

which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Craig Municipal Airport, also effective on December 22, 2006. Preliminary review of the submitted material indicates that it conforms to the 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 June 20, 2007.

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 measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be 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 with specific reference to these factors. All comments, 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 FAA's evaluation of the maps, and the proposed noise computability program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

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

Dated: December 22, 2006.

**W. Dean Stringer,**

*Manager, Orlando Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Safety Advisory 2006-06

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Safety Advisory; center sill cracks on 89-foot flat cars used to haul containers of municipal solid waste.

**SUMMARY:** FRA is issuing Safety Advisory 2006-06, in order to provide interested parties information related to the potential failure (cracking and breakage) of the center sills on 89-foot flat cars carrying containers in municipal solid waste (MSW) service.

**FOR FURTHER INFORMATION CONTACT:** Ronald Newman, Staff Director, Motive Power and Equipment Division (RRS-14), FRA Office of Safety Assurance and Compliance, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6241 or Michael Masci, Trial Attorney, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6037.

**SUPPLEMENTARY INFORMATION:** FRA was recently made aware of a series of failed center sills on MSW 89-foot flat cars. Among these failures were two cars from the USWX 20000 series. Car USWX 20242 experienced a center sill failure at North Bergen, New Jersey on May 18, 2006, and car USWX 20226 experienced a failure at Harlem River Yard in New York on June 8, 2006. The failed center sill on car USWX 20242 resulted in an undesired emergency brake application and narrowly avoided a derailment. The center sill on car USWX 20226 was found to have an Association of American Railroad (AAR) center sill patch applied in the breakage area when inspected after the incident.

Both cars were manufactured by Trinity, Industries (Trinity) in 2000 and are used to carry containers of MSW to several host landfill sites. These cars are operated predominately in the northeast quadrant of the United States rail network by CSX Transportation, Incorporated (CSX) and Norfolk Southern Corporation (NS). The cars are owned by USA Waste Services, Incorporated (USWS) and operate between USWS loading sites in New Jersey and New York and their landfill

in Waverly, Virginia. In mid-June, two additional cars were brought to FRA's attention. These incidents involved car USWX 638446 (cracked center sill) near Petersburg, Virginia on June 11, 2006, and car JTSX 400175 (cracked side sill) near Selkirk, New York on June 12, 2006.

As a result of these four reported incidents, FRA invited the parties involved with these failures to attend an open discussion in Washington, DC, on June 16, 2006. Representatives from AAR, USWS, David J. Joseph Company, Trinity, CSX, NS, and FRA Regional MP&E Specialists attended this meeting. At this meeting, FRA expressed its concerns with regard to 89-foot flat cars being used in this MSW service. Topics addressed at this meeting included: Design and loading concerns, transportation and inspection of equipment, repairs, handling of defective cars, and safety action plans. Information developed from this meeting revealed that a potential overloading problem with cars in MSW service possibly was causing or contributing to sill cracking and breakage.

Subsequent to this meeting, FRA sent a letter to USWS on June 29, 2006, recommending that USWS implement a comprehensive car inspection program and to review the loading and unloading procedures used by its employees to identify and remedy the potential causes for this type of damage. FRA also recommended that CSX and NS conduct joint mechanical inspections and work with the AAR in developing appropriate engineering standards and loading rules to address similarly affected loaded waste cars. On July 10, 2006, USWS responded to FRA stating that a proactive program was being undertaken by USWS for cars owned by them performing MSW service. Based on the positive industry response to the safety concerns raised by FRA, the agency continued to monitor the use of flat cars in MSW service and is aware of the following additional cars that have experienced cracked center sills:

1. ECCX 97072 on June 22, 2006, in Waycross, Georgia.
2. ECCX 97098 on June 22, 2006, in Waycross, Georgia.
3. ECCX 97072 on June 22, 2006, in Waycross, Georgia.
4. ECCX 97111 on June 22, 2006, in Waycross, Georgia.
5. DTTX 64043 on September 14, 2006, in Elizabeth, New Jersey.
6. ECXX 20046 on November 26, 2006, in Marshville, North Carolina.
7. ECXX 20043 on December 1, 2006, in Sabot, Virginia.

Based on information provided by the AAR, it appears that the ECXX cars are owned and operated by ECDC Environmental located in Salt Lake City, Utah, and the DTTX car is owned by Trailer Train Company in Chicago, Illinois.

At this time, FRA is not aware of any derailments attributed to the center sill failures on any of these cars. However, due to the severity and nature of the cracking and breaks in the center sills of these flat cars, and the high density traffic corridors in which the cars operate, FRA feels compelled to advise car owners and operating railroads of the potential for catastrophic failures and/or derailments involving these cars. FRA mechanical field inspectors will be conducting periodic nationwide inspections of this equipment to ascertain the magnitude of the car population and to gather further information regarding any failures. At this time, it appears that many of the above noted cars may have been overloaded or compacted, which may have contributed to center sill cracking and failure. Additional supplements to this Safety Advisory may follow as cause of the cracking and remedial measures are identified.

#### Recommended Action

In recognition of the need to ensure safety, FRA recommends that railroads and car owners carefully inspect the center sills of all flat cars used to carry containers of MSW. FRA further recommends that any such car found with a crack or cracks of any size in the center sill area be immediately bad ordered and sent to an appropriate shop for repairs consistent with quality shop repair.

Failure of car owners and railroads to voluntarily take action consistent with the above recommendation may result in FRA pursuing other corrective measures to enforce public safety under its rail safety authority. FRA may modify Safety Advisory 2006-06, issue additional safety advisories, or take other appropriate action necessary to ensure the highest level of safety on the nation's railroads.

Issued in Washington, DC on January 3, 2007.

**Jo Strang,**

*Associate Administrator for Safety.*

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## DEPARTMENT OF THE TREASURY

### Office of the Secretary

#### List of Countries Requiring Cooperation With an International Boycott

In order to comply with the mandate of section 999(a)(93) of the Internal Revenue Code of 1986, the Department of the Treasury is publishing a current list of countries which require or may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1986).

On the basis of the best information currently available to the Department of the Treasury, the following countries require or may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1986): Kuwait, Lebanon, Libya, Qatar, Saudi Arabia, Syria, United Arab Emirates, Yemen, Republic of. Iraq is not included in this list, but its status with respect to future lists remains under review by the Department of the Treasury.

Dated: January 1, 2007.

**Harry J. Hicks III,**

*International Tax Counsel (Tax Policy).*

[FR Doc. 07-10 Filed 1-5-07; 8:45 am]

BILLING CODE 4180-25-M

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Proposed Collection; Comment Request for Form 8610 and Schedule A (Form 8610)

**AGENCY:** Internal Revenue Service (IRS), Treasury.

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

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 8610, Annual Low-Income Housing Credit Agencies Report, and Schedule A (Form 8610), Carryover Allocation of Low-Income Housing Credit.

**DATES:** Written comments should be received on or before March 9, 2007 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Glenn P. Kirkland, Internal Revenue Service, room 6516, 1111 Constitution Avenue, NW., Washington, DC 20224.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the forms and instructions should be directed to Carolyn N. Brown, at (202) 622-6688, or at Internal Revenue Service, room 6516, 1111 Constitution Avenue, NW., Washington, DC 20224, or through the internet, at [Carolyn.N.Brown@irs.gov](mailto:Carolyn.N.Brown@irs.gov).

#### SUPPLEMENTARY INFORMATION:

**Title:** Form 8610, Annual Low-Income Housing Credit Agencies Report, and Schedule A (Form 8610), Carryover Allocation of Low-Income Housing Credit.

**OMB Number:** 1545-0990.

**Form Number:** Form 8610 and Schedule A (Form 8610).

**Abstract:** State housing credit agencies (Agencies) are required by Code section 42(l)(3) to report annually the amount of low-income housing credits that they allocated to qualified buildings during the year. Agencies report the amount allocated to the building owners and to the IRS in Part I of Form 8609. Carryover allocations are reported to the Agencies in carryover allocation documents. The Agencies report the carryover allocations to the IRS on Schedule A (Form 8610). Form 8610 is a transmittal and reconciliation document for Forms 8609, Schedule A (Form 8610), binding agreements, and election statements.

**Current Actions:** There were 3 line items deleted on Form 8610 at this time.

**Type of Review:** Extension of a currently approved collection.

**Affected Public:** State, local or tribal governments.

**Estimated Number of Respondents:** 53.

**Estimated Time per Respondent:** 105 hours, 38 minutes.

**Estimated Total Annual Burden Hours:** 5,599.

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number. Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

**Request for Comments:** Comments submitted in response to this notice will