

- (2) Procurement of construction services—\$10,366,227.

### V. U.S.-Singapore Free Trade Agreement, Chapter 13

#### A. Central Government Entities listed in the U.S. Schedule to Annex 13A, Schedule 1, Section A:

- (1) Procurement of goods and services—\$64,786; and  
(2) Procurement of construction services—\$7,407,000.

#### B. Sub-Central Government Entities listed in the U.S. Schedule to Annex 13A, Schedule 1, Section B:

- (1) Procurement of goods and services—\$526,000; and  
(2) Procurement of construction services—\$7,407,000.

#### C. Other Entities listed in the U.S. Schedule to Annex 13A, Schedule 1, Section C:

- (1) Procurement of goods and services—\$593,000;  
(2) Procurement of construction services—\$7,407,000.

**Rob Portman,**

*United States Trade Representative.*

[FR Doc. E5-7236 Filed 12-9-05; 8:45 am]

**BILLING CODE 3190-W6-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for a Change in Use of Aeronautical Property at Cincinnati/Northern Kentucky International Airport, Hebron, KY

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

**ACTION:** Request for public comment.

**SUMMARY:** Under the provisions of title 49, U.S.C. Section 47153(c), the Federal Aviation Administration is requesting public comment on the Kenton County Airport Board's request to trade a portion (1.5 acres) of airport property to V.H. Florence, LLC for a portion (1.5 acres) of V.H. Florence, LLC property effectively changing the airport portion from aeronautical use to non-aeronautical use and changing the V.H. Florence, LLC from non-aeronautical use to an aeronautical use. The property is to be traded to V.H. Florence, LLC, Florence, Kentucky for a "Walmart" development project.

The Kenton County Airport Board's 1.5 acres is located on the southern boundary of Cincinnati/Northern Kentucky International Airport; is a portion of a 238.774 acre parcel; and has no direct access except through adjoining airport property or adjacent V.H. Florence, LLC property, Boone

County, Kentucky. The V.H. Florence, LLC's 1.5 acres is located on the southern boundary of Cincinnati/Northern Kentucky International Airport; and has no direct access except through adjoining V.H. Florence, LLC property or adjacent airport property, Boone County, Kentucky.

**DATES:** Comments must be received on or before January 11, 2006.

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports district Office, 2862 Business Park Drive, Building G, Memphis, TN 38118-1555.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Barbara Schempf, Governmental Affairs/Noise Abatement Manager, Kenton County Airport Board at the following address: 2939 Terminal Drive, 2nd Floor Terminal 1, Hebron, Kentucky 41048.

**FOR FURTHER INFORMATION CONTACT:** Jerry O. Bowers, Airports Program Manager, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118-1555, (901) 322-8184. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA is reviewing a request by the Kenton County Airport Board to trade 1.5 acres of aeronautical property at Cincinnati/Northern Kentucky International Airport, Hebron, Kentucky. The property will be traded to V.H. Florence, LLC for a "Walmart" development project. The appraised value of the Kenton County Airport Board's 1.5 acres is \$37,500. The appraised value of V.H. Florence, LLC's 1.5 acres is \$37,500. The net difference in appraised values is zero. A detailed legal description of the property proposed for release can be requested or seen at either of the contacts given above. However, the general description of both 1.5 acre parcels are located on the southern boundary of Cincinnati/Northern Kentucky International Airport; in close proximity to Turfway and Houston Roads; both parcels have no direct access and are both located adjacent to airport and V.H. Florence, LLC Properties, Boone County, Kentucky.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Kenton County Airport Board's office on Cincinnati/Northern Kentucky International Airport, Hebron, Kentucky.

Issued in Memphis, Tennessee, on December 2, 2005.

**Phillip J. Braden,**

*Manager, Memphis Airports District Office, Southern Region.*

[FR Doc. 05-23891 Filed 12-9-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2005-63]

#### Petitions for Exemption; Dispositions of Petitions Issued

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

**ACTION:** Notice of disposition of prior petition.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption, part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains the disposition of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**FOR FURTHER INFORMATION CONTACT:** Tim Adams (202) 267-8033, Sandy Buchanan-Sumter (202) 267-7271, or John Linsenmeyer (202) 267-5174, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on December 2, 2005.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

#### Dispositions of Petitions

*Docket No.:* FAA-2002-12739.

*Petitioner:* Evergreen International Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.583(a)(8).

*Description of Relief Sought/Disposition:* To allow up to three dependents of Evergreen International Airlines, Inc., employees to be added to the list of persons specified in part 121.583(a)(8) that Evergreen International Airlines, Inc., is authorized to transport without complying with the passenger-carrying aircraft requirements.

*Grant, October 5, 2005, Exemption No. 8647.*

*Docket No.:* FAA-2005-22136.

*Petitioner:* Federal Express Corporation.

*Section of 14 CFR Affected:* 14 CFR 121.344.

*Description of Relief Sought/*

*Disposition:* To allow Federal Express Corporation to operate 11 ATR Model 42 and 7 ATR Model 72 airplanes with a flight data recorder that receives its groundspeed output from the aircraft distance measuring equipment rather than the global positioning system.

*Grant, October 14, 2005, Exemption No. 8648.*

*Docket No.:* FAA-2004-18967.

*Petitioner:* Gulfstream Aerospace Corporation.

*Section of 14 CFR Affected:* 14 CFR 21.463(b).

*Description of Relief Sought/*

*Disposition:* To allow Gulfstream Aerospace Corporation's Long Beach, Dallas, Appleton and Savannah Designated Alteration Stations to store Supplemental Type Certificate (STC) information, data, and reports instead of submitting those items to the Federal Aviation Administration within 30 days of issuing an STC.

*Grant, October 14, 2005, Exemption No. 8649.*

*Docket No.:* FAA-2005-22570.

*Petitioner:* The Boeing Company.

*Section of 14 CFR Affected:* 14 CFR 91.9(b)(1) and (2), and 91.203(a) and (b).

*Description of Relief Sought/*

*Disposition:* To allow The Boeing Company to operate unmanned aerial vehicles that do not carry and display the aircraft airworthiness, certification, and registration documents required in part 91.

*Grant, October 20, 2005, Exemption No. 8651.*

*Docket No.:* FAA-2003-15643.

*Petitioner:* Mr. John J. Geitz.

*Section of 14 CFR Affected:* 14 CFR 91.109(a) and (b)(3).

*Description of Relief Sought/*

*Disposition:* To allow Mr. John J. Geitz to conduct certain flight training and to provide simulated instrument flight instruction in certain Beech airplanes that are equipped with a throw-over control wheel.

*Grant, October 28, 2005, Exemption No. 8652.*

*Docket No.:* FAA-2005-22457.

*Petitioner:* Southwest Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.619.

*Description of Relief Sought/*

*Disposition:* To allow Southwest Airlines, Inc., its certificated

dispatchers, and its pilots in command to dispatch flights to domestic airports at which, for at least 1-hour before and 1-hour after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling may be reduced from at least 2,000 feet to 1,000 feet above the airport elevation and visibility may be reduced from at least 3 statute miles to 1 statute mile.

*Grant, October 28, 2005, Exemption No. 8654.*

*Docket No.:* FAA-2005-21879.

*Petitioner:* Northwest Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.619.

*Description of Relief Sought/*

*Disposition:* To allow Northwest Airlines, Inc., its certificated dispatchers, and its pilots in command to dispatch flights to domestic airports at which, for at least 1-hour before and 1-hour after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling may be reduced from at least 2,000 feet to 1,000 feet above the airport elevation and visibility may be reduced from at least 3 statute miles to 1 statute mile.

*Grant, October 28, 2005, Exemption No. 8655.*

*Docket No.:* FAA-2005-22575.

*Petitioner:* Midwest Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.619.

*Description of Relief Sought/*

*Disposition:* To allow Midwest Airlines, Inc., its certificated dispatchers, and its pilots in command to dispatch flights to domestic airports at which, for at least 1-hour before and 1-hour after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling may be reduced from at least 2,000 feet to 1,000 feet above the airport elevation and visibility may be reduced from at least 3 statute miles to 1 statute mile.

*Grant, October 28, 2005, Exemption No. 8656.*

*Docket No.:* FAA-2005-22158.

*Petitioner:* Continental Airlines, Inc.

*Section of 14 CFR Affected:*

14 CFR 121.619.

*Description of Relief Sought/*

*Disposition:*

To allow Continental Airlines, Inc., its certificated dispatchers, and its pilots in command to dispatch flights to domestic airports at which, for at least 1-hour before and 1-hour after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling may be reduced from at least

2,000 feet to 1,000 feet above the airport elevation and visibility may be reduced from at least 3 statute miles to 1 statute mile.

*Grant, October 28, 2005, Exemption No. 8657.*

*Docket No.:* FAA-2005-22336.

*Petitioner:* United Parcel Service Company.

*Section of 14 CFR Affected:* 14 CFR 121.619.

*Description of Relief Sought/*

*Disposition:* To allow United Parcel Service Company, its certificated dispatchers, and its pilots in command to dispatch flights to domestic airports at which, for at least 1-hour before and 1-hour after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling may be reduced from at least 2,000 feet to 1,000 feet above the airport elevation and visibility may be reduced from at least 3 statute miles to 1 statute mile.

*Grant, October 28, 2005, Exemption No. 8658.*

*Docket No.:* FAA-2002-11933.

*Petitioner:* ExpressJet Airlines, Inc.

*Section of 14 CFR Affected:* 14 CFR 121.434(c)(1)(ii).

*Description of Relief Sought/*

*Disposition:* To allow ExpressJet Airlines, Inc., its certificated dispatchers, and its pilots in command to dispatch flights to domestic airports at which, for at least 1-hour before and 1-hour after the estimated time of arrival, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling may be reduced from at least 2,000 feet to 1,000 feet above the airport elevation and visibility may be reduced from at least 3 statute miles to 1 statute mile.

*Grant, October 7, 2005, Exemption No. 6798D.*

*Docket No.:* FAA-2005-22172.

*Petitioner:* Cessna Aircraft Company.

*Section of 14 CFR Affected:* 14 CFR 21.231(a)(1).

*Description of Relief Sought/*

*Disposition:* To allow Cessna Aircraft Company to apply for delegation option authorization for type, production, and airworthiness certification of derivative models of all Cessna transport category airplanes.

*Grant, October 13, 2005, Exemption No. 3764.*

*Docket No.:* FAA-2003-16809.

*Petitioner:* Kalitta Charters, LLC.

*Section of 14 CFR Affected:* 14 CFR 61.3(a) and (c)(1).

*Description of Relief Sought/*

*Disposition:* To allow Kalitta Charters, LLC pilots to operate aircraft, on a temporary basis, without having their

pilot certificates in their physical possession or readily accessible in the aircraft.

*Grant, October 20, 2005, Exemption No. 8252B.*

*Docket No.:* FAA-2001-11089.

*Petitioner:* The Collings Foundation.

*Section of 14 CFR Affected:* 14 CFR 91.315, 91.319(a), 119.5(g), and 119.21(a).

*Description of Relief Sought/*

*Disposition:* To allow The Collings Foundation to operate its Boeing B-17, Consolidated B-24, North American B-25, and Grumman TBM for the purpose of carrying passengers for compensation or hire on local flights for educational purposes.

*Grant, October 19, 2005, Exemption No. 6540G.*

*Docket No.:* FAA-2001-10876.

*Petitioner:* Experimental Aircraft Association, Inc.

*Section of 14 CFR Affected:* 14 CFR 91.319(a)(2), 119.5(g), and 119.21(a).

*Description of Relief Sought/*

*Disposition:* To allow Experimental Aircraft Association, Inc., to operate its Spirit of Saint Louis replica aircraft for the purpose of carrying passengers for compensation or hire on local flights for educational purposes.

*Grant, October 19, 2005, Exemption No. 6541I.*

[FR Doc. 05-23892 Filed 12-9-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-2000-7257; Notice No. 35]

#### Railroad Safety Advisory Committee (RSAC); Working Group Activity Update

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

**ACTION:** Announcement of Railroad Safety Advisory Committee (RSAC) Working Group Activities.

**SUMMARY:** The FRA is updating its announcement of RSAC's Working Group activities to reflect its current status.

**FOR FURTHER INFORMATION CONTACT:** Patricia Butera or Lydia Leeds, RSAC Coordinator, FRA, 1120 Vermont Avenue, NW., Mailstop 25, Washington, DC 20590, (202) 493-6212/6213 or Grady Cothen, Deputy Associate Administrator for Safety, FRA, 1120 Vermont Avenue, NW., Mailstop 25, Washington, DC 20590, (202) 493-6302.

**SUPPLEMENTARY INFORMATION:** This notice serves to update FRA's last

announcement of working group activities and status reports of April 12, 2005, (70 FR 19145). The 27th full Committee meeting was held October 11, 2005.

Since its first meeting in April of 1996, the RSAC has accepted twenty tasks. Status for each of the tasks is provided below:

#### Open Tasks

*Task 96-4*—Reviewing the appropriateness of the agency's current policy regarding the applicability of existing and proposed regulations to tourist, excursion, scenic, and historic railroads. This Task was accepted on April 2, 1996, and a Working Group was established. The Working Group monitored the steam locomotive regulation task. Planned future activities involve the review of other regulations for possible adaptation to the safety needs of tourist and historic railroads. Contact: Grady Cothen, (202) 493-6302.

*Task 97-1*—Developing crashworthiness specifications to promote the integrity of the locomotive cab in accidents resulting from collisions. This Task was accepted on June 24, 1997. On April 14, 2004, the RSAC reached consensus on the Notice of Proposed Rulemaking (NPRM). The NPRM is a new standard to increase the crashworthiness of conventional wide- and narrow-nose locomotives and codifies requirements for monocoque locomotives. On November 2, 2004, FRA published an NPRM in the **Federal Register** (69 FR 63990) proposing to establish comprehensive, minimum standards for locomotive crashworthiness. In that NPRM, FRA established a January 3, 2005, deadline for submission of written comments. FRA received a request to extend the comment period to give interested parties additional time to review, analyze, and submit comments on the NPRM. After considering the request, FRA extended the comment period until February 3, 2005. The Working Group met to review the public comments on June 27-28, 2005, and reached consensus on July 1, 2005. The Working Group's recommendations were adopted by the full Committee, by mail ballot, on August 5, 2005. The final rule is in review and clearance. Contact: Charles Bielitz, (202) 493-6314 or John Punwani (202) 493-6369.

*Task 97-2*—Evaluating the extent to which environmental, sanitary, and other working conditions in locomotive cabs affect the crew's health and the safe operation of locomotives, proposing standards where appropriate. This Task was accepted June 24, 1997. (Sanitation) (Completed)

(Noise exposure) On June 27, 2003, the full RSAC gave consensus by ballot on the NPRM. The NPRM was published in the **Federal Register** on June 23, 2004. The comment period ended September 21, 2004. Task Force and Working Group meetings were held March 1, and March 2 and 3, 2005, respectively, to review the public comments and recommend a final rule. The Working Group reached agreement on all issues, and its report was presented to the full Committee on May 18, 2005. FRA is preparing the final rule, which will then undergo review and clearance within the Executive Branch.

(Cab Temperature) (Completed)

**Note:** Additional related topics such as vibration may be considered by the Working Group in the future. Contact: Jeffrey Horn, (202) 493-6283.

*Task 97-4* and *Task 97-5*—Defining Positive Train Control (PTC) functionalities, describing available technologies, evaluating costs and benefits of potential systems, and considering implementation opportunities and challenges, including demonstration and deployment.

*Task 97-6*—Revising various regulations to address the safety implications of processor-based signal and train control technologies, including communications-based operating systems. These three Tasks were accepted on September 30, 1997, and assigned to a single Working Group. (Report to the Administrator) A Data and Implementation Task Force, formed to address issues such as assessment of costs and benefits and technical readiness, completed a report on the future of PTC systems. The report was accepted as RSAC's Report to the Administrator at the September 8, 1999, meeting. The FRA enclosed the report with a letter to Congress signed May 17, 2000.

(Regulatory development) The Standards Task Force, formed to develop PTC standards, assisted in developing draft recommendations for performance-based standards for processor-based signal and train control systems. The NPRM was approved by consensus at the full RSAC meeting held on September 14, 2000. The NPRM was published in the **Federal Register** on August 10, 2001. A meeting of the Working Group was held December 4-6, 2001, in San Antonio, Texas, to formulate recommendations for resolution of issues raised in the public comments. Agreement was reached on most issues raised in the comments. A meeting was held May 14-15, 2002, in Colorado Springs, Colorado, at which