

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****[Summary Notice No. PE-2005-32]****Petitions for Exemption; Summary of Petitions Received****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of petitions for exemption received.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before July 5, 2005.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number FAA-2005-21408 or FAA-2005-21412 by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m. Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Susan Lender (202) 267-8029 or John Linsenmeyer (202) 267-5174, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on June 8, 2005.

**Ida M. Klepper,**

*Acting Director, Office of Rulemaking.*

**Petitions For Exemption**

*Docket No.:* FAA-2005-21408.

*Petitioner:* Agusta Aerospace Corporation.

*Section of 14 CFR Affected:* 14 CFR 43.3(a), 43.7, 145.101, and 145.103.

*Description of Relief Sought:* To permit Agusta Aerospace Corporation to supply its U.S. customers with parts and components repaired by non-FAA certified original equipment manufacturers that are under the quality control system of Agusta S.p.A. Agusta holds the type certificate and production approvals for the aircraft upon which these parts and components are installed.

*Docket No.:* FAA-2005-21412.

*Petitioner:* Grant County Airport.

*Sections of 14 CFR Affected:* 14 CFR 139.315, 139.317, and 139.319.

*Description of Relief Sought:* To allow Grant County Airport to operate as a 14 CFR 139 certificated airport without meeting certain aircraft rescue and firefighting requirements.

[FR Doc. 05-11732 Filed 6-13-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Orange County, NC**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The Federal Highway Administration is issuing this notice to advise the public that an environmental impact statement will be prepared for the extension of Elizabeth Brady Road in Hillsborough, Orange County, North Carolina (TIP Project U-3808).

**FOR FURTHER INFORMATION CONTACT:** Clarence W. Coleman, PE, Operations Engineer, Federal highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601-1418, Telephone: (919) 856-4350, ext. 133; or

Vincent J. Rhea, PE, Project Engineer, North Carolina Department of Transportation, 1548 Mail Service Center, Raleigh, NC 27699-1548, Telephone: (919) 733-7844, ext. 261.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare an Environmental Impact Statement (EIS)

on a proposal to improve and extend Elizabeth Brady Road from US 70 Business to US 70 Bypass. The proposed project would be approximately 1.5 miles (2.4 kilometers) in length and would include either a new bridge across the Eno River or reconstruction of an existing bridge.

The proposed project is considered necessary to relieve forecasted congestion in downtown Hillsborough along Churton Street (US 70 Business) and St. Mary's Road. Alternatives under consideration include: (1) Taking no action; (2) Two alignment alternatives that would require construction of a new bridge over the Eno River; and (3) One alignment alternative that would not require construction of a new bridge. The alternatives to be evaluated in the EIS were chosen based on the results of an alternatives analysis conducted in 2003 and 2004 which evaluated six build alternatives.

On December 14, 2000, an interagency scoping meeting was held to introduce the project to Federal, State, and local agencies. Key environmental issues raised during the meeting were: (1) Impacts to historic resources, including Ayr Mount and a former NASCAR race track; and (2) increased flooding of the Eno River due to highway structures. In January 2001, a letter describing the proposed action and soliciting comments was sent to appropriate Federal, State and local agencies.

In July 2003, as part of the alternative study, a citizen informational workshop was held. A second citizen informational workshop was held in September 2004 following identification of alternatives to be evaluated.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

**Clarence W. Coleman, PE**

*Operations Engineer, Raleigh, North Carolina.*

[FR Doc. 05-11665 Filed 6-13-05; 8:45 am]

**BILLING CODE 4910-22-M**

**DEPARTMENT OF TRANSPORTATION****[STB Finance Docket No. 34692]****Surface Transportation Board**

**Denver Terminal Railroad Company, d/ b/a Denver Rock Island Railroad— Acquisition and Operation Exemption—Rail Lines of Union Pacific Railroad Company; Notice**

Denver Terminal Railroad Company, d/b/a Denver Rock Island Railroad (DRIR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from Union Pacific Railroad Company (UP) and operate rail lines commonly known as the Stock Yard Lead and the North Washington Industrial Track in Denver and Adams Counties, CO. The Stock Yard Lead line of railroad consists of Track 12, extending from a point of connection with a UP main line north of East 58th Avenue in unincorporated Adams County to a point of connection with existing DRIR trackage at or near Race Court in the City of Denver, Denver County, a distance of 5,750 feet, or 1.09 miles, plus the following auxiliary tracks: Track 12A (450 feet); Track 12B (750 feet); Track 12C (1,767 feet); and Track 12D (1,845 feet), for a total distance of approximately 10,562 feet, or 2 miles. The North Washington Industrial Track line of railroad consists of Track 122, extending from a point of connection with UP trackage east of North Washington Street to the end of the track north of East 68th Avenue, all in unincorporated Adams County, a distance of approximately 2.2 miles. Numerous auxiliary tracks are also part of the North Washington Industrial Track. DRIR has been leasing and operating the Stock Yard Lead from UP since 2005.<sup>1</sup> The purpose of this transaction is to convert DRIR's leasehold interest into an ownership interest, and to obtain acquisition and operation authority for the North Washington Industrial Track.<sup>2</sup>

DRIR certifies that its projected revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier. The transaction is scheduled to be consummated no sooner than May 27, 2005, the effective date of the exemption (7 days after the exemption was filed).

If the verified 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 transaction.

<sup>1</sup> See *Denver Terminal Railroad Company, d/b/a Denver Rock Island Railroad—Lease and Operation Exemption—Rail Line of Union Pacific Railroad Company*, STB Finance Docket No. 34637 (STB served Jan. 12, 2005).

<sup>2</sup> Acquisition of the Stock Yard Lead and North Washington Industrial Track by DRIR is part of an exchange of trackage whereby UP acquired DRIR's Sandown-Belt Junction line in Denver. See *Union Pacific Railroad Company—Acquisition and Operation Exemption—Line of Denver Terminal Railroad Company, d/b/a Denver Rock Island Railroad*, STB Finance Docket No. 34631 (STB served Apr. 1, 2005).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34692, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on: Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604–1112.

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

Decided: June 6, 2005.

By the Board, David M. Konschnick, Director, Office of Proceedings.

Vernon A. Williams,  
Secretary.

[FR Doc. 05–11556 Filed 6–13–05; 8:45 am]

BILLING CODE 4915–01–P

## DEPARTMENT OF THE TREASURY

### Financial Crimes Enforcement Network; Proposed Collection; Comment Request; Customer Identification Programs for Futures Commission Merchants and Introducing Brokers.

**AGENCY:** Financial Crimes Enforcement Network (“FinCEN”), Treasury.

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

**SUMMARY:** FinCEN invites comment on a proposed extension of a currently approved requirement that futures commission merchants and introducing brokers establish a customer identification program as required under section 326 of the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism (USA PATRIOT ACT) Act of 2001. This request for comments covers 31 CFR 103.123. This request for comments is being made pursuant to the Paperwork Reduction Act of 1995, Pub. L. 104–13, 44 U.S.C. 3506(c)(2)(A).

**DATES:** Written comments are welcome and must be received on or before August 15, 2005.

**ADDRESSES:** Written comments should be submitted to: Regulatory Policy and Programs Division, Financial Crimes Enforcement Network, Department of the Treasury, PO Box 39, Vienna, Virginia 22183, Attention: PRA Comments—CIP for FCMs and IBs. Comments also may be submitted by electronic mail to the following Internet address: [regcomments@fincen.treas.gov](mailto:regcomments@fincen.treas.gov), again with a caption, in the body of the text, “Attention: PRA Comments—CIP for FCMs and IBs.”

**Inspection of comments.** Comments may be inspected, between 10 a.m. and 4 p.m., in the FinCEN reading room in Washington, DC. Persons wishing to inspect the comments submitted must request an appointment by telephoning (202) 354–6400.

**FOR FURTHER INFORMATION CONTACT:** The FinCEN Regulatory Helpline at 800–949–2732, select option 3, or contact Helene D. Schroeder, Special Counsel, Division of Clearing and Intermediary Oversight, Commodity Futures Trading Commission, 1155 21st Street, NW., Washington, DC 20581, (202) 418–5450; or [AMLstaff@cftc.gov](mailto:AMLstaff@cftc.gov).

### SUPPLEMENTARY INFORMATION:

**Title:** Customer Identification Programs For Futures Commission Merchants and Introducing Brokers, 31 CFR 103.123.

**OMB Number:** 1506–0022.

**Form Number:** N/A.

**Abstract:** The statute generally referred to as the “Bank Secrecy Act,” Titles I and II of Public Law 91–508, as amended, codified at 12 U.S.C. 1829b, 12 U.S.C. 1951–1959, and 31 U.S.C. 5311–5332, authorizes the Secretary of the Treasury, *inter alia*, to require financial institutions to keep records and file reports that are determined to have a high degree of usefulness in criminal, tax, and regulatory matters, or in the conduct of intelligence or counter-intelligence activities, to protect against international terrorism, and to implement counter-money laundering programs and compliance procedures.<sup>1</sup> Regulations implementing Title II of the Bank Secrecy Act appear at 31 CFR part 103. The authority of the Secretary to administer the Bank Secrecy Act has been delegated to the Director of FinCEN.

Section 326 of the USA PATRIOT Act added a new subsection (l) to 31 U.S.C. 5318 of the Bank Secrecy Act that requires the Secretary of the Treasury to require financial institutions to establish and maintain programs to verify the identity of customers opening an account. On May 9, 2003, FinCEN and the Commodity Futures Trading Commission issued a joint final rule (68 FR 25149) requiring futures commission merchants and introducing brokers to establish a customer identification program (“CIP rule”). The final CIP rule can also be found at 31 CFR 103.123.

<sup>1</sup> Language expanding the scope of the Bank Secrecy Act to intelligence or counter-intelligence activities to protect against international terrorism was added by section 358 of the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001 (the “USA PATRIOT Act”), Pub. L. 107–56.