

operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft.
Grant, 09/15/2005, Exemption No. 7663B.

Docket No.: FAA-2005-22333.
Petitioner: Yukon Air Service, Inc.
Sections of 14 CFR Affected: 14 CFR 135.143(c)(2).
Description of Relief Sought/Disposition: To allow Yukon Air Service, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed on those aircraft.
Grant, 09/15/2005, Exemption No. 8634.

Docket No.: FAA-2005-22239.
Petitioner: Mauscape Helicopters, Inc.
Sections of 14 CFR Affected: 14 CFR 135.143(c)(2).
Description of Relief Sought/Disposition: To allow Mauscape Helicopters, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.
Grant, 09/15/2005, Exemption No. 8633.

Docket No.: FAA-2002-13316.
Petitioner: Monterey Bay Ninety-Nines.
Sections of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353.
Description of Relief Sought/Disposition: To allow the Monterey Bay Ninety-Nines to conduct local sightseeing flights at the Watsonville Municipal Airport, Watsonville, California, on October 29, 2005, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.
Grant, 09/14/2005, Exemption No. 8632.

Docket No.: FAA-2004-17410.
Petitioner: Stuart Air Show.
Sections of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353.
Description of Relief Sought/Disposition: To allow Stuart Air Show to conduct local sightseeing flights at the Martin County Airport, Stuart, Florida, for the Stuart Air Show on or about November 12 and 13, 2005, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.
Grant, 09/14/2005, Exemption No. 8631.

Docket No.: FAA-2002-12010.
Petitioner: Taunton Airport Association, Inc.
Sections of 14 CFR Affected: 14 CFR 135.251, 135.255, and 135.353.

Description of Relief Sought/Disposition: To allow Taunton Airport Association, Inc., to conduct local sightseeing flights to benefit local charities at the Taunton Municipal Airport, East Taunton, Massachusetts, on October 22, 2005, with a rain date of October 23, 2005, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.
Grant, 9/14/2005, Exemption No. 8630.

Docket No.: FAA-2001-10289.
Petitioner: EVA Airways Corporation.
Sections of 14 CFR Affected: 14 CFR 61.77(a) and (b) and 63.23(a).
Description of Relief Sought/Disposition: To allow the issuance of U.S. special purpose pilot authorizations and U.S. special purpose flight engineer certificated to airmen employed by EVA Airways Corporation without those airmen meeting the requirement to hold a current foreign certificate or license issued by a foreign contracting State to the Convention on International Civil Aviation.
Grant, 09/09/2005, Exemption No. 6689E.

Docket No.: FAA-2001-10223.
Petitioner: Kapowsin Air Sports, Ltd.
Sections of 14 CFR Affected: 14 CFR 105.29.
Description of Relief Sought/Disposition: To allow Kapowsin Air Sports, Ltd., to conduct parachute operations within a 2-mile radius of Kapowsin Field when published cloud clearances cannot be maintained.
Denial, 09/06/2005, Exemption No. 8627.

Docket No.: FAA-2005-22231.
Petitioner: Save-A-Connie, Inc.
Sections of 14 CFR Affected: 14 CFR 91.315.
Description of Relief Sought/Disposition: To allow Save-A-Connie, Inc., to carry its members and sponsors on local demonstration or promotional flights for compensation or hire in its Lockheed L-1049 Super Constellation and Martin 4-0-4 airplanes.
Denial, 09/06/2005, Exemption No. 8628.

Docket No.: FAA-2001-9142.
Petitioner: Honeywell Aerospace.
Sections of 14 CFR Affected: 14 CFR 21.325(b)(3).
Description of Relief Sought/Disposition: To allow Honeywell Aerospace to issue export airworthiness approval tags for class II and class III products manufactured at Honeywell's Singapore facility.

Grant, 09/01/2005, Exemption No. 7075D.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aircraft, Trip-Free Single Phase 115 VAC, 400 Hz Arc Fault Circuit Breakers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability and request for public comment.

SUMMARY: This notice announces the availability of, and requests comment on proposed Technical Standard Order (TSO) C-178, Aircraft, Trip-Free Single Phase 115 VAC, 400 Hz Arc Fault Circuit Breakers. This proposed TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards (MPS) their arc fault circuit breakers must meet to be identified with the appropriate TSO marking.

DATES: Comments must be received on or before January 4, 2006.

ADDRESSES: Send all comments on this proposed TSO to: Federal Aviation Administration (FAA), Aircraft Certification Service, Avionics Systems Branch (AIR-130), 800 Independence Avenue, SW., Washington, DC 20591. Attn: Ms. Charisse Green. Or, you may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Charisse Green, AIR-130, Room 815, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Telephone (202) 385-4637, fax (202) 385-4651.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, in room 815 at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date before issuing the final TSO.

Background

The proposed TSO-C178 provides a minimum operating standard for Trip-

Free Single Phase 115 VAC, 400 Hz circuit breakers, which provides an equivalent level of thermal protection to existing thermal circuit breakers, with the added ability of detection and reaction to arc fault conditions, thus diminishing damage to the wiring system caused by prolonged arcing events. The Arc Fault Circuit Breaker thereby diminishes damage to the aircraft wiring from the circuit breaker to the first serial load element, which reduces the potential of igniting surrounding material.

How To Obtain Copies

You can view or download the proposed TSO from its online location at: www.airweb.faa.gov/rgl. At this Web page, select "Technical Standard Orders." At the TSO page, select "Proposed TSOs." For a paper copy, contact the person listed in **FOR FURTHER INFORMATION CONTACT**. Note, SAE International documents are copyrighted and may not be reproduced without the written consent of SAE International. You may purchase copies of SAE International documents from: SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, or directly from their Web site: <http://www.sae.org/>.

Issued in Washington, DC, on November 28, 2005.

Susan J. M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2005-22932]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes the collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before February 3, 2006.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, SW., Plaza 401, Washington, DC 20590. Docket No. NHTSA-2005-22932.

FOR FURTHER INFORMATION CONTACT: John Siegler, PhD., Contracting Officer's Technical Representative, Office of Research and Technology (NTI-132), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 5119, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, and or other technological collection techniques or other forms of information technology. *e.g.*, permitting electronic submissions of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

Evaluation Surveys for Impaired Driving and Safety Belt Interventions

Type of Request—New information collection requirement.

OMB Clearance Number—None.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—3 years from date of approval.

Summary of the Collection of Information—The National Highway Traffic Safety Administration (NHTSA) proposes to conduct telephone surveys to evaluate interventions designed to increase safety belt use and reduce impaired driving. Sample sizes would range from 200 to 2000 depending on the geographic unit being surveyed (Nation, Region, State, Community) and the evaluation design for the intervention (*e.g.*, number of analytic groups). Interview length would be 10 minutes. The surveys would collect information on attitudes, awareness, knowledge, and behavior related to the intervention. The surveys would follow a pre-post design where they are administered prior to the implementation of the intervention and after its conclusion. Interim survey waves may also be administered if the duration of the intervention permits.

In conducting the proposed surveys, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. A Spanish Language translation and bilingual interviewers would be used to minimize language barriers to participation. The proposed surveys would be anonymous and confidential.

Description of the Need for the Information and Proposed Use of the Information—The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

The heavy toll that impaired driving exacts on the Nation in fatalities, injuries, and economic costs is well documented. Strong documentation also exists to show that wearing a safety belt is one of the most important actions a person can take to prevent injury or fatality in the event of a crash, but a significant proportion of the population still does not wear them. The persistence of these traffic safety problems points to a continuing need for effective interventions to address impaired driving and non-use of safety belts. This in turn calls for strong evaluation efforts to identify what interventions are effective. This includes monitoring key interventions that have been shown to be effective in order to determine whether they are