

Total Estimated Annual Burden: 252 hours.

Dated: December 7, 2005.

Elizabeth A. Davidson,

Reports Clearance Officer, Social Security Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Cargo Restraint Strap Assemblies

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability and request for public comment.

SUMMARY: This notice announces the availability of, and requests comment on draft Technical Standard Order (TSO) C-172, Cargo Restraint Strap Assemblies. This draft TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards (MPS) their Cargo Restraint Strap Assemblies must meet to be identified with the appropriate TSO marking.

DATES: Comments must be received on or before January 27, 2006.

ADDRESSES: Send all comments on this proposed TSO to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch (AIR-120), 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Mr. Jan Risheim. Or, you may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Jan Risheim, AIR-120, Room 815, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Telephone (425) 227-2209, fax (425) 227-1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, in room 815 at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date before issuing the final TSO.

Background

Cargo restraint strap assemblies are generally used to restrain cargo loaded onto pallets for transport in the cargo hold of aircraft. Cargo restraint strap assemblies are available from commercial sources but generally do not carry an FAA design or production approval. This proposed TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards their cargo restraint strap assemblies must first meet in order to obtain approval and be identified with the applicable TSO marking. The TSO marking provides evidence of an FAA design and production approval to the minimum performance standard identified in the proposed TSO.

How To Obtain Copies

You can view or download the draft TSO from its online location at: http://www.faa.gov/aircraft/draft_docs/. At this Web page, select "Technical Standard Orders." At the TSO page, select "Proposed TSOs." For a paper copy, contact the person listed in **FOR FURTHER INFORMATION CONTACT**. Note, SAE International documents are copyrighted and may not be reproduced without the written consent of SAE International. You may purchase copies of SAE International documents from: SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, or directly from their Web site: <http://www.sae.org/>.

Issued in Washington, DC, on December 5, 2005.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-882 (Sub-No. 2X)]

Minnesota Commercial Railway Company—Discontinuance of Trackage Rights Exemption—in Washington County, MN

The Minnesota Commercial Railway Company (MNNR) has filed a verified notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments and Discontinuances of Services* to discontinue trackage rights over a 0.99-mile line of railroad owned by BNSF Railway Company (BNSF) between milepost 11.81 and milepost 12.80, in Stillwater, Washington

County, MN.¹ This line traverses United States Postal Service Zip Code 55082.²

MNNR has certified that: (1) No local traffic has been handled to or from any customer for at least 2 years; (2) no overhead traffic has been handled on the line for at least 2 years and, the line is not capable of handling overhead traffic as it is stub-ended; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on January 12, 2006, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,³ and

¹ MNNR's trackage rights were the subject of an exemption in *Minnesota Commercial Railway, Inc.—Trackage Rights Exemption—Burlington Northern Railroad Company*, Finance Docket No. 31603 ICC served Feb. 26, 1990).

² BNSF received abandonment authority for the 0.99-mile line segment in *The Burlington Northern and Santa Fe Railway Company—Abandonment Exemption—in Washington County, MN*, STB Docket No. AB-6 (Sub-No. 413X) (STB served May 28, 2004). The May 28 notice stated that, if consummation has not been effected by BNSF's filing of a notice of consummation by May 28, 2005, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire. Also, on April 22, 2005, BNSF filed a request to extend the consummation deadline until December 31, 2005, and by decision served May 10, 2005, that deadline was extended until December 31, 2005. In any event, BNSF may not consummate abandonment until MNNR receives authority to discontinue its trackage rights over the line.

³ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.