

**SUPPLEMENTARY INFORMATION:** We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary to properly perform our functions.
- Evaluate the accuracy of our estimate of the burden of the proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond,

#### Abstract of Proposed Collection

The form is used prior to passport issuance and solicits information relating to the loss or theft of a valid U.S. passport. The information is used by the United States Department of State to ensure that no person shall bear more than one valid or potentially valid U.S. passport book and passport card at any one time, except as authorized by the Department, and is also used to combat passport fraud and misuse.

#### Methodology

This form is used in conjunction with the Form DS-11, Application for a U.S. Passport, or submitted separately to report loss or theft of a U.S. passport. Passport Services collects the information when a U.S. citizen or non-citizen national applies for a new U.S. passport and has been issued a previous, still valid U.S. passport that has been lost or stolen, or when a passport holder independently reports it lost or stolen. Passport applicants can either download the form from the Internet or pick one up at any Passport Agency or Acceptance Facility.

Dated: March 2, 2011.

**Brenda S. Sprague,**

*Deputy Assistant Secretary for Passport Services, Bureau of Consular Affairs, Department of State.*

[FR Doc. 2011-5703 Filed 3-10-11; 8:45 am]

**BILLING CODE 4710-06-P**

## DEPARTMENT OF STATE

[Public Notice: # 7241]

### Advisory Committee on Historical Diplomatic Documentation; Notice of Charter Renewal

The Advisory Committee on Historical Diplomatic Documentation is renewing its charter for a period of two years. This Advisory Committee will continue to make recommendations to the Historian and the Department of State on all aspects of the Department's program to publish the *Foreign*

*Relations of the United States* series as well as on the Department's responsibility under statute (22 U.S.C. 4351, *et seq.*) to open its 30-year-old and older records for public review at the National Archives and Records Administration. The Committee consists of nine members drawn from among historians, political scientists, archivists, international lawyers, and other social scientists who are distinguished in the field of U.S. foreign relations.

Questions concerning the Committee and the renewal of its Charter should be directed to Edward Brynn, Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State, Office of the Historian, Washington, DC 20520, telephone (202) 663-1123 (e-mail [history@state.gov](mailto:history@state.gov)).

Dated: February 9, 2011.

**Edward Brynn,**

*Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State.*

[FR Doc. 2011-5706 Filed 3-10-11; 8:45 am]

**BILLING CODE 4710-11-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending February 26, 2011

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (*See* 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* DOT-OST-2002-11481.

*Date Filed:* February 22, 2011.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 15, 2011.

#### Description

Application of Edelweiss Air AG requesting an amendment to its foreign

air carrier permit in order to conduct scheduled and charter foreign air transportation of persons, property, and mail under the U.S.-Switzerland Air Transport Agreement ("Open Skies") signed and effective June 21, 2010.

*Docket Number:* DOT-OST-2011-0032.

*Date Filed:* February 22, 2011.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 15, 2011.

#### Description

Application of Twin Cities Air Service, LLC requesting authority to operate scheduled passenger service as a commuter air carrier.

**Renee V. Wright,**

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. 2011-5593 Filed 3-10-11; 8:45 am]

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

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed the Week Ending February 26, 2011

The following Agreements were filed with the Department of Transportation under the Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* DOT-OST-2011-0037.

*Date Filed:* February 25, 2011.

*Parties:* Members of the International Air Transport Association.

*Subject:* Composite Passenger Tariff Coordinating Conference, Geneva, 22 October 2010, Composite Resolutions 012, 026, 047a, 076xx, 076z, 087aa, Intended Effective Date: 1 April 2011.

*Docket Number:* DOT-OST-2011-0038.

*Date Filed:* February 25, 2011.

*Parties:* Members of the International Air Transport Association.

*Subject:* Composite Passenger Tariff Coordinating Conference, Geneva, 22 October 2010, Composite Resolutions 017a, 017c, Intended Effective Date: 1 April 2011.

*Docket Number:* DOT-OST-2011-0039.

*Date Filed:* February 25, 2011.

*Parties:* Members of the International Air Transport Association.

*Subject:* Composite Passenger Tariff Coordinating Conference, Geneva, 22

October 2010, Composite Resolution 024c, Intended Effective Date: 1 April 2011.

**Renee V. Wright,**

*Program Manager, Docket Operations,  
Federal Register Liaison.*

[FR Doc. 2011-5596 Filed 3-10-11; 8:45 am]

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

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35472]

#### **Lycoming Valley Railroad Company— Operation Exemption—SEDA—COG Joint Rail Authority**

Lycoming Valley Railroad Company (LVRR), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 0.4 miles of track, known as the Muncy Industrial Track, extending between milepost 0.0 and milepost 0.4 in Muncy, Lycoming County, Pa. The line is owned or leased by SEDA-COG Joint Rail Authority (SEDA-COG). LVRR states that the line it proposes to operate is an extension of its existing line of railroad it operates for SEDA-COG and that it will amend its agreement dated December 13, 2006, with SEDA-COG to provide common carrier rail service to multiple shippers on this extended line of railroad.<sup>1</sup>

LVRR indicates that it intends to interchange traffic with the Norfolk Southern Railway Company and/or Canadian Pacific Railway Company. LVRR also indicates that there are no interchange commitments in the operating agreement between it and SEDA-COG nor will there be any in the interchange agreements between LVRR and its connecting carriers as a result of this transaction.

The proposed transaction is scheduled to be consummated on or

after March 27, 2011, the effective date of the exemption (30 days after this exemption was filed).

LVRR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and further certifies that its projected annual revenues would not exceed \$5 million.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Stay petitions must be filed no later than March 18, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35472, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Richard R. Wilson, Esq., 518 N. Center Street, Suite 1, Ebensburg, PA 15931.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: March 8, 2011.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

**Jeffrey Herzig,**

*Clearance Clerk.*

[FR Doc. 2011-5605 Filed 3-10-11; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35470]

#### **North Shore Railroad Company— Operation Exemption—SEDA—COG Joint Rail Authority**

North Shore Railroad Company (NSRR), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 2.0 miles of track, known as the BIDA Industrial Track, extending between milepost 0.0 and milepost 2.0 in Berwick, Columbia County, Pa. The line is leased by SEDA-COG Joint Rail Authority (SEDA-COG). NSRR states that the line it proposes to operate is an extension of its existing line of railroad it operates for SEDA-COG and that it will amend its agreement dated December 13, 2006, with SEDA-COG to provide common carrier rail service to

multiple shippers on this extended line of railroad.<sup>1</sup>

NSRR indicates that it intends to interchange traffic with the Norfolk Southern Railway Company and/or Canadian Pacific Railway Company. NSRR also indicates that there are no interchange commitments in the operating agreement between it and SEDA-COG nor will there be any in the interchange agreements between NSRR and its connecting carriers as a result of this transaction.

The proposed transaction is scheduled to be consummated on or after March 27, 2011, the effective date of the exemption (30 days after this exemption was filed).

NSRR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and further certifies that its projected annual revenues will not exceed \$5 million.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Stay petitions must be filed no later than March 18, 2011 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35470, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Richard R. Wilson, Esq., 518 N. Center Street, Suite 1, Ebensburg, PA 15931.

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: March 8, 2011.

<sup>1</sup> While not submitted with the verified notice of exemption here, the operating agreement between SEDA-COG and LVRR has recently been filed at the Board in *Susquehanna Union R.R.—Control Exemption—N. Shore R.R., Nittany & Bald Eagle R.R., Shamokin Valley R.R., Juniata Valley R.R., Lycoming Valley R.R., and Union Cnty. Indus. R.R.*, FD 35343, Pet. for Exemption Ex. B, Apr. 12, 2010. The parties are reminded that once the operator obtains Board authorization to provide common carrier rail service over a line, the common carrier obligation continues, notwithstanding any term of the parties' agreement, including term limitations and termination rights, unless and until the Board grants the appropriate discontinuance or abandonment authority. 49 U.S.C. 10903; *Chicago & N. W. Transp. Co. v. Kalo Brick & Tile Co.*, 450 U.S. 311, 320 (1981); *Pittsburg & Shawmut R.R.—Aban. Exemption—in Armstrong and Jefferson Counties, Pa.*, AB 976X, slip op. at 1 (STB served Sept. 15, 2005).

<sup>1</sup> While not submitted with the verified notice of exemption here, the operating agreement between SEDA-COG and NSRR has recently been filed at the Board in *Susquehanna Union R.R.—Control Exemption—N. Shore R.R., Nittany & Bald Eagle R.R., Shamokin Valley R.R., Juniata Valley R.R., Lycoming Valley R.R., and Union Cnty. Indus. R.R.*, FD 35343, Pet. for Exemption Ex. B, Apr. 12, 2010. The parties are reminded that once the operator obtains Board authorization to provide common carrier rail service over a line, the common carrier obligation continues, notwithstanding any term of the parties' agreement, including term limitations and termination rights, unless and until the Board grants the appropriate discontinuance or abandonment authority. 49 U.S.C. 10903; *Chicago & N. W. Transp. Co. v. Kalo Brick & Tile Co.*, 450 U.S. 311, 320 (1981); *Pittsburgh & Shawmut R.R.—Aban. Exemption—in Armstrong and Jefferson Counties, Pa.*, AB 976X, slip op. at 1 (STB served Sept. 15, 2005).