

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>7</sup>

Kevin M. O'Neill,

Deputy Secretary.

[FR Doc. 2012-4280 Filed 2-23-12; 8:45 am]

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## DEPARTMENT OF STATE

[Public Notice 7806]

**In the Matter of the Review of the Designation of the Islamic Jihad Union; AKA Islamic Jihad Group; AKA Jama'at al-Jihad; AKA The Libyan Society; AKA The Kazakh Jama'at; AKA The Jamaat Mojahedin; AKA Jamiyat; AKA Jamiat al-Jihad al-Islami; AKA Dzhamaat Modzhakhedov; AKA Islamic Jihad Group of Uzbekistan; AKA al-Djihad al-Islami; AKA Islomiy Jihod Ittihodi; AKA Ittihad al-Jihad al-Islami as a Foreign Terrorist Organization Pursuant to Section 219 of the Immigration and Nationality Act, as Amended**

Based upon a review of the Administrative Record assembled in these matters pursuant to Section 219(a)(4)(C) of the Immigration and Nationality Act, as amended (8 U.S.C. 1189[a][4][C]) ("INA"), and in consultation with the Attorney General and the Secretary of the Treasury, I conclude that the circumstances that were the basis for the 2005 designation of the aforementioned organization as a foreign terrorist organization have not changed in such a manner as to warrant revocation of the designation and that the national security of the United States does not warrant a revocation of the designation.

Therefore, I hereby determine that the designation of the aforementioned organization as a foreign terrorist organization, pursuant to Section 219 of the INA (8 U.S.C. 1189), shall be maintained.

This determination shall be published in the **Federal Register**.

Dated: February 16, 2012.

Hillary Rodham Clinton,

Secretary of State.

[FR Doc. 2012-4334 Filed 2-23-12; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2011-0022]

### Request for Comments on a New Information Collection

**AGENCY:** Office of the Secretary, Department of Transportation.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on August 23, 2011 (76 FR 52731).

**DATES:** Comments must be submitted on or before March 26, 2012.

**FOR FURTHER INFORMATION CONTACT:** Blane Workie or Daeleen Chesley, Office of the Secretary, Office of the Assistant General Counsel for Aviation Enforcement and Proceedings (C-70), Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590, (202) 366-9342 (voice) 202-366-7152 (fax) or at [Blane.Workie@dot.gov](mailto:Blane.Workie@dot.gov) or [Daeleen.Chesley@dot.gov](mailto:Daeleen.Chesley@dot.gov).

**SUPPLEMENTARY INFORMATION:** *Title:* Submission of Aviation Consumer Protection Division Web page On-Line Aviation Complaint Form.

*Type of Request:* Request for an OMB control number for a new information collection.

*Abstract:* The Department of Transportation's (Department) Office of the Assistant General Counsel for Aviation Enforcement and Proceedings (Enforcement Office) has broad authority under 49 U.S.C., Subtitle VII, to investigate and enforce consumer protection and civil rights laws and regulations related to air transportation. The Enforcement Office, including its Aviation Consumer Protection Division (ACPD), monitors compliance with and investigates violations of the Department of Transportation's aviation economic, consumer protection, and civil rights requirements.

Among other things, the office is responsible for receiving and investigating service-related consumer complaints filed against air carriers. Once received, the complaints are reviewed by the office to determine the extent to which carriers are in compliance with federal aviation consumer protection and civil rights

laws and what, if any, action should be taken.

The key reason for this request is to enable consumers to file their complaints to the Department using an on-line form. If the information collection form is not available, the Department may receive fewer complaints from consumers. The lack of information could inhibit the Departments' ability to improve airline consumer satisfaction, effectively investigate individual complaints against an air carrier, and/or determine patterns and practices that may develop with an air carrier's services in violation of our rules. The information collection also furthers the objectives of 49 U.S.C. 41712, 40101, 40127, 41702, and 41705 to protect consumers from unfair or deceptive practices, to protect the civil rights of air travelers, and to ensure safe and adequate service in air transportation.

Filing a complaint using a web-based form is voluntary and minimizes the burden on the public. Consumers can also choose to file a complaint with the Department by sending a letter using regular mail or by phone message. The type of information requested on the on-line form includes complainant's name, address, daytime phone number (including area code) and email address, name of the airline or company about which she/he is complaining, flight date, flight number, and origin and destination cities of complainant's trip. A consumer may also use the form to give a description of a specific problem or to ask for air-travel related information from the ACPD. The Department has limited its informational request to only that information necessary to meet its program and administrative monitoring and enforcement requirements.

On August 23, 2011, the Department published a 60-day notice in the **Federal Register** (76 FR 52732) asking for comments on whether this collection of information is necessary for the proper performance of the functions of the Department. We received one comment in the docket from a commenter that supported the Department collecting the information.

*Respondents:* Consumers that Choose to File an On-Line Complaint with the Aviation Consumer Protection Division.

*Estimated Number of Respondents:* 8,693 (based on CY 2011 data).

*Estimated Total Burden on Respondents:* 2,173.25 (hours), 130,395 (minutes).

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to

<sup>7</sup> 17 CFR 200.30-3(a)(12).

the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503.

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 estimate 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.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC, on February 17, 2012.

**Patricia Lawton,**

*Departmental PRA Clearance Officer, Office of the Secretary.*

[FR Doc. 2012-4317 Filed 2-23-12; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2011-0170]

### Request for Comments of a Previously Approved Information Collection

**AGENCY:** Office of the Secretary, Department of Transportation.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on September 16, 2011 (76 FR 57795).

**DATES:** Comments must be submitted on or before March 26, 2012.

**FOR FURTHER INFORMATION CONTACT:** Aleta Best, Office of the Assistant Secretary for Aviation and International Affairs (X-55), Office of the Secretary, W86-498, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 493-0797.

**SUPPLEMENTARY INFORMATION:**

**Title:** Disclosure of Code Sharing Arrangements and Long-Term Wet Leases.

**OMB Control Number:** 2105-0537.

**Type of Request:** Renewal of a Previously Approved Information Collection.

**Abstract:** Codesharing is the name given to a common airline industry marketing practice where, by mutual agreement between cooperating carriers, at least one of the airline designator codes used on a flight is different from that of the airline operating the aircraft. In one version, two or more airlines each use their own designator codes on the same aircraft operation. Although only one airline operates the flight, each airline in a codesharing arrangement may hold out, market, and sell the flight as its own in published schedules. Codesharing also refers to the arrangements, such as when a code on a passenger's ticket is not that of the operator of the flight, but where the operator does not also hold out the service in its own name. Such codesharing arrangements are common between commuter air carriers and their larger affiliates, and the number of arrangements between U.S. air carriers and foreign air carriers has also been increasing. Arrangements falling into this category are similar to leases of aircraft with crew (wet leases).

The Department recognizes the strong preference of air travelers for on-line service (service by a single carrier) on connecting flights over interline service (service by multiple carriers). Codesharing arrangements are, in part, a marketing response to this demand for on-line service. Often, codesharing partners offer services similar to those available for on-line connections with the goal of offering "seamless" service (i.e., service where the transfers from flight to flight or airline to airline are facilitated). For example, they may locate gates near each other to make connections more convenient or coordinate baggage handling to give greater assurance that baggage will be properly handled. Codesharing arrangements can help airlines operate more efficiently because they can reduce costs by providing a joint service with one aircraft rather than operating separate services with two aircraft. Particularly in thin markets, this efficiency can lead to increased price and service options for consumers or enable the use of equipment sized appropriately for the market. Therefore, the Department recognizes that codesharing, as well as long-term wet leases, can offer significant economic benefits.

Although codesharing and wet-lease arrangements can offer significant consumer benefits, they can also be misleading unless consumers know that the transportation they are considering for purchase will not be provided by the airline whose designator code is shown on the ticket, schedule, or itinerary and unless they know the identity of the airline on which they will be flying. The growth in the use of codesharing, wetleasing, and similar marketing tools, particularly in international air transportation, had given the Department concern about whether the then-current disclosure rules (14 CFR 399.88) protected the public interest adequately and led the Department to adopt specific regulations requiring the disclosure of code-sharing arrangements and long-term wet leases on March 15, 1999. (14 CFR part 257)

These regulations required U.S. airlines, foreign airlines and travel agents doing business in the United States, to notify passengers of the existence of code-sharing or long-term wet lease arrangements. It also required U.S. airlines, foreign airlines and travel agents to tell prospective consumers, in all oral communications before booking transportation, that the transporting airline is not the airline whose designator code will appear on travel documents and identify the transporting airline by its corporate name and any other name under which that service is held out to the public.

**Estimated Number of Respondents:** 16,000, excluding travelers.

**Estimated Number of Responses:** 300 million (estimated number of passengers who may be traveling on a codeshare or wet-lease ticket).

**Annual Estimated Total Annual Burden Hours:** Annual reporting burden for this data collection is estimated at 618,750 hours for all travel agents and airline ticket agents, based on 15 seconds per phone call and an average of 1.5 phone calls per trip, for the approximately 33% of codeshare itineraries that involve personal contact. Most of this data collection (third party notification) is accomplished through highly automated computerized systems.

The estimated burden has changed from the previous collection based on adjustments to the set of respondents and changes to the number of annual airline passengers.

**Frequency of Collection:** Collection occurs at the time a passenger books an airline ticket.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget,