

- Role of the human element;
- Noise from commercial shipping and its adverse impacts on marine life;
- Work program of the Committee and subsidiary bodies;
- Application of the Committees' Guidelines;
- Election of the Chairman and Vice-Chairman for 2014.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Ms. Regina Bergner not later than Monday, April 29, 2013, 10 days prior to the meeting. Contact should be made by email at [Regina.R.Bergner@uscg.mil](mailto:Regina.R.Bergner@uscg.mil); by phone at (202) 372-1431; or in writing to Ms. Regina Bergner, Commandant (CG-OES-3), U.S. Coast Guard Headquarters, 2100 2nd Street SW., STOP 7126, Washington, DC 20593-7126. Requests made after April 29, 2013, might not be able to be accommodated. Please note that due to security considerations, two valid government-issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). Public parking is available in the vicinity of the Headquarters building. Additional information regarding this and other IMO SHC public meetings may be found at: [www.uscg.mil/imo](http://www.uscg.mil/imo). Electronic copies of documents associated with the 65th Session of MEPC will be available at the public meeting or by request prior to the meeting. U.S. citizens may request copies of MEPC documents prior to the meeting by contacting Ms. Regina Bergner using the information provided above.

Dated: February 14, 2013.

**Brian W. Robinson,**  
Executive Secretary, Shipping Coordinating Committee.

[FR Doc. 2013-05073 Filed 3-4-13; 8:45 am]

BILLING CODE 4710-09-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Commercial Space Transportation Advisory Committee; Public Teleconference

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

**ACTION:** Notice of Commercial Space Transportation Advisory Committee Teleconference.

**SUMMARY:** Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of two teleconferences of the Systems Working Group of the Commercial Space Transportation Advisory Committee (COMSTAC).

**DATES:** The teleconferences will take place on Thursday, March 21, 2013, and Tuesday, April 16, 2013. Both teleconferences will begin at 1:00 p.m. Eastern Time and will last approximately one hour. The presentation and call-in number will be posted at least one week in advance at <http://www.ast.faa.gov/>.

**FOR FURTHER INFORMATION CONTACT:** Paul Eckert (AST-3), Office of Commercial Space Transportation (AST), 800 Independence Avenue SW., Room 331, Washington, DC 20591, telephone (202) 267-8655; Email [paul.eckert@faa.gov](mailto:paul.eckert@faa.gov). Complete information regarding COMSTAC is available on the FAA Web site at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/advisory\\_committee/](http://www.faa.gov/about/office_org/headquarters_offices/ast/advisory_committee/).

**SUPPLEMENTARY INFORMATION:** The purpose of these two teleconferences is to assist the FAA in its development of guidelines for the safety of occupants of commercial suborbital and orbital spacecraft. In a **Federal Register** notice dated July 30, 2012, the FAA announced its desire to engage with COMSTAC on a periodic basis, approximately once per month, on specific topics. Six teleconferences have been held to date. The two teleconferences announced today are the last two planned until the FAA issues draft guidelines. The topics for the two teleconferences are as follows:

(1) *Medical Best Practices for Crew and Space Flight Participants.* We would like to explore industry views on medical best practices for occupant safety, to include ensuring that safety critical operations personnel and spaceflight participants are physically capable of performing safety critical tasks. We would like to discuss the following questions from a guidance perspective:

a. What is the appropriate level of medical screening for safety critical operations personnel?

b. What is the appropriate level of medical screening for spaceflight participants?

c. Should there be medical criteria for ending a flight early due to crew or spaceflight participant illness or medical emergency?

d. What type of medical kit should be recommended?

e. What type of flight crew medical training should be recommended?

f. How do the answers to these questions depend on whether a flight is sub-orbital or orbital?

(2) *Communications and Commanding Best Practices for Minimum Level of Safety.* To date, communications (voice, telemetry and command) have been an important element in every human spaceflight mission and the FAA would like to explore industry best practices in this area. We will discuss the following questions from a guidance perspective:

a. Should vehicle-to-ground communications be considered a critical function?

b. What would be the appropriate coverage for the different phases of flight (prelaunch, ascent, orbit, entry, post-landing and aborts)?

c. Should ground voice, telemetry, or commanding be allowed to serve as a part of a hazard control?

d. When would intra-vehicle voice communication be recommended?

e. Should a minimum threshold be set for intelligibility level? What would it be?

f. When would ground monitoring of telemetry and ground control be recommended?

g. What should be included in the telemetry, and how often should it update?

h. Should encryption be required for critical commands?

Interested members of the public may submit relevant written statements for the COMSTAC working group members to consider under the advisory process. Statements may concern the issues and agenda items mentioned above or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact Paul Eckert, Designated Federal Officer (the person listed in the **FOR FURTHER INFORMATION CONTACT** section), in writing (mail or email) by March 14, 2013 for the March 21 teleconference, and April 9, 2013 for the April 16 teleconference. This way the information can be made available to COMSTAC members for their review and consideration before each teleconference. Written statements should be supplied in the following formats: one hard copy with original signature or one electronic copy via email.

Individuals who plan to participate and need special assistance should inform the person listed in the **FOR**

**FURTHER INFORMATION CONTACT** section in advance of the meeting.

Issued in Washington, DC, on February 27, 2013.

**George C. Nield,**

*Associate Administrator for Commercial Space Transportation.*

[FR Doc. 2013-05066 Filed 3-4-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA 2013-0058]

#### Agency Information Collection Activities; Extension of a Currently Approved Collection: Driver Qualification Files

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval, and invites public comment. The FMCSA provides an updated estimate of the number of CMV drivers who are required to provide information under the driver qualification (DQ) file regulations, and of the overall information collection burden imposed by those regulations.

**DATES:** We must receive your comments on or before May 6, 2013.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System Number FMCSA 2013-0058 using one of the following methods:

- *Federal eRulemaking Portal:* <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, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, 20590-0001.

- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

- *Instructions:* All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information on the exemption process,

see the *Public Participation* heading below. Note that all comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov), including any personal information provided. Please see the *Privacy Act* heading below.

- *Docket:* For access to the docket to read background documents or comments received, go to [www.regulations.gov](http://www.regulations.gov), and follow the online instructions for accessing the dockets, or go to the street address listed above.

- *Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's (DOT) complete Privacy Act Statement for the Federal Docket Management System published in the **Federal Register** on December 29, 2010 (75 FR 82133).

- *Public Participation:* The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the "help" section of the Federal eRulemaking Portal Web site. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas Yager, Chief, Driver and Carrier Operations Division, Office of Bus and Truck Standards and Operations, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Telephone: 202-366-4325. Email: [MCPSD@dot.gov](mailto:MCPSD@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Motor Carrier Safety Act of 1984 [Pub. L. 98-554, Title II, 98 Stat. 2834 (October 30, 1984)] requires the Secretary of Transportation to issue regulations pertaining to commercial motor vehicle (CMV) safety. These regulations are also issued under the authority provided by 49 U.S.C. 504, 31133, 31136, 31502 and 49 CFR 1.87. Motor carriers must ensure that the drivers they place in interstate commerce are qualified to operate their assigned CMV. Motor carriers must obtain and maintain specified

information concerning the qualifications of the driver to operate a CMV. The information on each CMV driver is maintained in a driver qualification (DQ) file. In some instances, such as during the job application process, the motor carrier must obtain the required information from the CMV driver. Other sections of the DQ file regulations require the motor carrier to contact the driver's State of licensure for a copy of that driver's official driving record. In other cases, such as the background safety investigation of the driver, the motor carrier, with the driver's consent, must contact previous employers of the driver to obtain the required information. The information in a driver's DQ file is not forwarded to the FMCSA. However, the DQ file must be made available to State and Federal safety investigators on demand.

*Title:* Driver Qualification Files.

*OMB Control Number:* 2126-0004.

*Type of Request:* Extension of a currently approved ICR.

*Respondents:* Interstate motor carriers and drivers.

*Estimated Number of Respondents:* 42,567,200.

*Estimated Time per Response:* An average of 28 minutes.

*Expiration Date:* May 31, 2013.

*Frequency of Response:* Most of the responses occur on an infrequent basis, such as when a motor carrier hires a CMV driver, or when a motor carrier conducts the required annual review of the driver's DQ file.

*Estimated Total Annual Burden:* 5,236,866 hours [4,908,333 hours for driver hiring + 237,333 hours for annual review of driver qualifications + 91,200 hours for driver review and rebuttal of safety performance history = 5,236,866]. FMCSA arrives at this estimate by summing the estimated times required for each of 10 regulatory requirements related to the DQ file.

#### Definitions

(1) "Federal Motor Carrier Safety Regulations" (FMCSRs) are parts 350-399 of Title 49 of the Code of Federal Regulations. (2) "Commercial Motor Vehicle" (CMV) is "a self-propelled or towed vehicle used on the highways in interstate commerce to transport passengers or property, if the vehicle—

(A) has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of at least 10,001 pounds, whichever is greater;

(B) Is designed or used to transport more than 8 passengers (including the driver) for compensation;