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Mr. Jerry Cartwright, State Director, University of West Florida, 401 East Chase Street, Suite 100, Pensacola, FL 32502, (850) 473-7800.

Mr. Allan Adams, Acting State Director, University of Georgia, 1180 East Broad Street, Athens, GA 30602, (706) 542-6762.

Mr. Sam Males, State Director, University of Nevada/Reno, College of Business Administration, Room 411, Reno, NV 89557-0100, (775) 784-1717.

Ms. Debbie Bishop Trocha, State Director, Economic Development Council, One North Capitol, Suite 900, Indianapolis, IN 46204, (317) 234-2086.

Mr. Darryl Mleynek, State Director, University of Hawaii/Hilo, 308 Kamehameha Avenue, Suite 201, Hilo, HI 96720, (808) 974-7515.

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Ms. Mary Collins, State Director, University of New Hampshire, 108 McConnell Hall, Durham, NH 03824, (603) 862-4879.

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Mr. John Hemmingstad, State Director, University of South Dakota, 414 East Clark Street, Patterson Hall, Vermillion, SD 57069, (605) 677-6256.

Mr. Brett Rogers, State Director, Washington State University, 534 East Trent Avenue, Spokane, WA 99210-1495, (509) 358-7765.

Mr. Casey Jeszenka, SBDC Director, University of Guam, P.O. Box 5061—U.O.G. Station, Mangilao, GU 96923, (671) 735-2590.

Ms. Erica Kauten, State Director, University of Wisconsin, 432 North Lake Street, Room 423, Madison, WI 53706, (608) 263-7794.

Mr. Greg Higgins, State Director, University of Pennsylvania, The Wharton School, 423 Vance Hall, Philadelphia, PA 19104, (215) 898-1219.

Ms. Vi Pham, Region Director, California State University, Fullerton,

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Mr. Chris Rosander, Region Director, University of California, Merced, 550 East Shaw, Suite 105A, Fresno, CA 93710, (559) 241-6590.

Ms. Adrianna Dawson, Acting State Director, Bryant College, 1150 Douglas Pike, Smithfield, RI 02917, (401) 232-6923.

Ms. Debbie Trujillo, Region Director, Southwestern Community College District, 900 Otey Lakes Road, Chula Vista, CA 91910, (619) 482-6388.

Mr. Dan Ripke, Region Director, California State University, Chico Research Foundation, Chico, CA 95929-0765, (530) 898-4598.

FOR FURTHER INFORMATION CONTACT:

Antonio Doss, Associate Administrator for SBDCs, U.S. Small Business Administration, 409 Third Street, SW., Sixth Floor, Washington, DC 20416.

SUPPLEMENTARY INFORMATION:

Description of the SBDC Program

A partnership exists between SBA and an SBDC. SBDCs offer training, counseling and other business development assistance to small businesses. Each SBDC provides services under a negotiated Cooperative Agreement with the SBA. SBDCs operate on the basis of a state plan to provide assistance within a state or geographic area. The initial plan must have the written approval of the Governor. Non-Federal funds must match Federal funds. An SBDC must operate according to law, the Cooperative Agreement, SBA's regulations, the annual Program Announcement, and program guidance.

Program Objectives

The SBDC program uses Federal funds to leverage the resources of states, academic institutions and the private sector to:

- (a) Strengthen the small business community;
- (b) Increase economic growth;
- (c) Assist more small businesses; and
- (d) Broaden the delivery system to more small businesses.

SBDC Program Organization

The lead SBDC operates a statewide or regional network of SBDC service centers. An SBDC must have a full-time Director. SBDCs must use at least 80 percent of the Federal funds to provide services to small businesses. SBDCs use volunteers and other low cost resources as much as possible.

SBDC Services

An SBDC must have a full range of business development and technical

assistance services in its area of operations, depending upon local needs, SBA priorities and SBDC program objectives. Services include training and counseling to existing and prospective small business owners in management, marketing, finance, operations, planning, taxes, and any other general or technical area of assistance that supports small business growth.

The SBA district office and the SBDC must agree upon the specific mix of services. They should give particular attention to SBA's priority and special emphasis groups, including veterans, women, exporters, the disabled, and minorities.

SBDC Program Requirements

An SBDC must meet programmatic and financial requirements imposed by statute, regulations or its Cooperative Agreement. The SBDC must:

- (a) Locate service centers so that they are as accessible as possible to small businesses;
- (b) Open all service centers at least 40 hours per week, or during the normal business hours of its state or academic Host Organization, throughout the year;
- (c) Develop working relationships with financial institutions, the investment community, professional associations, private consultants and small business groups; and
- (d) Maintain lists of private consultants at each service center.

Dated: August 10, 2005.

Antonio Doss,

Associate Administrator for Small Business Development Centers.

[FR Doc. 05-16233 Filed 8-16-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. OST-2005-22119]

RIN 2105-AD53

Time Zone Boundaries in the State of Indiana

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: The General Assembly and Governor of the State of Indiana have asked the Department of Transportation (DOT) to initiate proceedings to hold hearings in the appropriate locations in Indiana on the issue of the location of the boundary between the Eastern and Central Time Zones in Indiana. The General Assembly and Governor did not, however, take a position on where the boundary should be. This notice

initiates those proceedings and invites local officials in Indiana that wish to change their current time zone in accordance with Indiana Senate Enrolled Act 127 (the Act) to notify DOT of their request for a change. Provided that the submitted petition(s) affirmatively ask for a specific change and provide adequate supporting data, DOT will issue a notice of proposed rulemaking (NPRM), which will solicit public comment, and schedule public hearings on the proposed time zone boundary change.

The notice also announces the opening of an internet-accessible, public docket to receive any petitions and other relevant documents concerning the appropriate placement of the time zone boundary in the State of Indiana.

The Department recognizes the importance of the time zone boundaries to residents of the State of Indiana and will consider the information it receives in a timely manner.

DATES: County or local officials should submit their petitions to the Docket not later than September 16, 2005.

ADDRESSES: You may submit petitions [identified by the docket number in the heading at the beginning of this document] by any of the following methods:

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

Follow the instructions for submitting petitions on the DOT electronic docket site.

- Fax: 1-202-493-2251.

• Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

• Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT:

Joanne Petrie, Office of the General Counsel (C-50), 400 Seventh Street, SW., Washington, DC 20590; email indianatime@dot.gov; (202) 366-9306.

SUPPLEMENTARY INFORMATION: The Indiana General Assembly recently adopted legislation providing that the entire State of Indiana will begin to observe daylight saving time beginning in 2006. Under Federal law, the decision whether to observe daylight saving time is solely up to the State and will not be addressed by DOT.

Comments on that decision should be directed to State officials and not DOT.

The Act also addressed the issue of changing the location of the boundary between the Eastern and Central Time

Zones. In this regard, the Act states that, “[T]he state supports the county executive of any county that seeks to change the time zone in which the county is located under the procedures established by Federal Law.” The Act also provides that, “The governor and the general assembly hereby petition the United States Department of Transportation to initiate proceedings under the Uniform Time Act of 1966 to hold hearings in the appropriate locations in Indiana on the issue of the location of the boundary between the Central Time Zone and the Eastern Time Zone in Indiana.” Finally, the Act requests that DOT refrain from changing the time zone of any county currently located within the Central Time Zone and five counties near Cincinnati and Louisville.

On July 15, 2005, Secretary Mineta sent a letter to Governor Mitch Daniels responding to this legislation and letters from the Governor. The letter noted that it is our normal practice, in implementing our responsibilities under the Uniform Time Act with respect to the location of time zone boundaries, to take action on a specific request for change in the time zone boundary for a particular jurisdiction from the elected officials of that jurisdiction. After receiving a request, we then determine whether it meets the minimum statutory criteria before issuing a NPRM to make a change.

The letter noted that, because of the special circumstances in Indiana as a result of the recent legislation, and in order to proceed in an orderly manner, DOT would take the following actions:

“We will publish in the **Federal Register** a notice that advises the appropriate local officials in Indiana that, if they wish their county to change its current time zone, they should notify DOT of that intent, and provide us with a request containing specific data and information by a date certain.

Our notice will set out the type of data and information necessary to justify issuing an NPRM.

We will set the date for submission of the requests at the time we issue the notice.

After reviewing the requests and supporting data, we will determine which requests, if any, justify the issuance of an NPRM. Once justified, we will issue the NPRM, which will solicit public comment and will schedule public hearings. After the close of the comment period, we will review all comments and take appropriate final action.”

These procedures are designed to provide local officials with a convenient and efficient opportunity to request a change in their county’s current time zone. In addition, by learning where there is interest in changing the boundary between the Eastern and

Central Time Zones, DOT will be better able to address Indiana’s concerns in a more targeted and timely manner. The purpose of this notice is to invite counties that wish to change their time zone boundary in response to the legislation to submit petitions and appropriate supporting documentation to DOT by September 16, 2005.

For decades, DOT has used an informal set of procedures to address time zone issues. Under Federal law, there are two ways in which an area in the United States can be moved from one time zone to another. The first is by a statute enacted by Congress and the second is by a regulation issued by the Secretary of Transportation. For the latter, the request should be made by the ranking elected official or body in the area that is the subject of the request. While a request to change time zones by the Governor or the Legislature meets this requirement, requests from this level are quite rare. Usually, such requests cover one or more counties, or parts of a county; hence, the request should come from the board of county commissioners or similar body.

The request should be accompanied by a formal certification from the appropriate governmental official that the request is the result of official action by the requesting party, if the requesting party is a legislative body. It should include the name and title or position of a person representing the requesting party whom DOT may contact for further information, as well as address, telephone number, fax number, and email address. The request should be submitted to the Secretary of Transportation, Washington, DC 20590, Attention: General Counsel (C-50) by any of the methods set forth under the “Address” section earlier in this notice.

Most importantly, the petition should include, or be accompanied by, detailed information supporting the requesting party’s contention that the requested change would serve the convenience of commerce. The convenience of commerce standard for deciding whether to change a time zone is defined very broadly to include consideration of all the impacts upon a community of a change in its standard of time. The supporting documentation should address, at a minimum, each of the following questions in as much detail as possible.

1. From where do businesses in the community get their supplies, and to where do they ship their goods or products?

2. From where does the community receive television and radio broadcasts?

3. Where are the newspapers published that serve the community?

4. From where does the community get its bus and passenger rail services; if there is no scheduled bus or passenger rail service in the community, to where must residents go to obtain these services?

5. Where is the nearest airport; if it is a local service airport, to what major airport does it carry passengers?

6. What percentage of residents of the community work outside the community; where do these residents work?

7. What are the major elements of the community's economy; is the community's economy improving or declining; what Federal, State, or local plans, if any, are there for economic development in the community?

8. If residents leave the community for schooling, recreation, health care, or religious worship, what standard of time is observed in the places where they go for these purposes?

In addition, we will consider any other information that the county or local officials believe to be relevant to the proceeding.

In order to proceed efficiently, we ask that any county wishing to change its time zone boundary formally notify DOT by September 16, 2005. The submission should affirmatively take a position concerning what time zone all the county should be placed in and should include specific data supporting that position as outlined in our informal procedures. All petitions received by September 16, 2005, will be considered on an expedited schedule. Counties, or other governmental representatives, are free to petition after that date but may not be included in any rulemaking covering those received by September 16, 2005.

In addition, this notice announces the opening of an internet-accessible, public docket that will include a copy of the legislation, correspondence from the Governor, county petitions, and other relevant documents concerning the appropriate placement of the time zone boundary in the State of Indiana.

Issued in Washington, DC on August 10, 2005.

Jeffrey A. Rosen,

General Counsel.

[FR Doc. 05-16303 Filed 8-16-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

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 May 25, 2005, page 30180.

DATES: Comments must be submitted on or before September 16, 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)

1. *Title:* Airport Master Record.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0015.

Form(s) FAA Form 5010-1, -2, -3, and -5.

Affected Public: A total of 19,345 airport operators.

Abstract: 49 U.S.C. 329(b) directs the Secretary of Transportation to collect information about civil aeronautics. The information is required to carry out FAA missions related to the aviation industry, flight planning, and airport engineering. The database is the basic source of data for private, state, and Federal government aeronautical charts and publications.

Estimated Annual Burden Hours: An estimated 8,770 hours annually.

2. *Title:* General Aviation and Air Taxi Activity and Avionics Survey.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0060.

Forms: FAA Form 1800-54.

Affected Public: A total of 30,000 aircraft owners.

Abstract: Respondents to this survey are owners of general aviation aircraft. This information is used by the FAA, the National Transportation Safety Board (NTSB) and other government

agencies, the aviation industry and others for safety assessment, planning, forecasting, cost/benefit analysis, and to target areas for research.

Estimated Annual Burden Hours: An estimated 10,000 hours annually.

ADDRESS: 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 estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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 11, 2005.

Judith D. Street,

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

[FR Doc. 05-16328 Filed 8-9-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program; Capital City Airport, Lansing, MI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Capital Region Airport Authority under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On February 7, 2005 the FAA determined that the noise exposure maps submitted by Capital Region Airport Authority under part 150 were in compliance with applicable requirements. On August 5, 2005, the FAA approved the Capital City Airport noise compatibility program. All of the recommendations of the program were approved. No program