

**SUMMARY:** 14 CFR part 298 requires air carrier operators to obtain a certificate of public convenience and necessity from the DOT, with the exception of air taxi and commuter air operators. In order to be exempted from this requirement, such operators must apply for exemption with the DOT. This collection is used to ensure that affected companies comply with the requirements under this regulation.

**DATES:** Please submit comments by December 7, 2005.

**ADDRESSES:** Judy Street on (202) 267-9895.

**FOR FURTHER INFORMATION CONTACT:**

**Federal Aviation Administration (FAA)**

*Title:* Exemptions for Air Taxi and Commuter Air Carrier Operations.

*Type of Request:* Renewal of an approved collection.

*OMB Control Number:* 2120-0633.

*Forms(s):* OST Form 4507.

*Affected Public:* A total of 2,040 air taxi and commuter operators.

*Frequency:* The information is conducted on an as-needed basis.

*Estimated Average Burden Per Response:* Approximately 0.5 hours per response.

*Estimated Annual Burden Hours:* An estimated 1,026 hours annually.

*Abstract:* 14 CFR Part 298 requires air carrier operators to obtain a certificate of public convenience and necessity from the DOT, with the exception of air taxi and commuter air operators. In order to be exempt from this requirement, such operators must apply for exemption with the DOT. This collection is used to ensure that affected companies comply with the requirements under this regulation.

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

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 October 28, 2005.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

[FR Doc. 05-22080 Filed 11-4-05; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Agency Information Collection Activity Under OMB Review, Request for Comments; Renewal of an Approved Information Collection Activity, Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** 14 CFR part 121, Appendices I and J, require specified aviation employers to implement FAA-approved antidrug and alcohol misuse prevention programs and conduct testing of safety-sensitive employees. To monitor compliance, institute program improvements, and anticipate program problem areas, the FAA receives report from the aviation industry.

**DATES:** Please submit comments by December 7, 2005.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities.

*Type of Request:* Renewal of an approved collection.

*OB Control Number:* 2120-0535.

*Forms(s):* None.

*Affected Public:* A total of 6,602 air carriers.

*Frequency:* The information is conducted on an as-needed basis.

*Estimated Average Burden Per Response:* Approximately 3.5 hours per response.

*Estimated Annual Burden Hours:* An estimated 22,768 hours annually.

*Abstract:* 14 CFR Part 121, Appendices I and J, require specified aviation employers to implement FAA-approved antidrug and alcohol misuse prevention programs and conduct testing of safety-sensitive employees. To monitor compliance, institute program

improvements, and anticipate program problem areas, the FAA receives reports from the aviation industry.

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

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 collections; 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.

Dated: Issued in Washington, DC, on October 28, 2005.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

[FR Doc. 05-22081 Filed 11-4-05; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Summary Notice No. PE-2005-61]

**Petitions for Exemption; Summary of Petitions Received**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petition 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 a certain petition 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 November 17, 2005.

**ADDRESSES:** You may submit comments [identified by DOT DMS Docket Number FAA-2005-22747] 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 20590-001.

- 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:**

Kenna Sinclair (425-227-1556), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; 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 November 1, 2005.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

**Petitions For Exemption**

*Docket No.:* FAA-2005-22747.

*Petitioner:* The Boeing Company.

*Sections of 14 CFR Affected:*

121.221(f)(1), 121.221(f)(2), 121.221(f)(3), and 121.223.

*Description of Relief Sought:* Relief from the design and performance requirements regarding fire protection systems for the main deck cargo compartment on Boeing Model 747-400 large cargo freighters.

[FR Doc. 05-22128 Filed 11-4-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**National Technical Assistance Center for Senior Transportation; Solicitation for Proposals**

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

**ACTION:** Notice; request for proposals.

**SUMMARY:** This solicitation is for proposals from national non-profit organizations for a cooperative agreement to develop and implement a National Technical Assistance Center for Senior Transportation (NTACST). The major goal of the NTACST is to assist local communities and states in the expansion and provision of transportation services for older adults. This cooperative agreement is a five year award. The first year of the cooperative agreement is for two million dollars (\$2,000,000). Subsequent funding is authorized at one million dollars (\$1,000,000 per year) in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEAU-LU); actual funding will be based on annual appropriations.

**DATES:** Proposals must be submitted electronically by December 22, 2005.

**ADDRESSES:** Proposals should be submitted electronically to <http://www.Grants.Gov>. Grants.Gov allows organizations to electronically find and apply for competitive grant opportunities from all Federal grant-making agencies. Grants.Gov is the single access point for over 1,000 grant programs offered by the 26 Federal grant-making agencies. Proposals can also be submitted in hard copy to United We Ride Office, 400 7th Street, SW., Room 9114, Washington, DC 20590.

**DATES:** All proposals must be postmarked by midnight December 22, 2005.

**FOR FURTHER INFORMATION CONTACT:**

Bryna Helfer at (202) 366-1663; fax: (202) 366-3136; [unitedweride@fta.dot.gov](mailto:unitedweride@fta.dot.gov).

**SUPPLEMENTARY INFORMATION:** Section 3016 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEAU-LU); PL 109-059, authorized a National Technical Assistance Center for Senior Transportation (NTACST) is under 49 U.S.C. 5314(c) as follows:

(1) *Establishment.* The Secretary shall award a cooperative agreement grant to a national not-for-profit organization for

the establishment and maintenance of a NTACST.

(2) *Eligibility.* An organization shall be eligible for a cooperative agreement under paragraph (1) if the organization: (A) Focuses significantly on serving the needs of the elderly; (B) has demonstrated knowledge and expertise in senior transportation policy and planning issues; (C) has affiliates in a majority of the states; (D) has the capacity to convene local groups to consult on operation and development of senior transportation programs; and (E) has established close working relationships with the Federal Transit Administration (FTA) and the Administration on Aging (AoA).

(3) *Use of Funds.* The NTACST established under this section shall: (A) Gather best practices from throughout the nation and provide such practices to local communities that are implementing senior transportation programs; (B) work with teams from local communities to identify how the communities are successfully meeting the transportation needs of senior citizens and identifying any gaps in services in order to create a plan for an integrated senior transportation program; (C) provide resources on ways to pay for senior transportation services; (D) create a Web site to publicize and circulate information on senior transportation program; (E) establish a clearinghouse for print, video, and audio resources on senior mobility; and (F) administer the demonstration grant program established under paragraph (4).

(4) *Grants Authorized.* (A) In General.—The NTACST established under this section, in consultation with the Federal Transit Administration, should award senior transportation demonstration grants to: (i) Local transportation organizations, (ii) state agencies, (iii) units of local government, and (iv) nonprofit organizations. (B) Use of Funds.—Grant funds received under this paragraph may be used to: (i) Evaluate the state of transportation services for senior citizens, (ii) recognize barriers to mobility that senior citizens encounter in their communities, (iii) establish partnerships and promote coordination among community stakeholders, including public, not-for-profit, and for-profit providers of transportation services for senior citizens, (iv) identify future transportation needs of senior citizens within local communities, and (v) establish strategies to meet the unique needs of healthy and frail senior citizens.