

**VIII. Other Information**

*Notice:* The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements per section VI.3 above.

Dated: March 27, 2006.

**C. Miller Crouch,**

*Principal Deputy Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. E6-4744 Filed 3-30-06; 8:45 am]

**BILLING CODE 4710-05-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice Before Waiver With Respect To Land at Lynchburg Regional Airport, Lynchburg, VA**

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

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the release of approximately thirty (30) acres of land at the Lynchburg Regional Airport, Lynchburg, Virginia from all Federal obligations, since the land is no longer needed for airport purposes. Reuse of the land for commercial/light industrial purposes represents a compatible land use. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan. The proceeds from the disposal of land acquired with Federal grants will be used for land acquisition and construction costs associated with the southerly extension to Runway 4-22. The proceeds from the disposal of land acquired without Federal grants will be used for Airport operating and capital costs.

**DATES:** Comments must be received on or before May 1, 2006.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Terry J. Page, Manager, FAA

Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Mark F. Courtney, Airport Director Lynchburg Regional Airport, at the following address: Mr. Mark F. Courtney, A.A.E., Airport Director, Lynchburg Regional Airport, 4308 Wards Road, Lynchburg, Virginia 24502.

**FOR FURTHER INFORMATION CONTACT:** Mr. Terry Page, Manager, Washington Airport District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166; telephone (703) 661-1354, fax (703) 661-1270, e-mail [Terry.Page@ffa.gov](mailto:Terry.Page@ffa.gov).

**SUPPLEMENTARY INFORMATION:** On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, Public Law 10-181 (Apr. 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30-day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Dulles, Virginia on March 17, 2006.

**Terry J. Page,**

*Manager, Washington Airports District Office, Eastern Region.*

[FR Doc. 06-3109 Filed 3-30-06; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice Before Waiver With Respect To Land at Raleigh County Memorial Airport, Beckley, WV**

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

**ACTION:** Notice of Intent of waiver with respect to land.

**SUMMARY:** The FAA is publishing notice of proposed release of 23.945 acres of land at Raleigh County Memorial Airport, Beckley, West Virginia to the Raleigh County Airport Authority and the Raleigh County Commission for the development of an industrial park. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan. Fair Market Value of the land will be paid to the Raleigh County Airport and the Raleigh County Commission, and used for Airport purposes.

**DATES:** Comments must be received on or before May 1, 2006.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Connie Boley-Lilly, Program Specialist, Federal Aviation Administration, Beckley Airports District Office, 176 Airport Circle, Room 101, Beaver, West Virginia 25813.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Thomas Cochran, Airport Manager, Raleigh County Memorial Airport at the following address: Thomas Cochran, Airport Manager, Raleigh County Memorial Airport, 176 Airport Circle, Room 105, Beaver, West Virginia 25813.

**FOR FURTHER INFORMATION CONTACT:** Connie Boley-Lilly, Program Specialist, Beckley Airport District Office, (304) 252-6216 ext. 125, FAX (304) 253-8028.

**SUPPLEMENTARY INFORMATION:** On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, Public Law 10-181 (April 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Beckley, West Virginia on March 13, 2006.

**Larry F. Clark,**

*Manager, Beckley Airport District Office, Eastern Region.*

[FR Doc. 06-3139 Filed 3-30-06; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Docket No. FAA-2004-16944]

**Operating Limitations at Chicago O'Hare International Airport**

**ACTION:** Notice of order.

**SUMMARY:** On March 13, 2006, the Federal Aviation Administration (FAA) issued an order to show cause, soliciting written views on extending through October 28, 2006, the August 2004 order limiting scheduled operations at O'Hare International Airport (O'Hare). The August 2004 order made effective a series of schedule adjustments that air carriers individually agreed to during a scheduling reduction meeting convened under 49 U.S.C. 41722. The FAA previously extended the order twice, most recently through April 1, 2006. After careful reflection on the written