

compatibility program for Scottsdale Airport, effective on May 5, 2005. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. On December 19, 1986, the FAA approved the Noise Compatibility Program for the Scottsdale Airport. Preliminary review of the submitted material for the proposed Revision No. 2 indicates that it conforms to FAR part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before May 31, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measure may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether it is reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program Revision No. 2 to the approved noise compatibility program, with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the approved noise compatibility program, and the proposed revision No. 2 are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, Community
Environmental Needs Division, 800
Independence Avenue, SW., Room
621, Washington, DC 20591.

Federal Aviation Administration,
Western-Pacific Region, Airports
Division, 15000 Aviation Boulevard,
Room 3012, Hawthorne, CA 90261.

City of Scottsdale, 15000 N. Airport
Drive Suite 200, Scottsdale, Arizona
85260.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Hawthorne, California on
December 2, 2005.

Mark A. McClardy,
*Manager, Airports Division, Western-Pacific
Region, AWP-600.*

[FR Doc. 06-412 Filed 1-17-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Extension of Public Scoping Period for the Preparation of an Environmental Impact Statement for the Proposed Relocation of Runway 11R/29L and Associated Development at the Tucson International Airport in Tucson, AZ

AGENCY: Federal Aviation Administration.

ACTION: Extension of public scoping comment period for an Environmental Impact Statement.

SUMMARY: The FAA is extending the public scoping comment period for an additional 90 days to allow further participation in the scoping process. For additional information, the original announcement regarding the notice of intent to prepare an Environmental Impact Statement and to conduct scoping meetings was published in the **Federal Register** on October 13, 2005 (Volume 70, Number 197), Page 59800-59801. As a result of the meeting held on November 15, 2005, the FAA decided to extend the comment period to accommodate comments from potentially affected parties. Written comments on the scope of the EIS must be received no later than 5 p.m. Pacific Standard Time, March 15, 2006.

FOR FURTHER INFORMATION CONTACT: Michelle Simmons, Environmental Protection Specialist, Federal Aviation Administration, Western-Pacific Region, Airports Division, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: (310) 725-3614.

Issued in Hawthorne, California, on
Wednesday, January 4, 2006.

Mark A. McClardy,
*Manager, Airports Division, Western-Pacific,
Region AWP-600.*

[FR Doc. 06-410 Filed 1-17-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-23032]

Agency Information Collection Activities; Request for Comments; Renewed Approval of Information Collections: OMB Control Numbers 2126-0032 and 2126-0033 (Financial and Operating Statistics for Motor Carriers of Property)

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: FMCSA invites public comment on its intent to request approval from the Office of Management and Budget (OMB) to renew two information collections entitled, "The Annual Report of Class I and Class II Motor Carriers of Property (Form M)" and "The Quarterly Report of Class I Motor Carriers of Property (Form QFR)." These information collections are necessary to ensure that motor carriers comply with FMCSA's financial and operating statistics (F&OS) program requirements. This notice is required by the Paperwork Reduction Act of 1995.

DATES: Comments must be submitted on or before March 20, 2006.

ADDRESSES: You may mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590; telefax comments to 202/493-2251; or submit electronically at <http://dms.dot.gov>. Comments should reference Docket No. FMCSA-2005-23032. All comments may be examined and copied at the above address from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. If you desire your comment to be acknowledged, you must include a self-addressed stamped envelope or postcard or, if you submit your comments electronically, you may print the acknowledgment.

FOR FURTHER INFORMATION CONTACT: Ms. Toni Proctor, Office of Research and Analysis, phone (202) 366-2998, FAX (202) 366-3518, e-mail toni.proctor@fmcsa.dot.gov, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Suite 8214, Washington, DC 20590. Office hours are from 8 a.m. to 4 p.m., ET, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

(1) *Title:* Annual Report of Class I and Class II Motor Carriers of Property (former OMB Control Number 2139-

0004 information collection transferred from Bureau of Transportation Statistics (BTS) to FMCSA on November 8, 2004).

OMB Control No: 2126-0032.

Form No.: Form M.

Type of Review: Extension of a currently approved collection.

Respondents: Class I and Class II Motor Carriers of Property.

Number of Respondents: 3,000 (per year).

Estimated Time per Response: 9 hours.

Expiration Date: January 31, 2006.

Frequency: Annually.

Total Annual Burden: 27,000 hours.

(2) Title: Quarterly Report of Class I and Class II Motor Carriers of Property (former OMB Control Number 2139-0002 information collection transferred from BTS to FMCSA on November 8, 2004).

OMB Control No: 2126-0033.

Form No.: Form QFR.

Type of Review: Extension of a currently approved collection.

Respondents: Class I Motor Carriers of Property.

Number of Respondents: 1,000 (per quarter).

Estimated Time per Response: 1.8 hours (27 minutes per quarter).

Expiration Date: January 31, 2006.

Frequency: Quarterly.

Total Annual Burden: 1,800 hours.

Background

The Annual Report of Class I and Class II Motor Carriers of Property (Form M) and the Quarterly Report of Class I Motor Carriers of Property (Form QFR) are mandated reporting requirements for for-hire motor carriers. Motor carriers subject to the Federal Motor Carrier Safety Regulations are classified on the basis of their gross carrier operating revenues (including interstate and intrastate).¹ Under the F&OS program, FMCSA collects balance sheet and income statement data along with information on safety needs, tonnage, mileage, employees, transportation equipment, and other related data. FMCSA may also ask carriers to respond to surveys concerning their operations. The data

and information collected will be made publicly available and used by FMCSA to determine a motor carrier's compliance with the F&OS program requirements prescribed at subchapter B of 49 CFR part 1420.

The regulations were formerly administered by the Interstate Commerce Commission and later transferred to the U.S. Department of Transportation on January 1, 1996 by section 103 of the Interstate Commerce Commission Termination Act of 1995 (Pub. L. 104-88, December 29, 1995, 109 Stat. 803) codified at 49 U.S.C. 14123. The Secretary of Transportation (Secretary) transferred the authority to administer the F&OS program to BTS on September 30, 1998 (63 FR 52192). Pursuant to this authority, BTS, now part of the Research and Innovative Technology Administration (RITA), became the responsible DOT modal administration for implementing the F&OS program and requirements in 49 CFR 1420. On September 29, 2004, the Secretary transferred the responsibility for the F&OS program from BTS to FMCSA (69 FR 51009). The latter agency plans to publish a final rule in the future to transfer and redesignate the F&OS reporting requirements from BTS (now RITA) to FMCSA.

Public Comments Invited

You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for FMCSA's performance; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued on January 11, 2006.

Annette M. Sandberg,

Administrator.

[FR Doc. E6-453 Filed 1-17-06; 8:45 am]

BILLING CODE 4910-EX-P

described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Association of American Railroads

(Waiver Petition Docket Number FRA-2005-23107)

The Association of American Railroads (AAR), on behalf of its member railroads, seeks a waiver from certain provisions of 49 CFR part 229 regarding movement of locomotives with a burned out 350-watt headlamp. The specific section from which relief is requested and the justifications for such relief is as follows: Title 49 CFR 229.125 requires that lead locomotives be equipped with a headlight which produces a minimum intensity of 200,000 candela. In the case of the 350-watt lamp currently in use by the railroads, two lamps burning together are needed to reliably meet this requirement. A lead locomotive with only one 350-watt lamp illuminated would be considered a non-complying locomotive and could only be moved under the provisions of 49 CFR 229.9. AAR seeks a waiver permitting such a locomotive to continue in service as a lead locomotive, with both auxiliary lights burning steadily, until its next calendar day inspection. The proposed relief would not apply to a lead locomotive on a train required to have an initial terminal inspection. In that case, the locomotive would be repaired or switched to a trailing position prior to departure. In support of its petition, AAR contends that "Since no scientific study has been done showing the minimum amount of light needed for safety purposes, no adverse safety conclusions can be drawn about either lamp." They also point out that when the headlight intensity was set at 200,000 candela in 1980, there was not yet any requirement for auxiliary lights, which now supplement the headlight. Further, they point out that the relief requested for a locomotive with one 350-watt headlight lamp out is similar to the provisions already in effect for auxiliary lights (see 49 CFR 229.125(g)).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

¹ For purposes of the F&OS program, carriers are classified into the following three groups: (1) Class I carriers are those having annual carrier operating revenues (including interstate and intrastate) of \$10 million or more after applying the revenue deflator formula in Note A of 49 CFR 1420; (2) Class II carriers are those having annual carrier operating revenues (including interstate and intrastate) of at least \$3 million but less than \$10 million after applying the revenue deflator formula in Note A of 49 CFR 1420; and (3) Class III carriers are those having annual carrier operating revenues (including interstate and intrastate) of less than \$3 million after applying the revenue deflator formula in Note A of 49 CFR 1420.

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is