

publications, and flight management systems.

**Respondents:** 7,318 representatives of U.S. public airports, U.S. privately-owned instrument landing systems, and non-Federal weather systems.

**Frequency:** Information is collected on occasion.

**Estimated Average Burden per Response:** 25 minutes per response.

**Estimated Total Annual Burden:** 1,296 hours.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES-200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

**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 February 11, 2013.

**Albert R. Spence,**

*FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. 2013-03553 Filed 2-14-13; 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: Aircraft Registration Renewal

**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. Aircraft owners are required to complete the Aircraft Registration Renewal to verify the registration information and renew registration triennially. The information collected

on an Aircraft Re-Registration Application, AC Form 8050-1A and an Aircraft Registration Renewal Application, AC Form 8050-1B, will be used by the FAA to verify and update aircraft registration information collected for an aircraft when it was first registered.

**DATES:** Written comments should be submitted by April 16, 2013.

**FOR FURTHER INFORMATION CONTACT:** Kathy DePaepe at (405) 954-9362, or by email at: [Kathy.A.DePaepe@faa.gov](mailto:Kathy.A.DePaepe@faa.gov).

#### SUPPLEMENTARY INFORMATION:

**OMB Control Number:** 2120-0729.

**Title:** Aircraft Re-Registration and Registration Renewal.

**Form Numbers:** AC Forms 8050-1A and 8050-1B.

**Type of Review:** Renewal of an information collection.

**Background:** The information collected on an Aircraft Re-Registration Application (AC Form 8050-1A) and Aircraft Registration Renewal Application (AC Form 8050-1B) will be used by the FAA to verify and update the aircraft registration information collected for an aircraft when it was first registered.

The updated registration database will then be used by the FAA to monitor and control U.S. airspace and to distribute safety notices and airworthiness directives to aircraft owners. Law enforcement and national security agencies will use the database to support drug interdiction and activities related to national security.

**Respondents:** Approximately 121,660 aircraft owners.

**Frequency:** Information is collected triennially.

**Estimated Average Burden per Response:** 30 minutes.

**Estimated Total Annual Burden:** 60,830 hours.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Kathy DePaepe, Room 126B, Federal Aviation Administration, AES-200, 6500 S. MacArthur Blvd., Oklahoma City, OK 73169.

**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 February 11, 2013.

**Albert R. Spence,**

*FAA Assistant Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. 2013-03554 Filed 2-14-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2013-03]

#### Petition for Exemption; Summary of Petition Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number involved and must be received on or before March 7, 2013.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2012-0706 using any of the following methods:

- **Government-wide rulemaking web site:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- **Mail:** Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.
- **Fax:** Fax comments to the Docket Management Facility at 202-493-2251.
- **Hand Delivery:** Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Privacy:** We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket web site, anyone can find and read the comments received into any of our dockets, including the name of the

individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

**Docket:** To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**

Mark Forseth, ANM–113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057–3356; email [mark.forseth@faa.gov](mailto:mark.forseth@faa.gov), phone (425) 227–2796; or Andrea Copeland, ARM–208, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; email [andrea.copeland@faa.gov](mailto:andrea.copeland@faa.gov), phone (202) 267–8081.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on February 7, 2013.

**Lirio Liu,**

*Director, Office of Rulemaking.*

**Petition For Exemption**

*Docket No.:* FAA–2012–0706.

*Petitioner:* The Boeing Company.

*Section of 14 CFR Affected:*

§ 25.981(a)(3) at Amendment 25–64.

*Description of Relief Sought:*

Exemption from the requirements of fuel-tank structural lightning protection for the fuel tanks on Boeing Model 767–2C airplanes. This is a correction to a prior summary notice, published in the **Federal Register** on October 30, 2012 (77 FR 65763), that incorrectly specified 747–8 airplanes.

[FR Doc. 2013–03402 Filed 2–14–13; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

[Docket No. FHWA–2013–0003]

**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 April 16, 2013.

**ADDRESSES:** You may submit comments identified by DOT Docket ID 2013–0003 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:**

Shane D. Boone, 202–493–3064, Nondestructive Evaluation Research Program, Federal Highway Administration, Department of Transportation, 6300 Georgetown Pike, McLean, VA 22101. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Non-Destructive Inspection Protocol for Reinforced Concrete Highway Barriers and Bridge Railings.

*Background:* Highway barriers and bridge railings serve to prevent errant vehicles from departing the travelway at grade separations. Most bridge railings are made of reinforced concrete. Despite the important role that they play in maintaining safety and their ubiquitous nature, barrier inspection rarely moves beyond visual inspection. In August of 2008, tractor-trailer dislodged a section of barrier on the William Preston Lane, Jr. Memorial Bridge. Portions of the displaced barrier separated and the tractor-trailer fatally departed the bridge. Investigations following the accident identified significant corrosion of the anchor bolts attaching the bridge railing to the bridge deck.

As a result of the information gathered during its investigation of the accident, the National Transportation Safety Board (NTSB) made recommendations to the Federal Highway Administration concerning

Non-Destructive Evaluation of concrete bridge railings. One of these recommendations (H–10–18) is as follows:

Expand the research and development of nondestructive evaluation technologies to develop bridge inspection methods that augment visual inspections; offer reliable measurement techniques; and are practical, both in terms of time and cost, for field inspection work; and promote the use of these technologies by bridge owners.

The barrier on the Preston Lane, Jr. Memorial Bridge was unique in that the anchor bolts connecting the barrier to the deck were exposed. This exposure allowed inspection of the remaining anchor bolts directly using ultrasonic testing. In contrast, most barriers have configurations where the steel anchorage is completely embedded in the deck and barrier. Most reinforced concrete barriers are anchored to the deck of a bridge or retaining wall using reinforcing steel protruding from the main structure or by anchored bars or bolts during retrofits. Corrosion of steel bars or bolts can weaken this attachment and reduce the capacity of the barrier. The most direct damage resulting from corrosion is the reduction of steel diameter and cross-sectional area. Steel corrosion in concrete is caused primarily by two reasons: chloride induced corrosion and carbonation induced corrosion. Barriers are generally located at or very near the gutter-line of a roadway and may have significant long-term exposure to corrosive deicing materials.

It is beyond the capacity of visual inspection to identify and evaluate concrete voids and corrosion of anchorage mechanisms embedded in concrete. A literature review revealed that some promising research has been done using NDE methods to evaluate reinforced concrete and the embedded steel reinforcement.

Effective corrosion detection methods are just one piece of the barrier and railing maintenance puzzle. Identification of when to use advanced NDE tools as well as to what level the capacity is likely impacted by the measured deterioration will be examined as a part of this project. In order to most effectively investigate the correct barrier and railing designs, it was noted that input from the state DOTs was required. Thus, a survey to determine what protocols for design, fabrication, installation, and inspection was created and should be disseminated to the 50 state DOTs and also to the DC and Puerto Rico DOTs.

*Respondents:* All 50 state DOTs and also DC and Puerto Rico DOTs. 52 total.  
*Frequency:* Once.