

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Fractional Aircraft Ownership Programs**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection. Fractional Ownership is a program that offers increased flexibility in aircraft ownership.

DATES: Please submit comments by November 9, 2009.

FOR FURTHER INFORMATION CONTACT:

Carla Mauney on (202) 267-9895, or by e-mail at: Carla.Mauney@faa.gov.

SUPPLEMENTARY INFORMATION: Federal Aviation Administration (FAA).

Title: Fractional Aircraft Ownership Programs.

Type of Request: Extension without change of an approved collection. OMB Control Number: 2120-0684.

Forms(s): There are no FAA forms associated with this collection.

Affected Public: A total of 11 Respondents.

Frequency: The information is collected on occasion.

Estimated Average Burden per Response: Approximately 45 minutes per response.

Estimated Annual Burden Hours: An estimated 16,484 hours annually.

Abstract: Fractional Ownership is a program that offers increased flexibility in aircraft ownership. Owners purchase shares of an aircraft and agree to share their aircraft with others having an ownership share in that same aircraft. Owners agree to put their aircraft into a "pool" of other shared aircraft and to lease their aircraft to another owner in that pool. The aircraft owners use a common management company to maintain the aircraft and administer the leasing of the aircraft among the owners.

ADDRESSES: Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

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 31, 2009.

Carla Mauney,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. E9-21417 Filed 9-4-09; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Flight Operational Quality Assurance (FOQA) Program**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection, FOQA is a voluntary program for the routine collection and analysis of digital flight data from airplane operations.

DATES: Please submit comments by November 9, 2009.

FOR FURTHER INFORMATION CONTACT:

Carla Mauney on (202) 267-9895, or by e-mail at: Carla.Mauney@faa.gov.

SUPPLEMENTARY INFORMATION:**Federal Aviation Administration (FAA)**

Title: Flight Operational Quality Assurance (FOQA) Program.

Type of Request: Extension without change of an approved collection.

OMB Control Number: 2120-0660.

Forms(s): There are no FAA forms associated with this collection.

Affected Public: A total of 30 Respondents.

Frequency: The information is collected on occasion.

Estimated Average Burden per Response: Approximately 1 hour per response.

Estimated Annual Burden Hours: An estimated 360 hours annually.

Abstract: FOQA is a voluntary program for the routine collection and analysis of digital flight data from airplane operations. The purpose is to enable early corrective action for potential threats to safety. 14 CFR 13.401 codifies protection from punitive enforcement action based on FOQA information and requires operators with FAA approved FOQA programs to provide aggregate FOQA data to the FAA. Aggregate FOQA information provided to the FAA is protected from public release under 14 CFR Part 193.

ADDRESSES: Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

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 31, 2009.

Carla Mauney,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.

[FR Doc. E9-21418 Filed 9-4-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Pipeline and Hazardous Materials Safety Administration****Hazardous Materials-Automated Cargo Communication for Efficient and Safe Shipments HM-ACCESS) Initiative; Public Meeting**

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice is to advise interested persons that PHMSA will conduct a public meeting to receive input and guidance for the upcoming Proof-of-Concept Study on the use of

electronic data sharing in lieu of paper hazardous materials shipping documents.

DATES: Tuesday, October 13, 2009 9 a.m.–3:30 p.m. and Wednesday October 14, 2009 9 a.m.–3:30 p.m.

ADDRESSES: The meeting will be held at the DOT Headquarters, West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590.

Notification: Persons planning to attend should send an e-mail to ryan.paguet@dot.gov including their name and contact information (company/address/telephone).

Conference Call Capability/Live Meeting Information: Due to the nature and length of the meeting, remote access/call-in capability will not be provided.

FOR FURTHER INFORMATION CONTACT: Mr. Ryan Paquet, P.G., Assistant Director, Office of International Standards, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366–0656.

SUPPLEMENTARY INFORMATION: The primary purpose of this public meeting will be to discuss the forthcoming HM-ACCESS Proof of Concept Study and specify requirements to be included in the Study's statement of work. In holding this public meeting, PHMSA seeks to receive feedback from a wide audience, representing myriad portions of the HM industry, including HM shippers, transporters, freight forwarders, emergency responders, other government agencies, technology providers, etc.

PHMSA's HM-ACCESS initiative aims to identify and eliminate barriers to the use of paperless tracking and hazard communications technologies, thereby (1) improving the availability and accuracy of hazard information; (2) improving the speed by which information is available to emergency responders when incidents occur; (3) and allowing U.S. companies to compete more effectively in the global economy by using the best tools available.

Spurred by competitive demands, just-in-time delivery requirements, and the globalization of supply chains, the transportation and logistics industries have embraced modern communication technologies; yet hazardous materials transport remains in a world of paper. The HM sector has harnessed many of the same technologies for streamlining commercial interchange, but information about shipments and packages is conveyed by markings on the package, placards on the vehicle, and shipping papers. Paper-based

communication is slow, limits the information available, and is fraught with the potential for error. Inefficiencies and errors in the handling of hazardous materials produce increased risk throughout the transport chain due to increased storage time, mishandling, and ineffective or inaccurate hazard communication. Moreover, paper-based communication may be least effective at the very time when hazard communication is most critical—in the immediate aftermath of a transportation incident.

We expect the integration of electronic transfer of shipping information to be generational. A number of hazardous materials carriers, vessel, rail, and air transport organizations have stated that they are ready to begin utilizing electronic shipping paper technology, subject only to regulatory authorization. In the highway mode, the larger, technologically-advanced companies may be prepared to implement electronic systems, but widespread use among the industry is a longer-term proposition. In any case, however, no part of the HM transportation sector can transition to new hazard communication systems without ensuring that emergency response officials are prepared and equipped to receive the hazard information at least as quickly and reliably as under the current system.

Discussion points include:

1. What are shipping papers used for?
2. What information from a shipping paper should be immediately conveyed to emergency responders in the event of an incident?
3. What work has been/is being done on standardizing shipping paper information?
4. When electronic shipping papers are used, how is required information shared with emergency responders (professional, volunteer, urban, rural, etc.)? How is it shared with compliance inspectors/officers?
5. What benefits will electronic shipping papers have for companies shipping HM? HM transporters? Freight forwarders? Emergency responders? Other government agencies?
6. What challenges will electronic shipping papers create for companies shipping HM? HM transporters? Freight forwarders? Emergency responders? Other government agencies?
7. What existing efforts (government or private) are related to HM-ACCESS? Can these efforts be coordinated?

For more information on the HM-ACCESS and to check for updates on information related to this public meeting visit PHMSA's HM-ACCESS

Web site at <http://hazmat.dot.gov/HM-ACCESS/index.html>.

R. Ryan Posten,

Acting Associate Administrator for Hazardous Materials Safety.

[FR Doc. E9–21415 Filed 9–4–09; 8:45 am]

BILLING CODE 4910–60–M

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.

City of Plano, Illinois

Waiver Petition Docket Number FRA–2009–0066

The City of Plano, Illinois (City) seeks a permanent waiver of compliance from a certain provision of the Use of Locomotive Horns at Highway-Rail Grade Crossings, 49 CFR Part 222. The City intends to establish a New Quiet Zone under the provisions of 49 CFR Part 222.39. Specifically, the City is seeking a waiver from the provisions of 49 CFR Part 222.9, definition of a non-traversable curb so that an existing public crossing that is equipped with flashing lights, gates and medians that complies with all of the requirements necessary to be a “gates and medians” supplemental safety measure (SSM) with non-traversable curbs, except for the fact that the posted highway speed limit is 45 miles per hour (mph) instead of 40 mph as required in the definition, be deemed an acceptable SSM.

49 CFR Part 222.9, the definition of Non-traversable curb reads as follows: “Non-traversable curb means a highway curb designed to discourage a motor vehicle from leaving the roadway. Non-traversable curbs are used at locations where highway speeds do not exceed 40 miles per hour and are at least six inches high. Additional design specifications are determined by the standard traffic design specifications used by the governmental entity constructing the curb.”

The City is in the process of establishing a new quiet zone along the BNSF Railway's (BNSF) Chicago Division, Mendota Subdivision, which