

II. The information collections listed below have been submitted to OMB for clearance. Your comments on the information collections would be most useful if received by OMB and SSA within 30 days from the date of this publication. You can obtain a copy of the OMB clearance package by calling the SSA Reports Clearance Officer at 410-965-0454, or by writing to the address listed above.

**Statement Regarding Date of Birth and Citizenship—20 CFR 404.716—0960-0016**

Form SSA-702 collects information needed when preferred or other evidence is not available to prove age or citizenship for an individual applying for Social Security benefits. SSA uses this form for individuals who must establish age as a factor of entitlement or U.S. citizenship as a payment factor. Respondents are applicants for one or

more Social Security benefits who need to establish their dates of birth as a factor of entitlement or U.S. citizenship as a factor of payment.

*Type of Request:* Extension of an OMB-approved information collection.

*Number of Respondents:* 1,200.

*Frequency of Response:* 1.

*Average Burden Per Response:* 10 minutes.

*Estimated Annual Burden:* 200 hours.

**National Direct Deposit Initiative—31 CFR 210—0960-NEW**

Many recipients of social security benefits choose to receive their payments via the Direct Deposit Program, in which funds are transferred directly into recipients' accounts at a financial institution (FI). However, 8 million Title II payment recipients still receive their payments through traditional paper checks. In an effort to encourage these beneficiaries to change from paper checks to the Direct Deposit

Program, SSA is collaborating with the Department of the Treasury and several FIs to implement the National Direct Deposit Initiative. In this program, SSA will work with FIs to determine which of the target 8 million Title II beneficiaries have accounts at the participating banks. The banks will then send forms to these beneficiaries encouraging them to enroll in the Direct Deposit Program. The respondents are the participating FIs and Title II beneficiaries currently receiving their payments via check.

*Type of Request:* New information collection.

**Note:** Please note that in the 60-day **Federal Register** Notice (published on May 13, 2005 at 70 FR 25643) we reported different data for the number of respondents, total burden, and cost burden. Since that time, SSA has received updated information on these categories. The new numbers in the chart below reflect the updated data.

| Respondents                     | Information collection requirement                                      | Number of respondents | Frequency of response | Average burden per response (minutes) | Estimated annual burden (hours) | Cost requirement                                  | Estimated cost burden per respondent | Total annual cost burden |
|---------------------------------|-------------------------------------------------------------------------|-----------------------|-----------------------|---------------------------------------|---------------------------------|---------------------------------------------------|--------------------------------------|--------------------------|
| Title II Payment Recipients.    | Direct Deposit Enrollment Form.                                         | 100,000               | 1                     | 2                                     | 3,333                           | N/A                                               | N/A                                  | N/A                      |
| Financial Institutions (banks). | Data screening/matching activities; SSA's data management requirements. | 10                    | 1                     | 240                                   | 40                              | Printing and mailing of 100,000 Enrollment Forms. | \$1,039                              | \$10,390                 |
| Totals .....                    | .....                                                                   | 110,000               | .....                 | .....                                 | 3,373                           | .....                                             | .....                                | 10,390                   |

Dated: August 8, 2005.

**Elizabeth A. Davidson,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 05-15963 Filed 8-10-05; 8:45 am]

**BILLING CODE 4191-02-P**

**DEPARTMENT OF STATE**

**[Public Notice 4925]**

**Shipping Coordinating Committee; Notice of Meeting**

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 1 p.m. on Thursday, September 8, 2005, in Room 3200-3202 of the Department of Transportation Headquarters, 400 Seventh Street, SW., Washington, DC 20590-0001. The primary purpose of the meeting is to prepare for the Tenth Session of the International Maritime Organization (IMO) Sub-Committee on Dangerous Goods, Solid Cargoes and Containers to

be held at the IMO Headquarters in London, England from September 26 to September 30, 2005.

The primary matters to be considered include:

—Amendments to the International Maritime Dangerous Goods (IMDG) Code and Supplements including harmonization of the IMDG Code with the United Nations Recommendations on the Transport of Dangerous Goods, and review of Annex III of the Marine Pollution Convention (MARPOL 73/78), as amended.

—Review and mandatory application of the Code of Safe Practice for Solid Bulk Cargoes (BC Code), including evaluation of properties of solid bulk cargo.

—Casualty and incident reports and analysis.

—Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code).

—Guidance on serious structural deficiencies in containers; reporting

procedure on serious structural deficiencies.

—Measures to enhance maritime security.

—Revision of the guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (LHNS) and the guidelines for the Design and Construction of Offshore Supply Vessels (OSV).

—Amendments to the guidelines for partially weather tight hatchway covers on board containerships.

—Extension of the Code of Practice for the Safe Unloading and Loading of Bulk Carriers (BLU Code) to include grain.

—Guidance on providing safe working conditions for securing of containers.

Members of the public may attend the meeting up to the seating capacity of the room. Interested persons may seek information about attendance by writing: CDR R.J. Hennessy or Mr. R.C.

Bornhorst, U.S. Coast Guard (G-MSO-3), Room 1210, 2100 Second Street, SW., Washington, DC 20593-0001 or by calling (202) 267-1694.

Dated: August 3, 2005.

**Clayton L. Diamond,**

*Executive Secretary, Shipping Coordinating Committee, Department of State.*

[FR Doc. 05-15931 Filed 8-10-05; 8:45 am]

BILLING CODE 4710-09-P

## DEPARTMENT OF STATE

### [Delegation of Authority 283]

#### **Delegation by the Secretary of State as Chairperson of the Board of the Millennium Challenge Corporation to the Vice President for Monitoring and Evaluation**

By virtue of the authority vested in me as Chairperson of the Board of the Millennium Challenge Corporation by Section 18 of Article I of the Bylaws and other relevant provisions of the Bylaws and law, I hereby delegate, prescribe, assign and designate to the Vice President for Monitoring and Evaluation, Charles O. Sethness, the functions, duties and powers of the Chief Executive Officer, to be exercised subject to my direction, to the extent authorized by law.

Any authorities covered by this delegation may also be exercised by me and may be redelegated to the extent authorized by law.

This delegation shall enter into effect on August 9, 2005 and shall expire upon designation of an Acting Chief Executive Officer under Section 3345 of Title 5, United States Code or upon the appointment and entry upon the duty of a new Chief Executive Officer pursuant to Section 604(b) of the Millennium Challenge Act of 2003.

This delegation of authority shall be published in the **Federal Register**.

Dated: August 3, 2005.

**Condoleezza Rice,**

*Secretary of State, Department of State.*

[FR Doc. 05-15932 Filed 8-10-05; 8:45 am]

BILLING CODE 4710-08-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### **Aviation Proceedings, Agreements Filed the Week Ending July 22, 2005**

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within

21 days after the filing of the application.

*Docket Number:* OST-2005-21950.

*Date Filed:* July 20, 2005.

*Parties:* Members of the International Air Transport Association.

*Subject:* Passenger Agency Conference held in Singapore on 07-09 June 2005.

*Memorandum:* Finally Adopted Resolutions rl-r26. *Minutes:* PAC/Reso/437 dated 13 July 2005. Intended effective date: 1 January 2006.

**Renee V. Wright,**

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. 05-15918 Filed 8-10-05; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Advisory Circular 431.35-2A, Reusable Launch and Reentry Vehicle System Safety Process—Notice of Issuance**

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

**ACTION:** Notice of issuance of advisory circular.

**SUMMARY:** This notice announces the issuance of Advisory Circular 431.35-2A, "Reusable Launch and Reentry Vehicle System Safety Process," dated July 20, 2005.

This advisory circular provides guidance for applying a systematic and logical system safety process for identification, analysis, and control of public safety hazards and risks associated with the operation of reusable launch vehicle and reentry vehicle systems.

**DATES:** FAA Office of Commercial Space Transportation in Washington, DC issued AC 431.35-2A on August 4, 2005.

*How to Obtain Copies:* You can download a copy of Advisory Circular 431.35-2A, Reusable Launch and Reentry Vehicle System Safety Process, from the Internet at <http://www.airweb.faa.gov/rgl>. A paper copy will be available in approximately 6-8 weeks from the U.S. Department of Transportation, Subsequent Distribution Office, M-30, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20795.

#### **FOR FURTHER INFORMATION CONTACT:**

Stewart Jackson, Manager, Systems Engineering and Training Division (AST-300), FAA Office of Commercial Space Transportation, 800 Independence Avenue SW., Washington, DC 20591; telephone (202)

267-7903; e-mail [stewart.jackson@faa.gov](mailto:stewart.jackson@faa.gov).

Issued in Washington, DC, August 4, 2005.

**Camilla F. McArthur,**

*Space Systems Development Division (AST-100), Office of Commercial Space Transportation.*

[FR Doc. 05-15849 Filed 8-10-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Public Notice for a Change in Use of Aeronautical Property at Anacortes Airport, Anacortes, Washington**

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

**ACTION:** Notice of Request for public comment.

**SUMMARY:** The FAA is requesting comments on the Port of Anacortes, Anacortes, Washington, request to change a portion (approximately 4.8 acres) of airport property from aeronautical use to non-aeronautical use. The property is located on the southeast side of the airport, adjacent to residential dwellings. The property is undeveloped and will not be developed for aeronautical purposes. The property will remain available for non-aeronautical airport purposes. The property was acquired through ADAP/AIP grants several years ago.

This notice is the result of an agreement between the Port of Anacortes (Port), the owner and operator of the airport, and the city of Anacortes (City), the zoning and permitting authority, to establish a sub-area zoning plan, an obstruction removal and safety fence installation project, and a Development Agreement providing for future (20 years) airport development.

There are several positive impacts to the airport by allowing the airport to remove the aeronautical use obligation. The acrimonious relationship between the Port and the City is improving after a decade of deterioration. The airport users benefit from a stabilized relationship between the Port and the City. The airport and the airport users benefit from vested permits for construction of safety and perimeter fences and to remove Part 77 obstructions. Airport developers benefit from a predictable building permit application process where aeronautical uses are "permitted uses" rather than "conditional uses".

The proposal provides for the Port to provide the appraised value of