteria adopted in this notice ensure that an airport does not lose IAP capability to any runway that already has a published IAP. Additionally, the FAA will consider runway usage and local weather conditions when identifying candidate IAPs for cancellation.

Several commenters questioned whether the FAA will consider community needs for goods and emergency services at certain locations with limited access.

The adopted criteria ensure that at least one RNAV IAP and one ground based IAP will remain published at airports that already have them.

Individuals, AOPA, Wahoo Airport Authority, Maryland Aviation Administration, and SkyWest Airlines, submitted general comments concerning the decommissioning or discontinuance of NDBs and/or VORs.

The decommissioning or discontinuance of NDBs or VORs is beyond the scope of this action. The implementation of this policy will not decommission or discontinue the use of any facility, including NDBs and VORs. The purpose of this policy is to appropriately identify IAPs that can be cancelled.

The DoD commented that the FAA should explore additional methods to reduce costs of maintaining IAPs. The DoD stated that other methods to reduce costs may exist such as reducing the costs of flight checks which form a significant portion of the IAP maintenance costs.

The FAA will continue to examine ways to reduce operating costs associated with the maintenance of IFPs including reduction in flight check costs.

Many commenters expressed concern with GPS signal interruption, which emphasized, in their view, the need for redundant ground-based IAPs.