

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of special permit thereof
11602-M	RSPA-16599	East Tennessee Iron & Metal, Inc. Rogersville, TN.	49 CFR 172.101; 172.301(c); 173.22a; 173.241; 173.242; Part 107, Subpart B, Appendix B.	To modify the special permit to authorize the addition of class 9 hazardous material.
13325-M		Air Products & Chemicals, Inc. Allentown, PA.	49 CFR 173.301(f)(3); 180.205(c)(4).	To modify the special permit to authorize an increase in service life of certain DOT specification cylinders.
14318-M		Lockheed Martin Corporation (Former Grantee: Lockheed-Martin Technical Operations) Vandenberg AFB, CA.	49 CFR 173.315	To modify the special permit to authorize multiple tanks of the same commodity to be transported in dedicated enclosed metal sided box vans or trucks.
14418-M		Department of Defense Ft. Eustis, VA.	49 CFR 172.301; 172.400; 172.504(a).	To modify the special permit to authorize the transportation in commerce of an additional Division 4.3 hazardous material.
14638-M		Teledyne Energy Systems, Inc. Hunt Valley, MD.	49 CFR 173.213	To reissue the special permit originally issued on an emergency basis for the transportation in commerce of up to two pressure vessels containing Magnesium or Magnesium alloys under an Argon blanket further packaged in a non-DOT specification wooden box capable of meeting the performance requirements for PG II and to remove the one time restriction.

[FR Doc. E8-5472 Filed 3-18-08; 8:45 am]

BILLING CODE 4909-60-M

DEPARTMENT OF TRANSPORTATION

Research and Innovative Technology Administration

[DOCKET: RITA 2007-27185]

Bureau of Transportation Statistics; Agency Information Collection; Activity Under OMB Review; Report of Financial and Operating Statistics for Small Aircraft Operators; Paperwork Reduction Notice

AGENCY: Research and Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of BTS collecting financial, traffic and operating statistics from small certificated and commuter air carriers. Small certificated air carriers (operate aircraft with 60 seats or less or with 18,000 pounds of payload capacity or less) currently must file the two quarterly schedules listed below:

F-1 Report of Financial Data,
F-2 Report of Aircraft Operating Expenses and Related Statistics, and

Commuter air carriers must file the Schedule F-1 *Report of Financial Data.*

Commenters should address whether BTS accurately estimated the reporting burden and if there are other ways to enhance the quality, utility, and clarity of the information collected.

DATES: Written comments should be submitted by May 19, 2008.

ADDRESSES: You may submit comments identified by DOT Docket ID Number RITA 2007-27185 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Mail: Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

Hand Delivery or Courier: West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

Fax: 202-493-2251.

Instructions: Identify docket number, RITA 2007-27185, at the beginning of your comments, and send two copies. To receive confirmation that DOT received your comments, include a self-addressed stamped postcard. Internet users may access all comments received by DOT at <http://www.regulations.gov>. All comments are posted electronically without charge or edits, including any personal information provided.

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** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://DocketInfo.dot.gov>.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

Electronic Access

An electronic copy of this Notice and copies of the comments may be downloaded at: <http://www.regulations.gov>, by searching docket RITA 2007-27185.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, RTS-42, Bureau of Transportation Statistics, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION: OMB Approval No. 2138-0009.

Title: Report of Financial and Operating Statistics for Small Aircraft Operators.

Form No.: BTS Form 298-C.

Type of Review: Extension of a currently approved collection for the financial data.

Respondents: Small certificated and commuter air carriers.

Number of Respondents: 80.
Estimated Time per Response: 4 hours
 × 40 commuter carriers per quarter. 12
 hours × 40 small certificated carriers per
 quarter.

Total Annual Burden: 2,560 hours.

Needs and Uses: Program uses for
 Form 298-C financial data are as
 follows:

Mail Rates

The U.S. Department of
 Transportation (DOT) sets and updates
 the Intra-Alaska Bush mail rates based
 on carrier aircraft operating expense,
 traffic, and operational data. Form 298-
 C cost data, especially fuel costs,
 terminal expenses, and line haul
 expenses are used in arriving at rate
 levels. DOT revises the established rates
 based on the percentage of unit cost
 changes in the carriers' operations.
 These updating procedures have
 resulted in the carriers receiving rates of
 compensation that more closely parallel
 their costs of providing mail service and
 contribute to the carriers' economic
 well-being.

Essential Air Service

DOT often has to select a carrier to
 provide a community's essential air
 service. The selection criteria includes
 historic presence in the community,
 reliability of service, financial stability
 and cost structure of the air carrier.

Carrier Fitness

Fitness determinations are made for
 both new entrants and established U.S.
 domestic carriers proposing a
 substantial change in operations. A
 portion of these applications consists of
 an operating plan for the first year (14
 CFR Part 204) and an associated
 projection of revenues and expenses.
 The carrier's operating costs, included
 in these projections, are compared
 against the cost data in Form 298-C for
 a carrier or carriers with the same
 aircraft type and similar operating
 characteristics. Such a review validates
 the reasonableness of the carrier's
 operating plan.

The quarterly financial submissions
 by commuter and small certificated air
 carriers are used in determining each
 carrier's continuing fitness to operate.
 Section 41738 of Title 49 of the United
 States Code requires DOT to find all
 commuter and small certificated air
 carriers fit, willing, and able to conduct
 passenger service as a prerequisite to
 providing such service to an eligible
 essential air service point. In making a
 fitness determination, DOT reviews
 three areas of a carrier's operation: (1)
 The qualifications of its management
 team, (2) its disposition to comply with

laws and regulations, and (3) its
 financial posture. DOT must determine
 whether or not a carrier has sufficient
 financial resources to conduct its
 operations without imposing undue risk
 on the traveling public. Moreover, once
 a carrier begins conducting flight
 operations, DOT is required to monitor
 its continuing fitness.

Senior DOT officials must be kept
 fully informed and advised of all
 current and developing economic issues
 affecting the airline industry. In
 preparing financial condition reports or
 status reports on a particular airline,
 financial and traffic data are analyzed.
 Briefing papers prepared for senior DOT
 officials may use the same information.

The Confidential Information
 Protection and Statistical Efficiency Act
 of 2002 (44 U.S.C. 3501 note), requires
 a statistical agency to clearly identify
 information it collects for non-statistical
 purposes. BTS hereby notifies the
 respondents and the public that BTS
 uses the information it collects under
 this OMB approval for non-statistical
 purposes including, but not limited to,
 publication of both Respondent's
 identity and its data, submission of the
 information to agencies outside BTS for
 review, analysis and possible use in
 regulatory and other administrative
 matters.

M. Clay Moritz, Jr.,

*Assistant Director, Airline Information,
 Bureau of Transportation Statistics.*

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DEPARTMENT OF TRANSPORTATION

Research and Innovative Technology Administration

[DOCKET: RITA 2007-27185]

Bureau of Transportation Statistics; Agency Information Collection; Activity Under OMB Review; Report of Financial and Operating Statistics for Large Certificated Air Carriers; Paperwork Reduction Notice

AGENCY: Research and Innovative
 Technology Administration (RITA),
 Bureau of Transportation Statistics
 (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the
 Paperwork Reduction Act of 1995,
 Public Law 104-13, the Bureau of
 Transportation Statistics (BTS) invites
 the general public, industry and other
 governmental parties to comment on the
 continuing need for and usefulness of
 BTS collecting financial data from large

certificated air carriers. Large
 certificated air carriers are carriers that
 operate aircraft with over 60 seats,
 aircraft with over 18,000 pounds of
 payload capacity, or operate
 international air services.

DATES: Written comments should be
 submitted by May 19, 2008.

ADDRESSES: You may submit comments
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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
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 Bernie Stankus, Office of Airline