

FOR FURTHER INFORMATION CONTACT: Mr. Josh Fitzpatrick, Environmental Protection Specialist, FAA Dakota-Minnesota Airports District Office (ADO), 6020 28th Avenue South, Suite 102, Minneapolis, Minnesota, 55450. Telephone number is (612) 253-4639. Copies of the FONSI/ROD and/or Final EA are available upon written request by contacting Mr. Josh Fitzpatrick through the contact information above.

SUPPLEMENTARY INFORMATION: The Final EA evaluated the DYT Obstruction Removal Project. The purpose of the project is to provide a safe airport facility that will meet FAA and MnDOT aeronautics design and operation requirements and safely maintain adequate runways with clear approach surfaces for local, regional, and interregional aviation users.

The FAA and the Duluth Airport Authority (DAA) jointly prepared the Final EA, pursuant to the requirements of the NEPA and the Minnesota Environmental Policy Act, respectively. A joint Federal-State EA was prepared.

Chapter 2 of the Final EA identified and evaluated all reasonable alternatives. Numerous alternatives were considered but eventually discarded for not meeting the purpose and need. Three alternatives (No Action, Alternative 5a Short, and Alternative 13) were examined in detail. After careful analysis and consultation with various resource agencies, the DAA selected Alternative 5a Short as the preferred alternative. Alternative 5a Short satisfies the purpose and need while minimizing impacts.

Alternative 5a Short includes the construction of a rotated and shortened runway. Compared to the existing runway, the new runway would be shortened by 450 feet and rotated five degrees (Runway 32 end) into Superior Bay. The primary surface would be graded and the parallel taxiway reconstructed at a separation of 150 feet. The existing Medium Intensity Runway Lights (MIRLs), Runway End Identifier Lights (REILs), Precision Approach Path Indicators (PAPIs) and Medium Intensity Taxiway Lights (MITLs) would be relocated or replaced. Existing pavements would be removed and previously paved areas would be restored with native vegetation.

Alternative 5a Short includes placing approximately 69,800 cubic yards of soil for runway construction (combined in water and on land), 50,000 cubic yards of surcharge (fill to be placed in order to compact soft soils, and then removed) and 25,000 tons of riprap over a total project area of 29.47 acres. The project will not impact the Scientific Natural Area.

Based on the analysis in the Final EA, the FAA has determined that Alternative 5a Short will not result in significant impacts to resources identified in accordance with FAA Orders 1050.1E and 5054.4B. Therefore, an environmental impact statement will not be prepared.

Issued in Minneapolis, Minnesota, on May 8, 2015.

Christopher Hugunin,

Manager, Dakota-Minnesota Airports District Office, FAA, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Flight Plans

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. Flight plan information is used to govern the flight of aircraft for the protection and identification of aircraft and property and persons on the ground. The use of form 7233-1, FAA Flight Plan, is being removed from this information collection request. Effective October 1, 2015, the civilian burden for all flight plan information, both domestic and international, will be collected via form 7233-4, FAA International Flight Plan. Form 7233-1 will continue to be used by military respondents.

DATES: Written comments should be submitted by August 21, 2015.

ADDRESSES: Send comments to the FAA at the following address: Ronda Thompson, Room 300, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

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.

FOR FURTHER INFORMATION CONTACT: Ronda Thompson at (202) 267-1416, or by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0026.

Title: Flight Plans.

Form Numbers: FAA form 7233-4.

Type of Review: Revision of an information collection.

Background: Title 49 U.S.C., paragraph 40103(b) authorizes regulations governing the flight of aircraft. 14 CFR 91 prescribes requirements for filing domestic and international flight plans. Information is collected to provide services to aircraft inflight and protection of persons/property on the ground.

Respondents: Approximately 300,000 air carriers, operators and pilots.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 1-3 minutes.

Estimated Total Annual Burden: 225,966 hours.

Issued in Washington, DC on June 16, 2015.

Ronda Thompson,

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

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0313]

Parts and Accessories Necessary for Safe Operation; Grant of Exemption for HELP Inc.

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition.

SUMMARY: The Federal Motor Carrier Safety Administration (FMCSA) announces its decision to grant an exemption to HELP, Inc. that will allow the placement of its transponder systems at the bottom of windshields on commercial motor vehicles (CMVs). The Federal Motor Carrier Safety Regulations (FMCSRs) currently require antennas, transponders, and similar devices to be located not more than 6 inches below the upper edge of the windshield, outside the area swept by the windshield wipers, and outside the