

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Submission Deadline for International Slots for the Summer 2006 Scheduling Season**

**AGENCY:** Department of Transportation, FAA.

**ACTION:** Notice of submission deadline.

**SUMMARY:** On October 1, 1999, the FAA amended the regulations governing takeoff and landing slots and slot allocation procedures at certain High Density Traffic Airports as a result of the "Open Transborder" Agreement between the Government of the United States and the Government of Canada. One element of this final rule established that the deadline for submission of requests for international slots will be published in a Federal Register notice for each scheduling season. The purpose of the amendment is for the FAA deadline for international slots requests to coincide with the International Air Transport Association deadline for submission of international requests.

In accordance with this amendment, the FAA announces in this notice that the deadline for submitting requests for international slots at John F. Kennedy International Airport (JFK) for allocation under 14 CFR 93.217 is October 13, 2005.

Additionally, the FAA has designated Chicago's O'Hare International Airport (O'Hare) as a Level 2, Schedules Facilitated Airport under the IATA Guidelines. As such, the FAA requests carriers intending to conduct international service to O'Hare submit their intended schedules following the same procedures used for submitting requests for slots at JFK.

**DATES:** Requests for international slots must be submitted no later than October 13, 2005.

**ADDRESSES:** Requests may be submitted by mail to Slot Administration Office, AGC-220 Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: (202) 267-7277; ARINC: DCAYAXD; e-mail address: 7-AWA-slotadmin@faa.gov.

**FOR FURTHER INFORMATION CONTACT:** Lorelei Peter, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: (202) 267-3073.

Dated: Issued in Washington, DC on September 12, 2005.

James W. Whitlow,  
Deputy Chief Counsel.

[FR Doc. 05-18480 Filed 9-15-05; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2005-22056]

**Public Meeting To Discuss the Implementation of the North American Standard for Cargo Securement; Correction**

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

**ACTION:** Notice of public meeting; correction.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) published in the *Federal Register* on August 31, 2005 (70 FR 51857) a notice of a public meeting concerning the implementation of the North American Standard for Protection Against Shifting or Falling Cargo. The meeting was scheduled to be held on September 29-30, 2005 at the Beau Rivage Resort in Biloxi, Mississippi. However, due to the devastation caused by Hurricane Katrina, the location of this meeting has been moved from Biloxi, Mississippi, to the Hyatt Regency Indianapolis which is located at One South Capitol Avenue, Indianapolis IN 46204. Reservations can be made by contacting the Hyatt Regency Indianapolis by phone (317) 632-1234 or by fax (317) 616-6299.

**DATES:** The meeting will be held on September 29-30, 2005. The meeting will begin at 1 p.m. and end at 5 p.m. on September 29, 2005 and continue from 9 a.m. until 5 p.m. on September 30, 2005.

**ADDRESSES:** The meeting will be held at the Hyatt Regency Indianapolis, One South Capitol Avenue, Indianapolis, IN 46204.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry W. Minor, Director of the Office of Bus and Truck Standards and Operations (MC-PS), (202) 366-4009, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

Issued on: September 12, 2005.

Warren Hoemann,  
Deputy Administrator.

[FR Doc. 05-18479 Filed 9-15-05; 8:45 am]

BILLING CODE 4910-EX-M

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****Proposed Agency Information Collection Activities; Comment Request**

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

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking renewal of the following currently approved information collection activities. Before submitting these information collection requirements (ICRs) for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

**DATES:** Comments must be received no later than November 15, 2005.

**ADDRESSES:** Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590, or Mr. Victor Angelo, Office of Support Systems, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-0505, or OMB control number 2130-0548, or OMB control number 2130-0556." Alternatively, comments may be transmitted via facsimile to (202) 493-6265 or (202) 493-6170, or e-mail to Mr. Brogan at [robert.brogan@fra.dot.gov](mailto:robert.brogan@fra.dot.gov), or to Mr. Victor Angelo at [victor.angelo@fra.dot.gov](mailto:victor.angelo@fra.dot.gov). Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**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 Victor Angelo, Office of Support Systems, 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 provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being

collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(I)-(iv); 5 CFR 1320.8(d)(1)(I)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) Reduce reporting burdens; (ii) ensure that it organizes information collection requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below is a brief summary of the currently approved ICRs that FRA will submit for clearance by OMB as required under the PRA:

*Title:* Inspection and Maintenance Standards for Steam Locomotives.  
*OMB Control Number:* 2130-0505.

*Abstract:* The Locomotive Boiler Inspection Act (LBIA) of 1911 required each railroad subject to the Act to file copies of its rules and instructions for the inspection of locomotives. The original LBIA was expanded to cover the entire steam locomotive and tender and all its parts and appurtenances. This Act then requires carriers to make inspections and to repair defects to ensure the safe operation of steam locomotives. The collection of information is used by tourist or historic railroads and by locomotive owners/operators to provide a record for each day a steam locomotive is placed in service, as well as a record that the required steam locomotive inspections are completed. The collection of information is also used by FRA Federal inspectors to verify that necessary safety inspections and tests have been completed and to ensure that steam locomotives are indeed "safe and suitable" for service and are properly operated and maintained.

*Affected Public:* Businesses.

*Respondent Universe:* 82 owners/operators.

*Frequency of Submission:* On occasion; annually.

*Reporting Burden:*

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
230.6—Waivers .....	82 owners .....	2 waiver letters .....	1 hour .....	2	68
230.12—Conditions for movement—Non-Complying Locomotives.	82 owners/operators	10 tags .....	6 minutes .....	1	30
230.14—31 Service Day Inspection .....	82 owners/operators	100 reports .....	20 minutes .....	33	990
—Notifications .....	82 owners/operators	2 notifications .....	5 minutes .....	.17	6
230.15—92 Service Day Inspection .....	82 owners/operators	100 reports .....	20 minutes .....	33	990
230.16—Annual Inspection .....	82 owners/operators	100 reports .....	30 minutes .....	50	1,500
—Notifications .....	82 owners/operators	100 notifications .....	5 minutes .....	8	272
230.17—1,472 Service Day Inspection ...	82 owners/operators	10 forms .....	30 minutes .....	5	150
230.20—Alteration Reports for Steam Locomotive Boilers.	82 owners/operators	5 reports .....	1 .....	5	150
230.21—Steam Locomotive Number Change.	82 owners/operators	1 document .....	2 minutes .....	.033	1
230.33—Welded Repairs/Alterations .....	82 owners/operators	5 letters .....	10 minutes .....	1	34
—Written Request to FRA for Approval—Unstayed Surfaces	82 owners/operators	5 letters .....	10 minutes .....	1	34
230.34—Riveted Repairs/Alterations .....	82 owners/operators	10 requests .....	5 minutes .....	1	34
230.49—Setting of Safety Relief Valves	82 owners/operators	38 tags .....	2 minutes .....	1.25	38
230.96—Main, Side, and Valve Motion Rods.	82 owners/operators	1 letter .....	10 minutes .....	.17	5

**Recordkeeping Requirements**

230.13—Daily Inspection Reports .....	82 owners/operators	3,650 reports .....	2 minutes .....	122	3,660
230.17—1,472 Service Day Inspection ...	82 owners/operators	10 reports .....	15 minutes .....	3	90
230.18—Service Day Report .....	82 owners/operators	150 reports .....	15 minutes .....	38	1,140
230.19—Posting of Copy .....	82 owners/operators	300 forms .....	1 minute .....	5	15
230.41—Flexible Stay Bolts with Caps ...	82 owners/operators	10 entries .....	1 minute .....	.17	5
230.46—Badge Plates .....	82 owners/operators	3 reports .....	30 minutes .....	2	60
230.47—Boiler Number .....	82 owners/operators	1 report .....	15 minutes .....	.25	8
230.75—Stenciling Dates of Tests and Cleaning.	82 owners/operators	50 tests .....	15 minute .....	1	30
230.98—Driving, Trailing, and Engine Truck Axles—Journal Diameter Stamped.	82 owners/operators	1 stamp .....	15 minutes .....	.25	8

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
230.116—Oil Tanks .....	82 owners/operators	10 signs .....	1 minute .....	.17	5

*Total Responses:* 4,674.  
*Estimated Total Annual Burden:* 314  
*Status:* Extension of a Currently Approved Collection.  
*Title:* Railroad Rehabilitation and Improvement Financing Program.  
*OMB Control Number:* 2130-0548.  
*Abstract:* Prior to the enactment of the Transportation Equity Act for the 21st Century (“TEA 21”), Title V of the Railroad Revitalization and Regulatory Reform Act of 1976 (the “Act”), 45 U.S.C. 821 *et seq.*, authorized FRA to provide railroad financial assistance through the purchase of preference shares (45 U.S.C. 825), and the issuance of loan guarantees (45 U.S.C. 831). The

FRA regulations implementing the preference share program were eliminated on February 9, 1996, due to the fact that the authorization for the program expired (28 FR 4937). The FRA regulations implementing the loan guarantee provisions of Title V of the Act are contained in 49 CFR part 260. Section 7203 of TEA 21, Public Law 105-178 (June 9, 1998), replaces the existing Title V financing programs. The collection of information is used by FRA staff to determine the financial eligibility of applicants for a loan or loan guarantee regarding eligible projects for the improvement/rehabilitation of rail equipment or facilities, the refinancing of outstanding

debt for these purposes, or the development of new intermodal or railroad facilities. The aggregate unpaid principal amounts of obligations can not exceed \$3.5 billion at any one time and not less than \$1 billion is to be available solely for projects benefitting freight railroads other than Class I carriers.  
*Affected Public:* State and local governments, governments sponsored authorities and corporations, railroads (including Amtrak), and joint ventures that include at least one railroad.  
*Respondent Universe:* 21,956 potential applicants.  
*Frequency of Submission:* Annual.  
*Reporting Burden:*

CFR section	Respondent universe	Total annual responses	Average (hours) time per response	Total annual burden hours	Total annual burden cost
260.23—Form and content of application generally.	21,956 potential applicants.	20 applications .....	20	400	\$16,036
260.25—Additional information for applicants without credit ratings.	555 applicants .....	18 financial document pkgs.	40	720	27,936
260.31—Execution and filing of application: —Certificate of President .....	21,956 pot. applicants.	20 certificates .....	.6	12	526
—Certificate of Chief Financial Officer	21,956 pot. applicants.	20 certificates .....	.6	12	519
—Transmittal letter .....	21,956 pot. applicants.	20 letters .....	.6	12	519
—Copy/mail app. pkg. ....	21,956 pot. applicants.	20 app. pkgs .....	1.5	30	912
260.33—Information Request .....	21,956 pot. applicants.	20 statements .....	1	20	851
260.35—Environmental Assessment .....	21,956 pot. applicants.	1 envir. Doc .....	4,475	4,475	537,000
260.43—Inspection and Reporting .....	21,956 pot. applicants.	20 Docs .....	10	200	8,510

*Total Responses:* 159.  
*Estimated Total Annual Burden:* 5,881 hours.  
*Status:* Extension of a Currently Approved Collection.  
*Title:* U.S. Locational Requirement for Dispatching U.S. Rail Operations.  
*OMB Control Number:* 2130-0556.  
*Abstract:* Part 241 requires, in the absence of a waiver, that all dispatching of railroad operations that occurs in the United States be performed in this

country, with a minor exception. A railroad is allowed to conduct extraterritorial dispatching from Mexico or Canada in emergency situations, but only for the duration of the emergency. A railroad relying on the exception must provide written notification of its action to the FRA Regional Administrator of each FRA region in which the railroad operation occurs; such notification is not required before addressing the

emergency situation. The information collected under this rule will be used as part of FRA’s oversight function to ensure that extraterritorial dispatchers comply with applicable safety regulations.  
*Affected Public:* Railroads.  
*Respondent Universe:* 4 Railroads.  
*Frequency of Submission:* On Occasion.  
*Reporting Burden:*

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
241.7—Waivers—(a) General .....	4 railroads .....	1 waiver petition ...	4 hours .....	4 hours .....	\$1.57.
(b) Special Dispensation— Extraterritorial Dispatching.	4 railroads .....	4 waiver petitions	4 hours .....	16 hours .....	\$628.
(c) Fringe Border Dispatching .....	4 railroads .....	2 waiver petitions	4 hours .....	8 hours .....	\$314.

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
241.9—Prohibition against extraterritorial dispatching, exceptions—Notification.	4 railroads .....	1 notification .....	8 hours .....	8 hours .....	\$314.
241.11—Prohibition against conducting a railroad operation dispatched by an extraterritorial dispatcher; exceptions.	4 railroads .....	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.
241.13—Prohibitions against track owner's requiring or permitting use of its line for a railroad operation dispatched by an extraterritorial dispatcher; exceptions.	4 railroads .....	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.
241.15—Penalties—False Reports/Records.	\$628 .....	None .....	N/A .....	N/A .....	N/A.

*Total Responses: 8.*  
*Estimated Total Annual Burden: 36 hours.*  
 Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501–3520.  
 Issued in Washington, DC on September 13, 2005.  
**D.J. Stadler,**  
*Director, Office of Budget, Federal Railroad Administration.*  
 [FR Doc. 05–18487 Filed 9–15–05; 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.

**Grand Canyon Railway**

[Waiver Petition Docket Number FRA–2005–22129]

The Grand Canyon Railway (GCRX) seeks a waiver of compliance with the requirements of 49 CFR 221.14, [Rear End Marking Device], published July 10, 1986. The regulation require trains be equipped with at least one rear end marking device, which has been approved by FRA in accordance with

the procedures included in Appendix A of the regulation. GCRX seeks to use a "Adlake No. 270" as the rear end marking device on their excursion passenger trains, citing that the historical value would add to the ambiance of their historic railroad.

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–2005–22129) 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 September 12, 2005.

**Grady C. Cothen, Jr.,**  
*Deputy Associate Administrator, for Safety Standards and Program Development.*  
 [FR Doc. 05–18485 Filed 9–15–05; 8:45 am]  
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**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 favour of relief.

**Long Island Rail Road**

[Docket Number FRA–2005–21964]

The Long Island Rail Road (LIRR) seeks a waiver of compliance from certain provisions of the Railroad Operating Practices regulations, 49 CFR part 218, regarding blue signal protection of workers. Specifically, the LIRR requests relief from the requirements of 49 CFR 218.29 Alternate methods of protection, at its Diesel Service Facilities in Richmond Hills, NY, and Long Island City, NY.

According to LIRR, both facilities are stub-end yards jointly used by both transportation and mechanical forces. These yards function to service, inspect, maintain, and dispatch the diesel passenger fleet for the LIRR. Each facility has a speed limit of 5 mph, with fixed derails on each service track and