

DATES: Comments must be received on or before March 23, 2006.

ADDRESSEES: You may send comments, identified by Docket No. FAA-2005-22997, using any of the following methods:

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Fax: 1-202-493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Michael E. Dostert, FAA, Propulsion/Mechanical Systems Branch (ANM-112), Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2132, facsimile (425) 227-1320; e-mail: mike.dostert@faa.gov.

Comments Invited

Interested parties are invited to submit comments on the report. Commenters must submit comments to an address specified above. The FAA will consider all communications received on or before the closing date for comments.

Discussion

The FAA commissioned the Sandia National Laboratories to perform an independent study on the effectiveness of ignition source prevention measures in airplane fuel tanks. Sandia National Laboratories documented the results of its study in a technical report titled "Assessment of the Effectiveness of Special Federal Aviation Regulation (SFAR) 88 Airworthiness Directives (ADs) in Preventing Ignition Sources." This report supports the FAA's NPRM (published on November 23, 2005 (70 FR 10922)) that proposes to require operators and design approval holders of transport category airplanes to reduce fuel tank flammability exposure, which, in combination with previous ignition source minimization, would greatly reduce the chances of a catastrophic fuel tank explosion.

The report is currently undergoing a peer review, as required by the Office of

Management and Budget's "Final Information Quality Bulletin for Peer Review." The FAA will add the report of the peer review to the public docket and make it available for public comment.

Issued in Washington, DC, on February 9, 2006.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. E6-2181 Filed 2-14-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-23598]

Notice of Request for Comments on Extension of a Currently Approved Collection of Information: Inspection, Repair, and Maintenance

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. The ICR describes a currently approved information collection activity and its expected cost and burden. On October 19, 2005, FMCSA published a **Federal Register** notice allowing for a 60-day comment period on the ICR. No comments were received.

DATES: Please send your comments by March 17, 2006. OMB must receive your comments by this date in order to act quickly on the ICR.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, *Attention:* DOT/FMCSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Van Ness, (202) 366-8802, Vehicle and Roadside Operations Division (MC-PSV), Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Inspection, Repair, and Maintenance.

OMB Control Number: 2126-0003.

Type of Request: Renewal of an existing information collection.

Background: The Secretary of Transportation (Secretary) is authorized under the provisions of 49 U.S.C. 31502 to prescribe requirements for qualifications and maximum hours-of-service of employees, and safety and equipment standards for motor carriers that operate commercial motor vehicles (CMVs) in interstate commerce. Under 49 U.S.C. 31136, the Secretary also has authority to prescribe regulations to ensure that CMVs are maintained, equipped, loaded and operated safely; and under 49 U.S.C. 31143 to establish standards for annual or more frequent inspections of CMVs under the provisions of U.S.C. 31142. The Secretary's authority to establish improved standards or methods to ensure brakes and brake systems of CMVs are inspected by appropriate employees and maintained properly is provided under 49 U.S.C. 31137(b).

Motor carriers must maintain, or require maintenance of, records documenting the inspection, repair and maintenance activities performed on their owned and leased vehicles. There are no prescribed forms to meet these requirements. Electronic recordkeeping is allowed (*See* 49 CFR 390.31(d)). Documents requiring a signature must be capable of replication (*i.e.*, photocopy, facsimile, *etc.*) in such form that will provide an opportunity for signature verification upon demand. If computer records are used, all of the relevant data on the original documents must be included in the electronic transmission for the records to be valid. The records are used by the FMCSA and its representatives to verify motor carriers' compliance with the inspection, repair, and maintenance standards in 49 CFR part 396 of the Federal Motor Carrier Safety Regulations (FMCSRs).

Respondents: Motor carriers, and commercial motor vehicle drivers.

Estimated Number of Respondents: 678,535 motor carriers.

Frequency of Response: Annual and on occasion.

Estimated Total Annual Burden: 59,093,244. Adjustments from the October 19, 2005, **Federal Register** notice reflect that FMCSA needs to correct several arithmetic errors made in computing burden estimates in the past, primarily for computing burden estimates for the driver-vehicle inspection report. In addition, 325,795 interstate motor carriers operate one CMV only, and thus are not required to prepare daily driver vehicle inspection reports. Consequently, these carriers are no longer included in the computation

of burden hours relating to: (a) The Certification of Corrective Action, and (b) the Review and Signature of Driver Vehicle Inspection Reports. These differences, in aggregate, total 24,294,988 burden hours.

We particularly request comments on: Whether the collection of information is necessary for FMCSA to meet its goal of reducing truck crashes and its usefulness to this goal; the accuracy of the estimate of the burden of the information collection; ways to enhance the quality, utility and clarity of the information collected; and ways to minimize the burden of the collection of information on respondents, including using automated collection techniques or other forms of information technology.

Issued on: February 9, 2006.

Annette M. Sandberg,

Administrator.

[FR Doc. E6-2169 Filed 2-14-06; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-23470]

Model Specifications for Breath Alcohol Ignition Interlock Devices (BAIIDs)

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Request for comments.

SUMMARY: This notice seeks comments about what revisions are needed for the Model Specifications for Breath Alcohol Ignition Interlock Devices (Model Specifications) published by the National Highway Traffic Safety Administration (NHTSA) in the **Federal Register** on April 7, 1992 (57 FR 11772). Model specifications are guidelines for the performance and testing of breath alcohol ignition interlock devices (BAIIDs). These devices are designed to prevent a driver from starting a motor vehicle when the driver's breath alcohol content (BrAC) is at or above a set alcohol level. Because changes may be necessary after more than 13 years of experience with this technology, NHTSA is seeking comments regarding the need for revisions to the model specifications.

DATES: Written comments may be submitted to this agency and must be received by April 17, 2006.

ADDRESSES: Comments should refer to the docket number and be submitted

(preferably in two copies) to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. Alternatively, you may submit your comments electronically by logging onto the Docket Management System (DMS) Web site at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to view instructions for filing your comments electronically. Regardless of how you submit your comments, you should mention the Docket number of this document. You may call the docket at (202) 366-9324. Docket hours are 9:30 a.m. to 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Dr. James F. Frank, Office of Research & Technology (NTS-131), National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. Telephone: (202) 366-5593.

SUPPLEMENTARY INFORMATION: On April 24, 1991 (56 FR 18857), NHTSA issued a notice and request for comments on proposed Model Specifications for Breath Alcohol Ignition Interlock Devices. BAIIDs are breath alcohol test instruments designed to allow a driver to start a motor vehicle when his/her BrAC is below a set alcohol level; conversely, the devices are designed to prevent a driver from starting a motor vehicle when his/her BrAC is at or above the set alcohol level.

As explained in the April 1991 notice, a number of States passed laws authorizing the use of "certified" BAIIDs, giving those States the responsibility for developing certification standards and test procedures. Consequently, a number of States and manufacturers of these ignition interlock devices requested that the Federal government develop and issue certification standards for BAIIDs. After receiving and considering comments, NHTSA adopted and published model specifications for BAIIDs in the **Federal Register** on April 7, 1992 (57 FR 11772).

Since publication, many States have incorporated these model specifications, or some variation of them, into their State certification requirements, thereby serving the purpose for which they were originally intended. Forty-three States allow the use of BAIIDs, and they are currently being used in connection with sanctions for Driving While Intoxicated (DWI). Persons required to use BAIIDs are either under the supervision of a responsible state agency (e.g., a Motor Vehicle Administration) and/or under direct court supervision.

The experience of the last 13 years has shown that the issuance of model specifications and test procedures for

BAIIDs has served to encourage a degree of consistency among the States while at the same time providing sufficient flexibility for States to address their individual needs or legislative requirements. The model specifications and test procedures were drafted in such a way to enable States to adopt them with minimal effort. However, the ignition interlock industry has matured, the technology has changed, and the technical and social environments have changed in the past 13 years. Therefore, it is NHTSA's view that revisions to the model specifications are appropriate.

NHTSA has not prepared a proposal for revised model specifications for BAIIDs at this time. Rather, NHTSA invites all interested parties to submit comments on what revisions are needed to update the model specifications. NHTSA is especially interested in obtaining comments from interested parties about the areas listed below. This notice also invites all interested parties to offer additional remarks, suggestions and commentary above and beyond the areas highlighted below:

(1) *Accuracy and precision requirements.* Are the current specifications for 90% accuracy at 0.01% w/v above the set point in the unstressed testing conditions, and 90% accuracy at 0.02% w/v above the set point in the stressed testing condition appropriate? Should the new model specifications change the set point from 0.025% w/v?

(2) *Sensor technology.* Should the model specifications limit sensor technology to alcohol-specific sensors? The model specifications currently include performance requirements but do not address what technology should be used to satisfy those performance requirements. In other words, the model specifications allow semi-conductor sensors, which were widely used during the early years after devices were first introduced into the marketplace. Alcohol-specific, fuel cell sensors appear to be more common today, but it is not clear whether the model specifications should limit devices to an alcohol-specific technology. NHTSA seeks comments regarding the advantages and disadvantages of limiting the model specifications to an alcohol-specific (fuel cell) technology, or other emerging technologies versus relying on performance requirements only.

(3) *Sample size requirements.* The model specifications set the minimum breath sampling size at 1.5 liters. Informal comments received over the years have indicated that this requirement may be too high. NHTSA will consider lowering the breath