

Airworthiness Division, Design Certification Section (AIR-111), 950 L'Enfant Plaza SW., Washington, DC 20024. ATTN: Mr. Graham Long. Telephone (202) 267-1624, fax 202-267-1813, email to: [graham.long@faa.gov](mailto:graham.long@faa.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to the Reauthorization Act of 1966 (110 Stat. 3213) SEC. 1205., *Regulations Affecting Intrastate Aviation in Alaska*, modifying regulations contained in Title 14 of the Code of Federal Regulations, in a manner affecting intrastate aviation in Alaska became law. The Administrator of the Federal Aviation Administration considered the extent to which Alaska is not served by transportation modes other than aviation, established such regulatory distinctions as deemed appropriate.

The Design, Manufacturing and Airworthiness Division (AIR-100) proposes Alaskan Fixed Wing External Loads (FWEL) as a recognized special purpose operation in the restricted category, under Title 14 of the Code of Federal Regulations (14 CFR) § 21.25(b)(7). Alaskan FWEL is the carriage of external loads temporarily attached to small, fixed-wing aircraft operating within the state of Alaska. This approval is issued with the following requirements:

1. Alaskan FWEL must be performed in conjunction with the procedures contained in FAA Notice N8900.272 (or its successor policy).

2. An airplane eligible for the carriage of external loads must:

a. Be a small propeller-driven airplane type-certificated in accordance with 14 CFR part 23 (or its predecessor regulations) in the normal, utility, or acrobatic category, and have a valid airworthiness certificate in that category.

b. Have a maximum certificated takeoff weight of 12,500 pounds or less.

3. The airworthiness limitations issued with the airworthiness certificate must include a requirement for training in the carriage of FWEL. The pilot must have sufficient knowledge of (1) external load attaching methods; (2) the airplane operating limitations issued for the external load operation; and (3) how the external load may affect the flight characteristics of the airplane.

**Note:** *Airplane Handling and Flight Characteristics:* When carrying external loads, aerodynamic forces and the weight of an external load change an airplane's handling and flight characteristics. These forces can negatively affect airplane performance (takeoff, climb, cruise, and landing), airplane stability, flight control effectiveness, vibration, fuel consumption, and engine cooling, among other

characteristics. The operator must take care when selecting and mounting an external load and also exercise prudence to avoid operation outside the airplane's approved weight & balance envelope, and to avoid aerodynamic effects that make operations unsafe.

4. The aircraft must be operated in accordance with the gross weight and flight envelope limitations when in the restricted category.

5. No passengers are permitted on board when in restricted category. All persons onboard must be flight crew members, flight crew member trainees, persons who perform an essential function in connection with the special purpose operation, or persons necessary to accomplish the work activity directly associated with the special purpose operation.

Issued in Washington, DC, on June 30, 2015.

**Susan J.M. Cabler,**

*Acting Manager, Design, Manufacturing and Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2015-16558 Filed 7-6-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Advisory Circular (AC) 20-159, Obtaining Design and Production Approval of Airport Moving Map Display Applications Intended for Electronic Flight Bag Systems**

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

**ACTION:** Notice of intent to cancel AC 20-159, Obtaining Design and Production Approval of Airport Moving Map Display Applications Intended for Electronic Flight Bag Systems.

**SUMMARY:** This notice announces the Federal Aviation Administration's (FAA) intent to cancel AC 20-159. This cancellation will result in no new approval of technical standard order authorizations (TSOA) for an "incomplete system" issued for Technical Standard Order (TSO) C-165, Electronic Map Display Equipment for Graphical Depiction of Aircraft Position. Therefore, the guidance contained in AC 20-159 allowing applicants to obtain a design and production approval using the software and database for an airport moving map display (AMMD) intended for use on a Class 2 electronic flight bag (EFB) for ground operations, will no longer be available. FAA AC 120-76C, Guidelines for the Certification, Airworthiness, and Operational Use of Electronic Flight Bags, dated May 9,

2014, replaces AC 20-159 and provides guidance for applicants seeking authorization to display an own-ship symbol limited to the airport surface as a Type B application for use on any EFB.

**FOR FURTHER INFORMATION CONTACT:** To obtain additional details, please contact: Mr. Brad Miller, AIR-130, Federal Aviation Administration, Aircraft Certification Service, Systems and Equipment Standards Branch, 470 L'Enfant Plaza Suite 4102, Washington, DC 20024, Telephone (202) 267-8533, FAX: (202) 267-267-8589, Email: [brad.miller@faa.gov](mailto:brad.miller@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

In mid-March 2007, the FAA Administrator directed FAA to publish guidance by the end of April 2007 to facilitate the use of an AMMD application on EFBs and to streamline the certification means to deploy this safety enhancement to address airport runway incursions. AC 20-159 provided EFB AMMD applicant guidance to obtain TSO-C165 software-only TSO authorization requiring the need to obtain a design or production approval. However, AC 120-76C later introduced guidance to necessitate only an operator-based evaluation submitted to an FAA inspector for EFB hardware and software application authorization. The FAA envisions all new authorizations for use of AMMD functionality on EFBs be obtained under AC 120-76C as a Type B application.

Issued in Washington, DC, on June 30, 2015.

**Susan J.M. Cabler,**

*Acting Manager, Design, Manufacturing, & Airworthiness Division, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2015-0007-N-18]

#### **Agency Request for Emergency Processing of Collection of Information by the Office of Management and Budget**

**AGENCY:** Federal Railroad Administration (FRA), United States Department of Transportation (USDOT).

**ACTION:** Notice.

**SUMMARY:** FRA hereby gives notice that it is submitting the following Information Collection request (ICR) to

the Office of Management and Budget (OMB) for emergency processing under the Paperwork Reduction Act of 1995. FRA requests that OMB authorize the collection of information identified below seven days after publication of this Notice for a period of 180 days.

**FOR FURTHER INFORMATION CONTACT:** A copy of this individual ICR, with applicable supporting documentation, may be obtained by telephoning FRA's Office of Safety Clearance Officer: Robert Brogan (tel. (202) 493-6292) or FRA's Office of Administration Clearance Officer: Kimberly Toone (tel. (202) 493-6132); these numbers are not toll-free; or by contacting Mr. Brogan via facsimile at (202) 493-6216 or Ms. Toone via facsimile at (202) 493-6497, or via email by contacting Mr. Brogan at *Robert.Broga@dot.gov*; or by contacting Ms. Toone at *Kim.Toone@dot.gov*. Comments and questions about the ICR identified below should be directed to OMB's Office of Information and Regulatory Affairs, Attn: FRA OMB Desk Officer.

**SUPPLEMENTARY INFORMATION:** On Tuesday, May 12, 2015, Amtrak passenger train 188 (Train 188) was traveling timetable east (northbound) from Washington, DC, to New York City. Aboard the train were five Amtrak crew members, three Amtrak employees, and 250 passengers. Train 188 consisted of a locomotive in the lead and seven passenger cars trailing. Shortly after 9:20 p.m., the train derailed while traveling through a curve at Frankford Junction in Philadelphia, Pennsylvania. As a result of the accident, eight persons were killed, and a significant number of persons were seriously injured.

The National Transportation Safety Board (NTSB) has taken the lead role

conducting the investigation of this accident under its legal authority. 49 U.S.C. 1101 *et seq.*; 49 CFR 831.2(b). As is customary, FRA is participating in the NTSB's investigation and also investigating the accident under its own authority. While NTSB has not yet issued any formal findings, the information released to date indicates that train speed was a factor in the derailment. As Train 188 approached the curve from the west, it traveled over a straightaway with a maximum authorized passenger train speed of 80 mph. The maximum authorized passenger train speed for the curve was 50 mph. NTSB determined that the train was traveling approximately 106 mph within the curve's 50-mph speed restriction, exceeding the maximum authorized speed on the straightaway by 26 mph, and 56 mph over railroad's maximum authorized speed for the curve. FRA issued Emergency Order No. 31 (EO 31; 80 FR 30534, May 28, 2015) in response to this derailment. EO 31 requires Amtrak to take prescribed actions to ensure the safe operation of passenger trains on the Northeast Corridor.

In addition to the recent Amtrak passenger train derailment discussed above, in December 2013, a New York State Metropolitan Transportation Authority Metro-North Commuter Railroad Company (Metro-North) train derailed as it approached the Spuyten Duyvil Station in Bronx, New York. The train traveled over a straightaway with a maximum authorized passenger train speed of 70 mph before reaching a sharp curve in the track with a maximum authorized speed of 30 mph. NTSB's investigation of the Metro-North accident determined the train was

traveling approximately 82 mph as it entered the curve's 30-mph speed restriction before derailed. That derailment resulted in four fatalities and at least 61 persons being injured. The Metro-North accident is similar to the recent Amtrak accident in that it involved a serious overspeed event in a sharp curve in the track. As a result of the derailment, FRA issued Emergency Order No. 29 (78 FR 75442, Dec. 11, 2013) requiring Metro-North to take certain actions to control passenger train speeds and also issued Safety Advisory 2013-08 to further enhance safety.

FRA issued Safety Advisory 2015-03 on June 12, 2015 (*see* 80 FR 33585) to stress to passenger railroads and railroads that host passenger service and their employees the importance of compliance with Federal regulations and applicable railroad rules governing applicable passenger train speed limits. This safety advisory makes recommendations to these railroads to ensure that compliance with applicable passenger train speed limits is addressed by appropriate railroad operating policies and procedures and signal systems.

FRA is requesting Emergency processing approval seven days after publication of this **Federal Register** Notice because FRA cannot reasonably comply with normal clearance procedures on account of use of normal clearance procedures is reasonably likely to disrupt the collection of information. The associated collection of information is summarized below.

*Title:* Operational and Signal Modification for Compliance with Maximum Authorized Passenger Train Speeds and Other Speed Restrictions.

*Reporting Burden:*

Safety advisory 2015-03	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
(1) RR Review of Circumstances of the Fatal May 12, 2015, Philadelphia Derailment with their Operating Employees.	28 Railroads .....	28 RR Bulletins ...	8 hours .....	224
(2) RR Survey of their Entire Systems or the Portions on Which Passenger Service is Operated and Identification of Main Track Locations where there is a Reduction of More than 20 mph from the Approach Speed to a Curve or Bridge and the Maximum Authorized Operating Speed for Passenger Trains at the Identified Location.	28 Railroads .....	28 Surveys/Lists ..	40 hours .....	1,120
(3) Communications between Locomotive Engineer and a Second Qualified Crew Member in the Body of the Train at Identified Locations.	28 Railroads .....	2,800 Messages/Communications.	2 minutes .....	93
(4) RR Installation of Additional Wayside Signs throughout Its System or Portions on Which Passenger Service is Operated, with Special Emphasis at Identified Locations.	28 Railroads .....	3,024 Wayside Signs.	15.4839 minutes	780

Form Number(s): N/A.

Respondent Universe: 28 Railroads.

Frequency of Submission: One-time; on occasion.

Total Estimated Responses: 5,880.

*Total Estimated Annual Burden:*  
2,217 hours.

*Status:* Emergency Review.  
Pursuant to 44 U.S.C. 3507(a) and 5 CFR 320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501–3520.

**Rebecca Pennington,**  
*Chief Financial Officer.*

[FR Doc. 2015–16607 Filed 7–6–15; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Pilot Program for Expedited Project Delivery

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Request for Expressions of Interest to Participate.

**SUMMARY:** The Federal Transit Administration (FTA) announces establishment of the Pilot Program for Expedited Project Delivery (Pilot Program) authorized by Section 20008 of the Moving Ahead for Progress in the 21st Century Act (MAP–21), Public Law 112–141, July 6, 2012, and solicits expressions of interest to participate. The Pilot Program is aimed at increasing innovation, improving efficiency and timeliness of project implementation, and encouraging new revenue streams for new fixed guideway projects and core capacity improvement projects. FTA plans to use the lessons learned from the Pilot Program to assist other project sponsors to develop more effective approaches to project planning, project development, finance, design, and construction. Additionally, FTA anticipates that the Pilot Program will help to identify impediments in current laws, regulations, and practices to the greater use of innovative project development and delivery methods or innovative financing arrangements.

Participants selected for the Pilot Program may receive enhanced technical assistance and expedited FTA reviews to speed up planning, development, and delivery of eligible Capital Investment Grant (CIG) program projects and ultimately receive Full Funding Grant Agreements under that program. Should legislation be enacted for the Pilot Program that would allow projects to proceed outside of the normal CIG program processes and

criteria, participants also may be able to receive a Full Funding Grant Agreement under the terms of that legislation. Lastly, participants selected for the Pilot Program also may benefit from technical assistance provided by the Department of Transportation's Build America Transportation Investment Center (BATIC). This announcement is available on the FTA's Web site at: [www.fta.dot.gov](http://www.fta.dot.gov).

**DATES:** Expressions of interest to become one of the three selected participants in the Pilot Program for Expedited Project Delivery must be submitted to FTA by mail, email or facsimile by August 1, 2015. Mail submission must be addressed to the Office of Planning and Environment, Federal Transit Administration, 1200 New Jersey Avenue SE, Room E45–119, Washington, DC 20590 and postmarked no later than August 1, 2015. Email submissions must be sent to [ExpeditedProjectDelivery@fta.dot.gov](mailto:ExpeditedProjectDelivery@fta.dot.gov) by 11:59 p.m. EDT on August 1, 2015. Facsimile submissions must be submitted to the attention of Expedited Project Delivery Pilot Program at 202–493–2478 by 11:59 p.m. EDT on August 1, 2015. If there are insufficient candidate projects that are able to meet the requirements of the Pilot Program, FTA may conduct additional application rounds in the future.

**FOR FURTHER INFORMATION CONTACT:** Brian Jackson, FTA Office of Planning and Environment, telephone (202) 366–8520 or email [Brian.Jackson@dot.gov](mailto:Brian.Jackson@dot.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **1. Background**

Each year FTA, together with its transit industry partners, invests billions of dollars in capital projects designed to improve public transportation by reinvesting in existing assets to expand capacity or by increasing the extent and quality of public transportation service by making new investments. These projects take considerable time to plan, develop, design, approve and deploy. While it is important for FTA to ensure that it selects only well-conceived projects for funding and that they are implemented in the most efficient and effective manner, too long a process delays the delivery of the intended benefits to the riding public.

##### **2. Pilot Program**

Section 20008(b) of MAP–21 establishes a Pilot Program for new fixed guideway or core capacity projects as defined under the Section 5309 Capital Investment Grant (CIG) program that demonstrate innovative project

development and delivery methods or innovative financing arrangements. Section 20008(b) specifies that FTA must select three eligible projects for the Pilot Program: (1) at least one project must request greater than \$100 million in Section 5309 CIG funds; (2) at least one project must request less than \$100 million in CIG funds; and (3) a project that requests any amount of CIG funds. Section 20008(b) requires that the CIG share of the total cost of selected projects must not exceed 50 percent. It also specifies that projects already in receipt of an FFGA are not eligible.

Section 20008(b) requires that project sponsors applying to participate must submit: (1) information identifying the proposed eligible project; (2) a schedule and finance plan for the construction and operation of the project; (3) an analysis of the efficiencies of the proposed project development and delivery methods or innovative financing arrangements for the project; and (4) a certification that the project sponsor's existing public transportation system is in a state of good repair. FTA may not award a full funding grant agreement until after the project sponsor has completed necessary planning activities and the National Environmental Policy Act (NEPA) process, and the recipient has demonstrated the necessary legal, technical, and financial capacity to successfully complete the project.

The law requires participants in the program to develop a Before and After Study Report that describes and analyzes the impacts of the project on public transportation services and ridership, describes and analyzes the consistency of predicted and actual benefits and costs of the innovative project development and delivery or innovative financing, and identifies reasons for any differences between the predicted and actual outcomes. The law requires the project sponsor submit the Before and After Study Report to FTA not later than nine months after the initiation of revenue service of the project.

FTA recently issued Proposed CIG Interim Policy Guidance to fully implement the changes made by MAP–21 to the program, and expects to finalize this guidance shortly, thereby facilitating the implementation of this Pilot Program. At present, there is no separate funding for the Pilot Program. Instead, the projects in the Pilot Program must compete for CIG funding. In addition, the provisions of Section 20008(b) also do not provide for any exemption from the requirements of the CIG program, including the rating and evaluation of projects under the project