

*Parties:* Members of the International Air Transport Association.

*Subject:* TC3 Japan, Korea-South East Asia except between Korea (Rep. of) and Guam, Northern Mariana Islands Singapore, 21 November–30 November 2005

*Intended effective date:* 1 April 2006 (Memo 0919)

*Minutes:* TC3 Japan-Korea Singapore, 21 November–30 November 2005 (Memo 0943)

*Fares:* TC3 Japan-Korea Singapore, 21 November–30 November 2005 Specified fare tables

*Intended effective date:* 1 April 2006 (Memo 0384).

**Renee V. Wright,**

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. E6–2540 Filed 2–22–06; 8:45 am]

**BILLING CODE 4910–62–P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) during the Week Ending February 3, 2006

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (*See* 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions To Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST–2006–23863

*Date Filed:* February 3, 2006.

*Due Date for Answers, Conforming Applications, or Motion To Modify Scope:* February 24, 2006.

*Description:* Application of Luzair-Transportes Aereos, S.A. requesting a foreign air carrier permit authorizing it to engage in charter foreign air transportation of persons, property and mail between a point or points in Portugal and a point or points in the United States and between points in the United States and points in third countries as authorized by and in accordance with the provisions of the "Open Skies" Air Transport agreement

entered into by the Governments of Portugal and the United States.

**Renee V. Wright,**

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. E6–2539 Filed 2–22–06; 8:45 am]

**BILLING CODE 4910–62–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration (FAA)

#### Notice of Opportunity for Public Comment on Surplus Property Release at Craig Field Airport, Selma, AL

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

**ACTION:** Notice of intent to rule on land release request.

**SUMMARY:** Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the Craig Field Airport and Industrial Authority to waive the requirement that a 0.93-acre parcel of surplus property, located at the Craig Field Airport, be used for aeronautical purposes.

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

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208–2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Menzo W. Driskell, Executive Director of the Craig Field Airport and Industrial Authority at the following address: Craig Field and Industrial Authority, 48 Fifth Street; Craig Field Industrial Park, Selma, AL 36701.

**FOR FURTHER INFORMATION CONTACT:** Mr. Roderick T. Nicholson, Program Manager, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208–2307, (601) 664–9884. The land release request may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA is reviewing a request by the Craig Field Airport and Industrial Authority to release 0.93 acres of surplus property at the Craig Field Airport. The property will be purchased by the Alabama Power Company, which is a public utility company. The property is currently agricultural. The net proceeds from the sale of this property will be used for airport purposes.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT.**

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the City of Selma.

Issued in Jackson, Mississippi on February 15, 2006.

**Rans D. Black,**

*Manager, Jackson Airports District Office, Southern Region.*

[FR Doc. 06–1643 Filed 2–22–06; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

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

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describes the nature of the information collections and their expected burdens. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on December 14, 2005 (70 FR 74103).

**DATES:** Comments must be submitted on or before March 27, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS–21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493–6292), or Mr. Victor Angelo, Office of Information Technology and Productivity Improvement, RAD–20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493–6470). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Public Law 104–13, section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501–3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue

two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On December 14, 2005, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 70 FR 74103. FRA received two comments in response to this notice. Both parties commenting expressed their support for the information collection activities associated with the requirements of FRA's accident/incident regulation.

In the first comment, the Chief Statistician of the U.S. Department of Commerce's Bureau of Economic Analysis (BEA), Dennis Fixler, remarked:

The Bureau of Economic Analysis (BEA) strongly supports the continued collection of data by the Federal Railroad Administration on the Accident/Incident Reporting and Recordkeeping forms. The data collected on these forms are crucial to key components of BEA's economic statistics. BEA uses data collected on these forms to prepare estimates of the employee compensation component of national income and State personal income. Specifically, data on the number of employee injuries and deaths from forms F 6180.55 and F 6180.55a, Railroad Injury and Illness Summary, are used to prepare estimates of workers' compensation for the railroad industry. These same data by State are used to prepare estimates of workers' compensation for the railroad industry by State.

In the second comment, the Vice President of the Brotherhood of Locomotive Engineers and Trainmen (BLET), Raymond Holmes, stated his organization's support for the collection of information and requested the revision of certain accident/incident forms to collect additional information. He observed:

BLET supports the full range of information collection encompassed under OMB Control Number 2130-0500. However, BLET believes the revision of certain of FRA's forms to require railroads to provide additional information already in their possession will enhance the safety data available to FRA and facilitate more precise analyses of trends in the industry. Specifically, BLET is concerned that exclusive reliance on mileage-based data in developing accident/incident and injury casualty rates already has compromised the quality of analysis of switching operations. Furthermore, \* \* \* the narrow focus on mileage-based data also may infect data analysis for other freight operations in the future, because mileage-based measures fail to reflect the ongoing evolution of remote control locomotive operations ("RCL") throughout the American railroad industry.

Mr. Holmes further noted that " \* \* \* on the FRA form that captures

operational data and accident/incident counts for the reporting month, Form F 6180.55, only mileage data—and not labor hour data—is required to be broken down by subcategory." He added:

\* \* \* it is now long overdue that FRA broaden its information collection to require railroads to report the number of employee hours spent in each of the various classes of service (*i.e.*, road, yard, passenger, other), just as they currently report miles in each of these classes. Contemporary industry computer systems, which typically track both pay and hours of service, already capture this data, and the information should be easily retrievable.

Mr. Holmes comments—on behalf of the BLET—touch an area that has been a cause of concern for sometime for FRA. FRA believes that very important issues have been raised in BLET's comments. FRA strives to obtain the most accurate possible data so that it has a clear and complete picture of what is happening in the rail industry on both a current and historical basis. Accurate data are essential in developing and implementing an effective comprehensive rail safety program throughout the country. In the agency's view, the issues raised by BLET need to be looked into carefully. FRA would like to examine these issues by initiating an independent study sometime this year, budget permitting. Such a study raises procurement as well as budget issues that will need to be addressed. Also, there will be cooperation issues, and FRA will need to ensure full cooperation with any contractor chosen for such an important study. If funding for this study can not be found in this year's budget, then FRA will attempt to obtain such funding in next year's budget. Once the independent study is completed, FRA will be able to determine any needed changes.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5

CFR 1320.12(c); see also 60 FR 44983, Aug. 29, 1995.

The summaries below describes the nature of the information collection requirements (ICRs) and the expected burden. The proposed requirements are being submitted for clearance by OMB as required by the PRA.

*Title:* Accident/Incident Reporting and Recordkeeping.

*OMB Control Number:* 2130-0500.

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

*Affected Public:* Railroads.

*Form(s):* FRA F 6180.54/55/55A/56/57/78/81/97/98/99/107.

*Abstract:* The collection of information is due to the railroad accident reporting regulations set forth in 49 CFR Part 225 which require railroads to submit monthly reports summarizing collisions, derailments, and certain other accidents/incidents involving damages above a periodically revised dollar threshold, as well as certain injuries to passengers, employees, and other persons on railroad property. Because the reporting requirements and the information needed regarding each category of accident/incident are unique, a different form is used for each category.

*Annual Estimated Burden Hours:* 46,021 hours.

**ADDRESSES:** Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC, 20503, Attention: FRA Desk Officer.

*Comments are invited on the following:* Whether the proposed collections of information are 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 estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501-3520.

Issued in Washington, DC on February 16, 2006.

**D.J. Stadler,**

*Director, Office of Budget, Federal Railroad Administration.*

[FR Doc. E6-2547 Filed 2-22-06; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

#### Quantum Engineering, Inc.

##### (Waiver Petition Docket Number FRA-2006-23751)

Quantum Engineering, Inc. (Quantum), seeks a waiver of compliance with the requirements of 49 CFR, 221.13(d), *Rear End Marking Devices*, published January 11, 1977, and 49 CFR, 232.403(g)(2), *End-of Train Devices*, published January 17, 2001. Specifically, § 221.13(d) requires: "The centroid of the marking device must be located at a minimum of 48 inches above the top of the rail." And, § 232.403(g)(2) requires: "If power is supplied by one or more batteries, the operating life shall be a minimum of 36 hours at 0 °C." Quantum seeks to reduce the specified battery capacity by eliminating one of the two batteries from their end-of-train device. According to Quantum, their end-of-train device includes both an air turbine powered alternator (which has been in service for several years), and two batteries. Both the batteries and the alternator are continuously connected to provide power to the device and by removing one of the two batteries, the weight of the device could be substantially reduced. The remaining battery, which is charged by the alternator during normal operations, would provide power for approximately 18 hours in cases where the alternator would not be able to function such as during switching operations when train line brake pressure is cut out. Quantum's test data indicates that the end-of-train device will operate for

approximately 18 hours with only one battery after loss of train line air.

Quantum also seeks relief from the regulatory requirement that the centroid of the marking device be located at a minimum of 48 inches above the top of the rail. Quantum states that with the coupler attachment mechanism approximately 36 inches above the rail, the 48 inch regulatory requirement requires designing the device to be at least 12 inches higher than necessary and that 12 inches is marginal at best in providing greater sight distance but introduces a substantial mechanical moment in a high G force area promoting fatigue of components. A marker minimum height of 36 inches would allow the device to be more compact with a center of gravity closer to the coupler mounting mechanism and allow a further reduction in the weight of the device. Therefore, Quantum is requesting a waiver to allow a marker height at a minimum of 36 inches above the top of the rail.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (FRA-2006-23751) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

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** published on April 11, 2000 (Volume

65, Number 70; Pages 19477-78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on February 14, 2006.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. E6-2552 Filed 2-22-06; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket No. FRA-2006-23707]

*Applicant:* Norfolk Southern Corporation, Mr. Brian L. Sykes, Chief Engineer, C&S Engineering, 99 Spring Street, SW., Atlanta, Georgia 30303.

Norfolk Southern Corporation seeks approval of the proposed modification of the traffic control system, on Main Track No. 2, at Control Point Southern Avenue, milepost -654.6, on the Lake Division, Columbus District, near Chillicothe, Ohio. The proposed changes consist of the conversion of the power-operated switch to a hand-operated switch, equipped with an electric lock, and the discontinuance and removal of the three associated controlled signals.

The reason given for the proposed changes is the elimination of facilities no longer needed for present day operation. An electrically locked hand-operated switch, would better serve the minimum use the turnout currently receives.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket