

The transaction is expected to be consummated no earlier than the September 15, 2000 effective date of the exemption.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33925, must be filed with the Office of the Secretary, Surface Transportation Board, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, Jr., Esq., McFarland & Herman, 20 North Wacker Drive, Suite 1330, Chicago, IL 60606-2902.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 14, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 00-24165 Filed 9-21-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33927]

SMS Rail Service, Inc.—Acquisition and Operation Exemption—Valero Refining Company—New Jersey

SMS Rail Service, Inc. (SMS), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire, maintain and operate railroad track within the 970-acre Paulsboro, NJ, refinery of Valero Refining Company—New Jersey (Valero), formerly the refinery of Mobil Oil Corporation, pursuant to an agreement with Valero dated August 31, 2000. The trackage extends northward from a connection 950 feet to the west of milepost 14 on the Paulsboro Industrial Track of Consolidated Rail Corporation (Conrail), a distance of approximately 5.8 miles in Gloucester County, NJ. SMS states that its projected revenues will not exceed those that would qualify it as a Class III

served Nov. 1, 1993). BRRRA states that NRRRC appears to have become insolvent or close to insolvency and that termination of its lease to NRRRC appears to be imminent. BRRRA further states that it now intends to operate the line itself.

rail carrier and that its annual revenues are not expected to exceed \$5 million.¹

The transaction was expected to be consummated on or after September 12, 2000.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33927, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Fritz R. Kahn, 1920 N Street, NW., 8th Floor, Washington, DC 20036-1601.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 14, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

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DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Airline Service Quality Performance

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of DOT collecting data on the timeliness of scheduled domestic passenger flights and the incidence of lost and damaged baggage. The 10 largest domestic passenger carriers report the data on a monthly basis.

Commenters should address whether BTS accurately estimated the reporting burden and if there are other ways to enhance the quality, utility and clarity of the information collected.

DATES: Written comments should be submitted by November 21, 2000.

¹ SMS indicates that Conrail currently operates the rail line.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, FAX NO. 366-3383 or EMAIL bernard.stankus@bts.gov.

COMMENTS: Comments should identify the OMB # 2138-0041. Persons wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0041. The postcard will be date/time stamped and returned.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0041.

Title: Airline Service Quality Performance.

Type Of Review: Extension of a currently approved collection.

Respondents: Large air carriers that account for at least one percent of domestic scheduled passenger revenues.

Number of Respondents: 10.

Number of Responses: 120.

Total Annual Burden: 2,280 hours.

Needs and Uses: Since September 1987, carriers' quality of service has been measured by BTS, resulting in the overall improvement of service. The Department discloses the air carriers' on-time performances and mishandled-baggage rates to the public. Airline passengers are able to make more informed carrier selection decisions based on the quality of service provided by individual air carriers.

While overall air carrier delays have increased in the year 2000, the majority of the increase is associated with an increase in the number of aircraft departures at congested airports. Because air carriers report gate-departure time, wheels-off time, wheels-on time and gate-arrival time, the FAA can use the data to identify bottle necks in the national air transport system. Since the FAA can identify aircraft types from the tail number reported by the air carriers, the FAA can also calculate the system capacity impacted by air traffic congestion and track the ripple effects of delays at hub airports. The data can be used for airport design change analysis, new equipment purchases, and the planning of new runways or airports based on current or