

Dear Commissioner: Pursuant to authority under section 204 of the Agricultural Act of 1956, as amended (7 U.S.C. 1854), as delegated in Executive Order 11651 of March 3, 1972, as amended, you are authorized, consistent with applicable textile agreements and the provisions of 19 C.F.R. section 12.130(g), to deny entry of certain textiles and textile products when the country declared to be the country of origin for such articles has not permitted the U.S. Customs Service to conduct an on-site verification of production in order to obtain the best information available on which to determine the country of origin of such articles. Such denial of entry shall be limited to those articles with respect to which such verification was deemed necessary.

The Committee for the Implementation of Textile Agreements has determined that this action falls within the foreign affairs exception to the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,

Troy H. Cribb,

*Chairman, Committee for the Implementation of Textile Agreements.*

[FR Doc. 96-16256 Filed 6-27-96; 8:45 am]

BILLING CODE 3510-DR-F

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

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

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

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describes the nature of the information collections and their expected cost and burden. On April 8, 1996, a notice was published in the Federal Register to request comments on the paperwork burden associated with the following collections of information.

**DATES:** Comments must be submitted on or before July 20, 1996.

**ADDRESSES:** Written comments on the DOT information collection requests should be forwarded, as quickly as possible, to Edward Clarke, Office of Management and Budget, New Executive Office Building, Room 10202, Washington, D.C. 20503.

**FOR FURTHER INFORMATION CONTACT:** Judith Street, ABC-100; Federal Aviation Administration; 800

Independence Avenue, S.W.; Washington, DC 20591; Telephone number (202) 267-9895.

**Title:** Pilot Schools—FAR Part 141.

**OMB Control Number:** 2120-0009.

**Abstract:** Chapter 447, Subsection 44707, empowers the Administrator of the Federal Aviation Administration to provide for the examination and rating of civilian schools giving instruction in flying. Federal Aviation Regulation (FAR) Part 141 prescribes the requirements for issuing pilot school certificates, provisional pilot school certificates and associated ratings to qualified applicants.

**Need:** The collection of this information is necessary for collection and public dissemination of alphabetical listing of schools via Advisory Circular 140-2; issuance, renewal, or amendment of applicants' pilot school certificates; and (c) and it is necessary to certify pilot schools to insure that minimum acceptable training standards are met.

**Respondents:** New and existing applicants for pilot school. The estimated number of respondents: 860.

**Frequency:** On an as needed basis.

**Burden:** 46,674 hours annually.

**Title:** Application for Certificate of Waiver or Authorization.

**OMB Control Number:** 2120-0027.

**Abstract:** This public reporting burden is imposed on persons that have a need to deviate from the provisions of the Federal Aviation Regulations (FAR) that govern use of airspace within the United States. It also describes the burden associated with authorizations to make parachute jumps.

**Need:** Part A of subtitle VII of the revised title 49 United States Code authorizes the issuance of regulations governing the use of navigable airspace. 14 CFR 91, 101 and 105 prescribe regulations governing the general operation and flight of aircraft, moored balloons, kites, unmanned rockets, unmanned free balloons, and parachute jumping.

**Respondents:** Individual airmen, state and local governments and businesses. The estimated number of respondents: 1,750 annually.

**Frequency:** On an as-needed basis.

**Burden:** The estimated total annual burden: 14,000 hours.

**Title:** Special Federal Aviation Regulation (SFAR)—36—Development of Major Repair Data.

**OMB Control Number:** 2120-0507.

**Abstract:** The purpose of Title 49 U.S.C. Subtitle VII—Aviation Programs is to encourage and foster the development of civil aeronautics and to promote safety in air commerce. SFAR—

36 relieves qualifying applicants of the burden of obtaining FAA approval of data developed by them for major repair on a case-by-case basis and provides for one-time approvals.

To be eligible the applicant must hold a current domestic repair station certificate under Part 145, an air carrier certificate under Part 121 or 127, or a commercial operator certificate under Part 121, or be an air taxi operator subject to the requirements of Part 135.2.

**Need:** SFAR—36 provides authorized repair station and aircraft operating certificate holders to approve aircraft products or articles or return to service after accomplishing major repairs using self developed repair data that have not been approved by FAA.

**Respondents:** Authorized repair station and aircraft operating certificate holders. The estimated number of respondents: 10 annually.

**Frequency:** On an as needed basis.

**Burden:** The estimated total annual burden: 7,000 hours.

**Title:** Accident Prevention Counselor of the Year Competition.

**OMB Control Number:** 2120-0574.

**Abstract:** This award will be used as an incentive for the Accident Prevention Program's voluntary Accident Prevention Counselors who assist in promoting aviation safety.

**Need:** The collection of information is done to provide national recognition to a private citizen who has made a significant voluntary contribution to aviation safety. Submission of nominations is voluntary on the part of the public.

**Respondents:** Private citizens involved in aviation. Estimated number of respondents: 200.

**Frequency:** Annually.

**Burden:** The estimated total annual burden: 200 hours.

Issued in Washington, D.C. on June 20, 1996.

Phillip A. Leach,

*Information Clearance Officer, United States Department of Transportation.*

[FR Doc. 96-16523 Filed 6-27-96; 8:45 am]

BILLING CODE 4910-62-P

### Research and Special Programs Administration (RSPA)

#### Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C.

3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected cost and burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 15, 1996 (61 FR 16528).

**DATES:** Comments must be submitted on or before July 24, 1996.

**FOR FURTHER INFORMATION CONTACT:** Marvin Fell, (202) 366-6205, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590 and refer to the OMB Control Number.

**SUPPLEMENTARY INFORMATION:**

*Title:* Customer-Owned Service Lines.

*OMB Control Number:* 2137—New.

*Abstract:* An RSPA regulation (49 CFR 192.16) requires operators of gas service lines who do not maintain buried customer piping up to building walls or certain other locations to notify their customers of the need to maintain that piping. Congress directed DOT to take this action in view of service line accidents. By advising customers of the need to maintain their buried gas piping, the notices may reduce the risk of further accidents.

The regulation requires each operator to notify each customer not later than August 14, 1996, or 90 days after the customer first receives gas at a particular location, whichever is later. However, operators of master meter systems may continuously post a general notice in a prominent location frequented by customers. In addition, each operator must make the following records available for inspection by RSPA or a State agency participating under 49 U.S.C. 60105 or 60106: (1) a copy of the notice currently in use; and (2) evidence that notices have been sent to customers within the previous 3 years.

*Respondents:* Gas transmission and distribution operators.

*Estimated Number of Respondents:* 1,590.

*Estimated Total Annual Burden on Respondents:* Minimal.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention RSPA Desk Officer.

Issued in Washington, DC, on June 21, 1996.

Phillip A. Leach,

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 96-16608 Filed 6-27-96; 8:45 am]

BILLING CODE 4910-60-P

**Surface Transportation Board<sup>1</sup>**

[STB Docket No. AB-167 (Sub-No. 1161X)]

**Consolidated Rail Corporation—  
Abandonment Exemption—in  
Vermilion and Champaign Counties, IL**

Consolidated Rail Corporation (Conrail) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon approximately 24.50 miles of its line of railroad known as the Pekin Secondary Track from approximately milepost 4.00 to approximately milepost 28.50 in Vermilion and Champaign Counties, IL.<sup>2</sup>

Conrail has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

This exemption is subject to the condition that consummation of the abandonment is contingent upon

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to the Board's jurisdiction pursuant to 49 U.S.C. 10903.

<sup>2</sup> A Conrail line from milepost 28.50 at Urbana, to milepost 78.3 at Bloomington, is the subject of a pending petition for exemption in *Norfolk and Western Railway Company—Purchase and Operate—Consolidated Rail Corporation—in Urbana to Peoria, IL*, STB Finance Docket No. 32957.

By letter filed June 19, 1996, the Champaign County Administrative Services (County) filed a comment expressing concern about the proposed abandonment's effects on planned industrial areas on the east side of the City of Urbana and the elevator at Fulls Siding.

While the County appears to oppose abandonment, its position is not altogether clear. Should it wish to seek specific relief from the Board, it may file a petition for stay or for other relief on or before the dates specified in this notice.

issuance by the Board of an exemption for the transaction that is the subject of STB Finance Docket No. 32957 and upon the exercise of that exemption by acquisition and operation by Norfolk and Western Railway Company (NW) of the line that is the subject of that proceeding.

As a further condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 28, 1996, unless stayed pending reconsideration.<sup>3</sup> Petitions to stay that do not involve environmental issues,<sup>4</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>5</sup> and trail use/rail banking requests under 49 CFR 1152.29<sup>6</sup> must be filed by July 8, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 18, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: John J. Paylor, Associate General Counsel, Consolidated Rail Corporation, 2001 Market Street—16A, Philadelphia, PA 19101-1416.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Conrail has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis

<sup>3</sup> Conrail indicates that it intends to consummate abandonment on August 5, 1996, or on the date NW acquires the line between milepost 28.50 and milepost 78.3 and begins operations over it pursuant to the exemption sought in STB Finance Docket No. 32957, whichever is later.

<sup>4</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>5</sup> See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

<sup>6</sup> The Board will accept late-filed trail use requests so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.