

Modality of completion	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)
HA-4631	200,000	1	10	33,333

5. *Certification of Low Birth Weight for SSI Eligibility of Funds You Provided to Another and Statement of Funds You Received—20 CFR 416.931, 416.926a(m), and 416.924—0960-0720.* Hospitals and claimants use Form SSA-3380 to provide medical information to

local field offices (FO) and the DDS on behalf of infants with low birth weight. FOs use the form as a protective filing statement and the medical information to make presumptive disability findings, which allow expedited payment to eligible claimants. DDSs use the medical

information to determine disability and continuing disability. The respondents are hospitals and claimants who have information identifying low birth weight babies and their medical conditions.

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

Modality of completion	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)
SSA-3380	28,125	1	15	7,031

6. *Request to Show Cause for Failure to Appear—20 CFR 404.938, 20 CFR 416.1438, and 20 CFR 404.957(a)(ii)—0960-0794.* When claimants who requested a hearing before an ALJ fail to appear at their scheduled hearing, the ALJ may reschedule the hearing if the claimants establish good cause for missing the hearings. To establish good cause, claimants must show one of the following: (1) SSA did not properly

notify the claimant of the hearing, or (2) an unexpected event occurred without sufficient time for the claimant to request a postponement. The claimants can use paper Form HA-L90 to provide their reason for not appearing at their scheduled hearings; or the claimants' representatives can use Electronic Records Express to submit the HA-L90 online. If the ALJ determines the claimants established good cause for

failure to appear at the hearing, the ALJ will schedule a supplemental hearing; if not, the ALJ will make a claims eligibility determination based on the claimants' evidence of record. Respondents are claimants, or their representatives, seeking to establish good cause for failure to appear at a scheduled hearing before an ALJ.

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

Modality of completion	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)
HA-L90 (paper or Electronic Records Express)	40,000	1	10	6,667

Dated: December 2, 2014.

Faye Lipsky,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 2014-28562 Filed 12-4-14; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at Eufaula Municipal Airport, Eufaula, Arkansas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Request to Release Airport Property.

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at Eufaula Municipal Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment

Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before January 5, 2015.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Glenn A Boles, Manager, Federal Aviation Administration, Southwest Region, Airports Division, AR/OK Airports Development Office, ASW-630, Fort Worth, Texas 76137.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to The Honorable Selina Jayne-Dornan, Mayor of Eufaula at the following address: City of Eufaula, Oklahoma, 64 Memorial Drive, Eufaula, OK 74432.

FOR FURTHER INFORMATION CONTACT: Mrs. Kathy Franklin, Program Manager, Federal Aviation Administration, AR/OK Airports Development Office, ASW-630, 2601 Meacham Blvd., Fort Worth, Texas 76137.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release property at the Eufaula Municipal Airport under the provisions of the AIR 21.

On November 18, 2014, the FAA determined that the request to release property at Eufaula Municipal Airport submitted by the City of Eufaula met the procedural requirements of the Federal aviation Regulations, Part 155. The FAA may approve the request, in whole or in part, no later than January, 2015.

The following is a brief overview of the request: The City of Eufaula requests the release of 14.68 acres of airport property valued at \$29,360.00. The release of property will allow for the sale of the property to the Oklahoma Department of Transportation for the development of an industrial facility for maintenance activities. The City of Eufaula will use the \$29,360.00

resulting from the sale to fund construction of a pilots lounge and restrooms which are not presently available at the airport.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Eufaula Municipal Airport.

Issued in Fort Worth, Texas, on November 18, 2014.

Byron K. Huffman,

Acting Manager, Airports Division.

[FR Doc. 2014-28611 Filed 12-4-14; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Amended Waiver for Launch and Mission Risk

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of amended waiver.

SUMMARY: This notice concerns an amendment to a waiver related to the launch and reentry of an Orion Multi-Purpose Crew Vehicle. On March 10, 2014, the FAA issued United Launch Alliance (ULA) and Lockheed Martin (Lockheed) waivers to certain risk requirements of the FAA's regulations. Since that time, changes to the mission's flight plan have increased its risk profile. After analyzing this updated risk profile, the FAA finds that the analysis underlying the original waiver decisions still applies. The FAA, therefore, amends its original waiver to permit launch risk from debris of 217×10^{-6} and total mission risk from debris of up to 218×10^{-6} .

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this waiver, contact Charles P. Brinkman, Aerospace Engineer, AST-200, Office of Commercial Space Transportation (AST), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-7715; email: phil.brinkman@faa.gov. For legal questions concerning this waiver, contact Benjamin Jacobs, Attorney-Advisor, Regulations Division (AGC-210), Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-7240; email: benjamin.jacobs@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

Lockheed and ULA are private commercial space flight companies. Lockheed entered into a contract with the National Aeronautics and Space Administration (NASA) to provide the first orbital flight test for NASA's Orion Multi-Purpose Crew Vehicle (Orion) Program. Lockheed has contracted with ULA to provide launch services for the mission.

The FAA is responsible for licensing, among other things, the launch of a launch vehicle and the reentry of a reentry vehicle, under authority granted to the Secretary of Transportation by 51 U.S.C. Subtitle V, chapter 509 (Chapter 509), and delegated to the FAA's Administrator and Associate Administrator for Commercial Space Transportation.

The mission at issue in this notice is Orion Exploration Flight Test 1, which is scheduled to launch from Cape Canaveral Air Force Station in Florida in early December. The mission tests the Orion Multi-Purpose Crew Vehicle in an un-crewed, limited-capability configuration, and serves as a stepping stone towards a crew-capable vehicle that would enable human exploration missions beyond Earth orbit. The mission is comprised of a launch, which is conducted by ULA, and a reentry, which is conducted by Lockheed. The launch vehicle is ULA's Delta IV Heavy launch vehicle, which consists of a Common Booster Core (CBC) as the first stage with two additional strap-on CBCs and a Delta IV Cryogenic Second Stage (DCSS). The first burn of the DCSS places the Orion and the DCSS in orbit, and a second DCSS burn places the Orion into a highly elliptical, negative-perigee trajectory, to simulate the thermal conditions and high reentry speeds the module would experience returning from missions beyond Earth orbit. After separating from the DCSS, the Orion module reenters over the eastern Pacific Ocean, splashing down 231 nautical miles west of Baja California, Mexico.¹

Section 417.107(b)(1) of Title 14 of the Code of Federal Regulations (14 CFR) prohibits, in relevant part, the launch of a launch vehicle if the expected casualty (E_c) rate for the flight exceeds 30×10^{-6} for impacting inert and explosive debris (debris). Section 435.35 establishes acceptable risk for reentry vehicles, and requires operators to comply with

§§ 431.35(a) and 431.35(b)(1)(i),² which in turn prohibit an E_c for debris in excess of 30×10^{-6} for both launch and reentry combined.

On February 27, 2014, ULA petitioned the FAA for waivers of these provisions because the projected risk from debris during launch was 164×10^{-6} , and the projected risk from debris during reentry was less than 1×10^{-6} —for a total-mission debris risk of approximately 165×10^{-6} . The FAA issued a waiver and, on March 10, 2014, gave notice in the **Federal Register**, *Notice of Waiver*, Mar. 10, 2014 (79 FR 13375). This initial waiver allowed a maximum-allowable E_c value for ULA and Lockheed's proposed mission of 165×10^{-6} ,³ based on the risk increase the launch operators requested.

On November 3, 2014, ULA and Lockheed transmitted to the FAA the mission's final trajectory and an updated risk analysis. Since that time, ULA and Lockheed have continued to submit updated risk information, as it becomes available, to the FAA.

According to these documents, it is necessary for ULA and Lockheed to modify the mission's launch trajectory, for two reasons: To lower the mission's maximum heating temperature constraint, and to adjust the flight azimuth to be the same as what was flown in previous missions. On November 20, 2014, in light of the changed mission trajectory, ULA petitioned for an amendment to its waiver to allow an E_c of 207×10^{-6} for debris from launch. On November 21, 2014, Lockheed petitioned for an amendment to its waiver to allow total mission risk of 208×10^{-6} .

Using ULA's updated trajectory, the FAA calculates the debris-related E_c for failure during the de-orbit burn, after the first 120 seconds, increases to 76×10^{-6} from 53×10^{-6} . In addition, calculations by the FAA and the United States Air Force indicate an increased debris risk, from launch to orbital insertion, of approximately 30×10^{-6} above original estimates. As a result, the FAA calculates that overall launch risk increases from 164×10^{-6} to 217×10^{-6} , and total mission risk increases from 165×10^{-6} to 218×10^{-6} . The FAA believes these risk figures best

² Although the module is a reentry vehicle and not a reusable launch vehicle, 14 CFR 435.33 incorporates and applies § 431.43 to all reentry vehicles.

³ Our March 2014 Notice correctly identified the total mission debris risk as 165×10^{-6} , but when breaking down the sources of that risk, we listed four risk factors adding up to a total of only 164×10^{-6} , 79 FR at 13376. This breakdown mistakenly omitted the debris risk related from controlled disposal of the upper stage, with an E_c of $< 1 \times 10^{-6}$.

¹ We note that, due to the unique characteristics of this mission, FAA regulations require us to account for risks that are typically not included in our § 417.107 analysis—namely, the uncontrolled reentry of an upper stage after orbital insertion.