

receive benefits on a recipient's behalf, the payees provide SSA with information on their continuing relationship and responsibility for the recipients, and explain how they use the

recipients' payments. Sections 20 CFR 404.2025 and 20 CFR 416.625 of the Code of Federal Regulations provide a process to follow up with the representative payee to verify payee

performance. The respondents are Title II and Title XVI recipients, and their representative payees.

Type of Request: Extension of an OMB-approved information collection.

CFR citation	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)
404.2011(a)(1);	250	1	15	63
416.611(a)(1)				
404.2025;	3,000	1	6	300
416.625				
Totals	3,250			363

Faye I. Lipsky,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 2015-15380 Filed 6-22-15; 8:45 am]

BILLING CODE 4191-02-P

TENNESSEE VALLEY AUTHORITY

Renewal of the Regional Energy Resource Council Charter

AGENCY: Tennessee Valley Authority (TVA).

ACTION: Notice of Charter Renewal.

SUMMARY: Pursuant to the Federal Advisory Committee Act (FACA) (5 U.S.C. Appendix), the TVA Board of Directors has renewed the Regional Energy Resource Council (Council) charter for an additional two-year period beginning on August 1, 2015.

FOR FURTHER INFORMATION CONTACT: Beth A. Keel, 400 West Summit Hill Drive, WT 9D-K, Knoxville, Tennessee 37902-1499, (865) 632-6113.

SUPPLEMENTARY INFORMATION: Pursuant to FACA and its implementing regulations, and following consultation with the Committee Management Secretariat, General Services Administration (GSA), notice is hereby given that the Council has been renewed for a two-year period beginning August 1, 2015. The Council will provide advice to TVA on its energy related resource activities and the priorities among competing objectives and values.

The Council was originally established in 2013 to advise TVA on its energy related resource activities which include the construction and operation of various supply-side resources, including fossil-fueled power plants, nuclear plants, hydroelectric dams, and renewable resources; the development and management of demand-side resources, including energy efficiency; the design, construction and operation of power delivery systems; and the

integration of all of these energy resources into plans for meeting future demands for electricity in the TVA region.

It has been determined that the Council continues to be needed to provide an additional mechanism for public input regarding energy-related issues.

Dated: June 15, 2015.

Joseph J. Hoagland,

Vice President, Stakeholder Relations, Tennessee Valley Authority.

[FR Doc. 2015-15422 Filed 6-22-15; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Policy for Discontinuance of World Aeronautical Chart Series

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of policy to discontinue the World Aeronautical Chart.

SUMMARY: This notice announces the FAA's decision to discontinue providing the World Aeronautical Chart series. Technological advances in aviation navigation capabilities and charting products have made the World Aeronautical Chart series largely obsolete. Charting customers have shifted towards digital chart products. The World Aeronautical Charts are a derivative product from our more detailed Sectional Aeronautical Chart series. With aviators using the more detailed large scale Sectional Aeronautical Charts and often the digital versions in the moving map technology found in modern electronic flight bag system, the World Aeronautical Charts are no longer needed. The discontinuance of this low-demand product allows the FAA to apply those resources to continue to

modernize charting for safe and efficient navigation.

DATES: June 23, 2015.

FOR FURTHER INFORMATION CONTACT: For questions or comments concerning this action, contact Mr. Eric Freed, Aeronautical Information Services, Enroute and Visual Charting Group, Manager, Air Traffic Organization, AJV-5200, Federal Aviation Administration, 1305 East-West HWY, Silver Spring, MD 20910; telephone (301) 427-5080, email eric.freed@faa.gov.

SUPPLEMENTARY INFORMATION:

Authority

Title 49 of the United States Code, section 44721, authorizes the FAA to arrange for the publication of aeronautical maps and charts necessary for the safe and efficient movement of aircraft in air navigation. Specifically, paragraphs (d)(2) and (3) of this section provide that the Administrator may “. . . (2) compile, print, and disseminate aeronautical charts and related products and services of the United States and its territories and possessions; (3) compile, print, and disseminate aeronautical charts and related products and services covering international airspace as required primarily by United States civil aviation . . .” (See 49 U.S.C. 44721(d)(2) and (3).)

Background

The FAA is continuing to expand the availability and capability of modern aeronautical navigation products. At the same time, we must rigorously analyze our suite of products and determine the feasibility and practicability of providing products that are no longer in demand from the public or have become obsolete due to technological advances. Since 2007, unit sales of the World Aeronautical Charts are down 73 percent. (Sales are down 10% year over year 2013/2014.) The cost to develop

this product is independent of the sales. The cost of resources drives a steady and consistent rise in costs associated with the production of the World Aeronautical Chart to the FAA.

The National Geospatial-Intelligence Agency has stopped purchasing the World Aeronautical Chart products for distribution to the military and has advised that electronic flight bag moving map technology and reliance on the larger scale Sectional Aeronautical Chart series have made the World Aeronautical Chart products obsolete for its purposes. General aviation similarly has embraced the readily available and affordable electronic flight bag technology and flight planning applications.

The FAA has obligations to meet International Civil Aviation Organization requirements for the availability of visual air navigation charts. (See Annex 4 to the Convention on International Civil Aviation.) This availability can be met when operational or chart production considerations indicate that operational requirements can be effectively satisfied by Aeronautical Charts at the 1:500,000 scale.

The FAA concludes that maintenance of both VFR series charts (the World Aeronautical Charts at a scale of 1:1,000,000 and the Sectional Aeronautical Charts at a scale of 1:500,000) is unsustainable. As a derivative product, the World Aeronautical Chart does not contain the full aeronautical and base information available to users of the Sectional Aeronautical Charts.

The FAA presented, *Discontinuation of World Aeronautical Charts (WAC) an Initial Discussion*, to attendees of the Aeronautical Charting Forum meeting on May 1, 2014 and to the Air Traffic Procedures Advisory Committee meeting on May 7, 2014. Both of these public forums are attended by a broad segment of the industry and flying public (the military, airlines, airline pilots, air traffic control personnel, general aviation pilots and business pilots, and their representatives) interested in charting specifications, the overall organizational structure, and the management approach of the FAA with respect to charting issues. Initial industry reactions naturally reflected a defense of their niche segments utilization of the WAC product. No substantive support was found to sustain production.

Therefore, the FAA has determined to discontinue the World Aeronautical Chart series.

While no explicit obligation exists for the United States to chart international

areas encompassing sovereign nations in the Caribbean, we recognize that limited independent charting may be available. As a courtesy to those sovereign nations in the Caribbean, the three U.S. WAC charts with Caribbean coverage (CH-25, CJ-26, and CJ-27) will be maintained, marginally longer than other U.S. WAC charts, until the last scheduled edition printing per the Dates of Latest Editions. All other U.S. WAC charts will end upon their last printing previously scheduled in FY 15.

Policy

Based on the foregoing, the FAA will discontinue the compilation, printing, and dissemination of the World Aeronautical Chart series and we will continue to maintain the complement of other comprehensive visual aeronautical charts. Charts: CC-8, CC-9; CD-10, CD-11, CD-12; CE-12, CE-13, CE-15; CF-16, CF-17, CF-18, CF-19; CG-18, CG-19, CG-20, CG-21; CH-22, CH-23, and CH-24 will cease to be printed beyond September 17, 2015. Charts: CH-25; CJ-26, and CJ-27 production will end upon their next scheduled printing dates of December 10, 2015; February 04, 2016, and March 31, 2016 respectively. (See the Dates of Latest Edition).

Abigail Smith,

Director, Aeronautical Navigation Products.

[FR Doc. 2015-15271 Filed 6-22-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2015-0014]

Agency Information Collection Activities; Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by August 24, 2015.

ADDRESSES: You may submit comments identified by DOT Docket ID 2015-0014 by any of the following methods:

Web site: For access to the docket to read background documents or

comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Mary Jane Daluge, 202-366-2035, Maryjane.Daluge@dot.gov; Office of Real Estate Services, Federal Highway Administration, Department of Transportation, New Jersey Avenue SE., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Fixed Residential Moving Cost Schedule

OMB Control #: 2125-0616.

Background: Relocation assistance payments to owners and tenants who move personal property for a Federal or federally-assisted program or project is governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). 49 Code of Federal Regulations (CFR), part 24, is the implementing regulation for the Uniform Act. 49 CFR 24.301 addresses payments for actual and reasonable moving and related expenses. The fixed residential moving cost schedule is an administrative alternative to reimbursement of actual moving costs. This option provides flexibility for the agency and affected property owners and tenants. The FHWA requests the State Departments of Transportation (State DOTs) to analyze moving cost data periodically to assure that the fixed residential moving cost schedules accurately reflect reasonable moving and related expenses. The regulation allows State DOTs flexibility in determining how to collect the cost data in order to reduce the burden of government regulation. Updated State fixed residential moving costs are submitted to the FHWA electronically.

Respondents: State Departments of Transportation (52, including the District of Columbia and Puerto Rico).

Frequency: Once every 3 years.

Estimated Average Burden per Response: 24 hours per respondent.