

of proceeds from the disposal of airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

**DATES:** Comments must be received on or before September 15, 2005.

**ADDRESSES:** Documents are available for review by appointment by contacting Mr. Robert Mezzetti, Airport Manager at Beverly Municipal Airport, 46 L.P. Hendersen Road, Beverly, Massachusetts 01915, Telephone 978-921-6072 or by contacting Donna R. Witte, Federal Aviation Administration, 16 New England Executive Park, Burlington, Massachusetts, Telephone 781-238-7624.

**FOR FURTHER INFORMATION CONTACT:** Donna R. Witte at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803. Telephone 781-238-7624.

**SUPPLEMENTARY INFORMATION:** Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) requires the FAA to provide an opportunity for public notice and comment to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport property for aeronautical purposes.

Issued in Burlington, Massachusetts on July 25, 2005.

**LaVerne F. Reid,**

*Manager, Airports Division, New England Region.*

[FR Doc. 05-16157 Filed 8-15-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance, Southern Illinois Airport, Carbondale-Murphysboro, IL

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

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is giving notice that a portion of the airport property will be exchanged with the Southern Illinois University. A portion of the property to be exchanged (.0254 acre) was originally acquired in fee on July 20, 1948, with partial Federal funding. The remaining property (.7266 acre) was acquired by Southern Illinois Airport Authority (SIAA) on August 16, 2001, in

a previous exchange with the Southern Illinois University (SIU). This release will be an even exchange of land (.752+/-acre) between SIAA and SIU. The Exhibit 'A' Property Line Map (Exhibit 1) and the Airport Layout Plan (Exhibit 2) depicts the exchange.

The University proposes to construct four (4) buildings which will result in the new Transportation Education Center at the airport. The sponsor anticipates greater future opportunities for the airport due to the reputation of the University and its renowned programs. It has been determined that one of the buildings will cause a line-of-site obstruction with the Air Traffic Control Tower if it is built in its proposed location. In order to eliminate the conflict, an even exchange of the property and a different construction location has been proposed.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires that property to be used for an aeronautical purpose.

**DATES:** Comments must be received on or before September 15, 2005.

**FOR FURTHER INFORMATION CONTACT:** E. Lindsay Butler, Program Manager, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone Number 847-294-7723/FAX Number 847-294-7046.

Documents reflecting this FAA action may be reviewed at this same location or at the Southern Illinois Airport, Carbondale-Murphysboro, Illinois.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA intends to authorize the exchange of the subject airport property at Southern Illinois Airport, Carbondale-Murphysboro, Illinois. Approval does not constitute a commitment by the FAA to financially assist in exchange of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. If appropriate, the disposition of proceeds from the exchange of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

Issued in Des Plaines, Illinois on June 10, 2005.

**Larry H. Ladendorf,**

*Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 05-16155 Filed 8-15-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review

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

**ACTION:** Amendment to notice published August 3, 2005, page 44716.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requests (ICR) abstracted below have been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collections. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on April 12, 2005, page 19144. A change has been made to the total estimated burden on the public for this collection.

**DATES:** Comments must be submitted on or before September 15, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

##### Federal Aviation Administration (FAA)

*Title:* Pilot Schools—FAR 141.

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

*OMB Control Number:* 2120-0009.

*Form(s):* FAA Form 8420-8.

*Affected Public:* A total of 546 pilot schools.

*Abstract:* 49 U.S.C. 44707 authorizes certification of civilian schools giving instruction in flying. 14 CFR part 141 prescribes requirements for pilot schools certification. Information collected is used for certification and to determine compliance. The respondents are applicants who wish to be issued pilot school certificates and associated ratings.

*Estimated Annual Burden Hours:* An estimated 29,770 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department,

including whether the information will have practical utility, the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 9, 2005.

Judith D. Street,

FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 05-16156 Filed 8-15-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-22097]

#### Request for Information on New Commercial Vehicle Safety Inspection Concepts

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

**ACTION:** Notice of request for information (RFI).

**SUMMARY:** FMCSA invites comments, suggestions and creative ideas on new operational concepts that will improve commercial vehicle safety inspections through more thorough performance-based inspections. Commercial vehicle roadside safety inspections represent one of the most effective tools for monitoring and regulating the condition of the in-use commercial vehicle fleet, as well as for auditing and enforcing driver and operational-related safety practices, including hours of service, proper driver credentialing, and other safety aspects of commercial vehicle equipment and operations. New technologies such as advanced sensor and on-board diagnostics as well as wireless communications offer the potential for dramatically improving the effectiveness and efficiency of the roadside commercial vehicle safety inspection process. This Request for Information directly supports the Agency's top priority initiative—Comprehensive Safety Analysis 2010, or CSA-2010—which is a top-to-bottom review of how FMCSA can best develop and manage programs that are most effective in improving motor carrier safety.

**DATES:** Send your comments on or before October 17, 2005.

**ADDRESSES:** You may submit comments identified by any of the following methods. Please identify your comments by the FMCSA Docket Number FMCSA-2005-22097.

- Web site: <http://dms.dot.gov>.

Follow instructions for submitting comments to the Docket.

- Fax: (202) 493-2251.

• Mail: U.S. Department of Transportation, Docket Management Facility, 400 Seventh Street, SW., Plaza level, Washington, DC 20590-0001.

• Hand Delivery: Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• Federal eRulemaking Portal: Go <http://regulations.gov>. Follow the on-line instructions for submitting comments.

**Docket:** For access to the Docket Management System (DMS) to read background documents or comments received, go to <http://dms.dot.gov> at any time or to the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The DMS is available electronically 24 hours each day, 365 days each year. If you want notification of receipt of your comments, please include a self-addressed, stamped envelope, or postcard or print the acknowledgement page that appears after submitting comments on-line.

**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 DOT's complete Privacy Act Statement in the **Federal Register** on April 11, 2000 (65 FR 19477) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Jeff Loftus, Federal Motor Carrier Safety Administration, Office of Research and Technology at (202) 385-2363 [jeff.loftus@fmcsa.dot.gov](mailto:jeff.loftus@fmcsa.dot.gov). Office hours are from 9 a.m. to 5 p.m. e.s.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Background

Statistics show there are 8 million trucks and buses that travel 208 billion miles on our nation's highways each year, and commercial vehicle miles traveled are forecasted to grow approximately 2 percent annually. In addition, truck traffic will increase

approximately 25 percent over the next 10 years. Therefore, the need for developing new innovative inspection concepts-of-operation that leverage new technologies, result in more thorough performance-based inspections, and improve cost effectiveness is a high priority for FMCSA.

Commercial vehicle roadside safety inspections, targeted to higher risk carriers (as determined by prior roadside inspection and crash history), and conducted annually by 10,000 roadside safety inspectors, uncover some type of violation related to the vehicle condition, driver credentials, or hours of service in well over 80% of all inspections. In 2004, the approximately 3 million roadside safety inspections resulted in 1 million out-of-service violations and 7.2 million total violations.

FMCSA is attempting to develop feasible operational concepts for partially or fully automating the commercial vehicle inspection process. Greater automation has the potential to improve the quality of inspections, increase the number of vehicles screened and inspected, and/or enable faster inspections, resulting in improved effectiveness, efficiency, and most of all safety.

Under the current safety inspection process, vehicle and driver inspections are delineated by different "levels". The North American Standard Driver/Vehicle Inspection or "Level 1" inspection involves all driver documentation and a complete vehicle inspection. The time taken for a Level 1 inspection is typically about 30-40 minutes, so improving the speed with which inspections are performed would be a benefit to carriers in terms of their operational efficiency.

There are 5 additional inspection levels. A Level 2 inspection, called a "Walkaround Driver/Vehicle Inspection," is the same as a Level 1, except there is no checking under the vehicle. A Level 3 inspection, called a "Driver Only Inspection," involves only a review of driver documentation and carrier credentials. A Level 4 inspection, called a "Special Study," can involve any aspect of the inspection process and is usually done for data-gathering purposes. A Level 5 inspection, called a "Vehicle Only Inspection," includes only the vehicle portion of a Level 1 inspection (conducted without a driver present). Finally, a Level 6 inspection, called "Enhanced Radioactive Inspection," is the most comprehensive inspection of all due to the hazardous material in the cargo.

In addition, the Federal Highway Administration's (FHWA) Office of