for a variance, and what deviation is necessary. Once a NPDES or sludge-only permit is issued, a facility is subject to the permit limits and conditions for the life of the permit. However, events may occur during this period that would render the permit limits or conditions inappropriate. Responding to such events may require a modification of the NPDES or sewage sludge management permit conditions. The causes that can lead to permit modifications are established in 40 CFR 122.62 and 122.63. The regulations specify information a facility must report in order for EPA to determine whether a permit modification is warranted. Each provision requires similar information.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 23 hours per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements which have subsequently changed; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

The ICR provides a detailed explanation of the Agency's estimate, which is only briefly summarized here:

Estimated total number of potential respondents: 13,137.

Frequency of response: On occasion.

Estimated total average number of responses for each respondent: Varies.

Estimated total annual burden hours: 303,997 hours.

Estimated total annual costs: $10,952,021. This includes an estimated burden cost of $10,952,021 and an estimated cost of $0 for capital investment or maintenance and operational costs.

Docket ID No. EPA–HQ–OW–2006–0139

Affected entities: Entities potentially affected by this action are States, Territories, and American Indian Tribal Entities.

Title: NPDES and Sewage Sludge Management State Programs.

ICR numbers: EPA ICR No. 0168.09, OMB Control No. 2040–0057.

ICR status: This ICR is currently scheduled to expire on November 30, 2006. An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations in title 40 of the CFR, after appearing in the **Federal Register** when approved, are listed in 40 CFR Part 9, and displayed either by publication in the **Federal Register** or by other appropriate means, such as on the related collection instrument or form, if applicable. The display of OMB control numbers in certain EPA regulations is consolidated in 40 CFR Part 9.

Abstract: This ICR estimates the burden and costs associated with NPDES and Sewage Sludge Management State Programs. Under the NPDES program, States, Federally Recognized Indian Tribes, and U.S. Territories, hereafter referred to as States, may acquire the authority to issue permits. These governments have the option of acquiring authority to issue general permits (permits that cover a category or categories of similar discharges). States with existing NPDES programs must submit requests for program modifications to add pretreatment, Federal facilities, or general permit authority. In addition, as Federal statutes and regulations are modified, States must submit program modifications to ensure that their program continues to meet Federal requirements. States have the option of obtaining a sludge management program. This program may be a component of a State NPDES Program, or it may be administered by a separate program.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 50.3 hours per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements which have subsequently changed; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

The ICR provides a detailed explanation of the Agency's estimate, which is only briefly summarized here:

Estimated total number of potential respondents: 613.

Frequency of response: Semi-annually, quarterly, on occasion, every five years, on-going.

Estimated total average number of responses for each respondent: Varies.

Estimated total annual burden hours: 966,966 hours.

Estimated total annual costs: $30,169,349. This includes an estimated burden cost of $30,169,349 and an estimated cost of $0 for capital investment or maintenance and operational costs.

Dated: February 28, 2006.

James A. Hanlon,

Director, Office of Wastewater Management.

[FR Doc. E6–3153 Filed 3–6–06; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–8041–3]

Control of Emissions From New and In-Use Highway Vehicles and Engines: Approval of New Scheduled Maintenance for Diesel Particulate Filters in Certain Applications

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: This notice announces that EPA has established a minimum interval of 80,000 miles (or 2400 hours) for the scheduled maintenance (cleaning) of diesel particulate filters used in some space-constrained truck applications. This minimum interval applies for model years 2007–2009. Diesel particulate filter cleaning is considered critical emission-related maintenance.

FOR FURTHER INFORMATION CONTACT: David Dickinson, Compliance and Innovative Strategies Division, U.S. Environmental Protection Agency, Ariel Rios Building (6405J), 1200 Pennsylvania Avenue, NW., Washington, DC 20460. Telephone: (202) 343–9256. E-mail address: *dickinson.david@epa.gov.*

SUPPLEMENTARY INFORMATION: The Agency adopted new emission standards for heavy-duty diesel engines (HDDEs) in 2001 (66 FR 5002; January 18, 2001). These standards will result in the introduction of new highly-effective

control technologies, beginning with a phase-in over the 2007–09 model years. We expect that diesel particulate filters (DPFs), also called particulate traps, will be used to meet the new standards on HDDEs beginning in 2007.

The Agency has received information from two heavy-duty engine manufacturers, Caterpillar, Inc. and DaimlerChrysler, indicating that it is technologically necessary to perform the cleaning of uncombusted deposits from DPFs in certain space-constrained truck applications more frequently than at the minimum maintenance interval prescribed for this activity in 40 CFR 86.004–25(b)(4)(iii). These applications use engines in the medium- and heavy-heavy-duty service classes. One reason this minimum interval is included in the regulations is to ensure that the control of emissions in use is not compromised by a manufacturer's overly frequent scheduling of emission-related maintenance. However, § 86.094–25(b)(7)(ii) provides a process by which a manufacturer may request EPA approval of new scheduled maintenance, provided that such requests include supporting data and other substantiation for the recommended maintenance category (emission-related or non-emission-related, critical or non-critical) and for the interval suggested for emission-related maintenance.

The information received from the manufacturers pertains to the technologically necessary maintenance interval only and not to the appropriate maintenance category for DPF cleaning. The Agency has already determined that DPFs (particulate traps) are critical emission-related components (*see* § 86.004–25(b)(6)(i)(G)). Based on our review of the manufacturers' data, we have established a technologically necessary minimum maintenance interval of 80,000 miles (or 2400 hours) for DPF cleaning on a number of specialty vehicle applications, primarily in the medium-heavy-duty service class. None of these are applications with high sales volumes such as line-haul trucks or heavy-duty pick-up trucks.

The truck applications covered by this notice are those in which the application's purpose imposes severe space constraints on the situating of exhaust system components. The DPF units being designed for use in 2007 vehicles are somewhat larger than the mufflers that they replace, and are sized such that they include sufficient excess filter volume to store the uncombustible ash that normally accumulates between cleanings. There are steps a manufacturer can take to minimize the DPF volume needed for ash build-up, such as through redesigning the engine to burn less lubricating oil, which in turn lowers the oil-derived ash accumulation rate. Our review of the information provided by the manufacturers indicates that they have taken reasonable steps to limit ash build-up through such means, but that the resulting filter volumes are still too large to fit in the space available. However, a modest decrease in the filter volume reserved for ash build-up, made possible through the more frequent scheduling of routine cleaning, results in a DPF small enough to fit in these applications.

Based on a review of the information provided by the manufacturers, we have concluded that the following truck applications have space constraints that warrant this shorter minimum allowable maintenance interval:

- Beverage truck;
- Maintenance truck with integral tool boxes;
- Garbage collection truck with hydraulic packing or picking apparatus;
- Fire truck;
- Airport refueler truck with exhaust directed toward the front of the truck;
- Utility truck with integral tool boxes and outrigger apparatus;
- Snow plow with under-chassis plow;
- Dump truck;
- Concrete mixer truck;
- Car hauler with integral open racks;
- Street sweeper;
- Armored car;
- Day cab truck (only those for which the entire DPF is located in front of the vertical plane established by the back side of the cab, and which furthermore do not have a rear seat).

Any manufacturer of engines used in applications on this list could make use of this provision. This minimum interval applies only to vehicles with engines in the medium- and heavy-HDDE service classes (that is, with gross vehicle weight ratings above 19,500 lbs); no information was provided establishing such a need in the light-HDDE service class. The functional needs of the applications in this list typically preclude the routing of exhaust systems in a vertical stack or in the space behind the cab outside the frame rails. However, if any model year 2007–09 trucks in this list are in fact designed with a DPF mounted in a vertical stack or in the space behind the cab outside the frame rails, they will not be eligible for the 80,000 mile minimum interval because no case has been established for space limitations in such designs. Also, if an engine family is used in multiple truck applications, some of which are not included in the above list, the engines used in ''non-listed'' applications are not eligible for the 80,000 mile minimum interval. For these engines the manufacturer must provide the owners with proper maintenance instructions that specify the applicable interval, as required under § 86.087–38.

In addition, to make use of this 80,000 mile minimum maintenance interval, manufacturers must indicate their intention in the applications for certification. They must also state their intent to help ensure that the smaller DPFs will only be installed in the approved truck applications, and must show the reasonable likelihood of the maintenance being performed in use as required under CFR § 86.004–25(b)(6), with consideration given to the shorter specified maintenance interval.

Although the 80,000 mile interval is significantly shorter than the nominal 150,000 mile interval that would otherwise apply, there are a number of factors helping to provide confidence that this maintenance is as likely to be properly performed on schedule. First, the covered vehicle applications are commercial in nature. In general, routine maintenance on commercial vehicles is more likely to be performed on schedule to avoid the costly job delays, customer dissatisfaction, workforce idling, and emergency repairs arising from component failures in the field, and also of course to avoid jeopardizing warranty coverage. Second, many of these vehicles are not typically driven over large distances during the course of a year. As a result, filter cleaning at 80,000 mile (or 2400 hour) intervals is not likely to be so frequent as to irritate vehicle operators or hamper them from accomplishing their daily tasks, which might in turn cause them to neglect the needed cleaning. Third, the continued build-up of ash from a lack of cleaning would increase engine backpressure, resulting in loss of power, poor fuel economy, and eventually vehicle stalling. Commercial vehicle drivers and maintenance technicians are likely to be well aware of these serious consequences from neglected maintenance. Fourth, we expect that most or all manufacturers will provide a visible signal or some similar indication to inform a driver of the need for filter cleaning, thus reducing reliance on manual tracking of vehicle mileage to provide the needed reminder that maintenance is due. Finally, DPF cleaning is covered under the ''critical emission-related components'' provision of 40 CFR 86.004–25(b)(6). Thus, manufacturers are ''required to show the reasonable likelihood of such maintenance being performed in use.'' A

number of means are available to make this showing, including the visible signal indication mentioned above.

We are limiting this determination to the 2007–2009 model years for two reasons. First, we believe that the problem of redesigning the covered vehicles to accommodate DPFs, though a matter of technological necessity, arises largely from the time remaining before 2007, which precludes manufacturers performing an extensive redesign of these space-constrained vehicles to accommodate the DPFs. Given more time, the somewhat larger DPFs needed to achieve 150,000 mile cleaning intervals could be accommodated in vehicle designs without compromising mission objectives.

Second, the compliance strategies being chosen by the engine manufacturers generally entail a two step approach to meeting the new NO_X standards, such that NO_X aftertreatment devices will not be employed until 2010, and engine/vehicle designs will remain stable through the 2007–2009 phase-in period. Although the technology choices for 2010 NO_X control have not yet been made, we think it likely that new exhaust system space requirements will be added to those entailed by the use of DPFs in 2007. Given that three additional years of leadtime are available before 2010, and that adjusting the DPF cleaning interval can contribute, at best, only modest relief to these space constraint problems, we expect manufacturers to rely on broader vehicle redesigns rather than on shorter cleaning intervals to resolve any such problems. Should that process identify applications in which shorter DPF cleaning intervals are still technologically necessary for 2010 and later heavy-duty vehicles, we would expect manufacturers to take this up with us in a timely manner.

Dated: February 27, 2006.

William L. Wehrum,

Acting Assistant Administrator, Office of Air and Radiation.

[FR Doc. E6–3146 Filed 3–6–06; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–8041–1]

Good Neighbor Environmental Board

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of meeting.

SUMMARY: Under the Federal Advisory Committee Act, P.L. 92463, EPA gives notice of a meeting of the Good Neighbor Environmental Board. The Board meets three times each calendar year at different locations along the U.S.-Mexico border and in Washington, DC. It was created by the Enterprise for the Americas Initiative Act of 1992. An Executive Order delegates implementing authority to the Administrator of EPA. The Board is responsible for providing advice to the President and the Congress on environmental and infrastructure issues and needs within the States contiguous to Mexico in order to improve the quality of life of persons residing on the United States side of the border. The statute calls for the Board to have representatives from U.S. Government agencies; the governments of the States of Arizona, California, New Mexico and Texas; and private organizations with expertise on environmental and infrastructure problems along the southwest border. The purpose of the meeting is to discuss the recommendations of the Board's 9th Report on Air Quality and Transportation and Cultural and Natural Resources. The Board will also hear from speakers about the topic of its next report: Balancing Border Security and Environmental Protection. A copy of the meeting agenda will be posted at *http://www.epa.gov/ocem/gneb.*

DATES: The Good Neighbor Environmental Board will hold an open meeting on Tuesday, March 14, from 9 a.m. (registration at 8:30 a.m.) to 5:30 p.m.

ADDRESSES: The meeting will be held at the Doubletree Hotel, Terrace Ballroom, 1515 Rhode Island Avenue, NW., Washington, DC. Telephone: 202–232–7000. The meeting is open to the public, with limited seating on a first-come, first-served basis.

FOR FURTHER INFORMATION CONTACT: Elaine Koerner, Designated Federal Officer, *koerner.elaine@epa.gov,* 202–233–0069, U.S. EPA, Office of Cooperative Environmental Management (1601E), 1200 Pennsylvania Avenue, NW., Washington, DC 20460.

SUPPLEMENTARY INFORMATION: Requests to make brief oral comments or provide written statements to the Board should be sent to Elaine Koerner, Designated Federal Officer, at the contact information above.

Meeting Access: For information on access or services for individuals with disabilities, please contact Elaine Koerner at 202–233–0069 or *koerner.elaine@epa.gov.* To request accommodation of a disability, please contact Elaine Koerner, preferably at least 10 days prior to the meeting, to give EPA as much time as possible to process your request.

Dated: February 22, 2006.

Elaine Koerner,

Designated Federal Officer.

[FR Doc. E6–3152 Filed 3–6–06; 8:45 am]

BILLING CODE 6560–50–P

FEDERAL COMMUNICATIONS COMMISSION

[CC Docket No. 92–237; DA 06–354]

Next Meeting of the North American Numbering Council

AGENCY: Federal Communications Commission.

ACTION: Notice.

SUMMARY: On March 2, 2006, the Commission released a public notice announcing the March 14, 2006 meeting and agenda of the North American Numbering Council (NANC). The intended effect of this action is to make the public aware of the NANC's next meeting and agenda. (This notice is not being published in the **Federal Register** at least 15 days prior to the meeting due to the press of other business).

DATES: Tuesday, March 14, 2006, 9:30 a.m.

ADDRESSES: Telecommunications Access Policy Division, Wireline Competition Bureau, Federal Communications Commission, Portals II, 445 Twelfth Street, SW., Suite 5–A420, Washington, DC 20554. Requests to make an oral statement or provide written comments to the NANC should be sent to Deborah Blue.

FOR FURTHER INFORMATION CONTACT: Deborah Blue, Special Assistant to the Designated Federal Officer (DFO) at (202) 418–1466 or *Deborah.Blue@fcc.gov.* The fax number is: (202) 418–2345. The TTY number is: (202) 418–0484.

SUPPLEMENTARY INFORMATION: Released: March 2, 2006. The North American Numbering Council (NANC) has scheduled a meeting to be held Tuesday, March 14, 2006, from 9:30 a.m. until 5 p.m. The meeting will be held at the Federal Communications Commission, Portals II, 445 Twelfth Street, SW., Room TW–C305, Washington, DC. This meeting is open to members of the general public. The FCC will attempt to accommodate as many participants as possible. The public may submit written statements to the NANC, which must be received two business days before the meeting. In addition, oral statements at the meeting by parties or entities not represented on