

a form as prescribed by the Secretary, of the sponsor's intent to apply for the funds apportioned to it (entitlements). This notice applies only to those airports that have had entitlement funds apportioned to them, except those nonprimary airports located in designated Block Grant States. Notification of the sponsor's intent to apply during fiscal year 2006 for any of its available entitlement funds including those unused from prior years, shall be in the form of inclusion of projects for fiscal year 2006 in the Airports Capital Improvement Plan.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent an acceptable application by May 1, 2006, FAA will defer an airport's entitlement funds until the next fiscal year. Pursuant to the authority and limitations in section 47117(f), FAA will issue discretionary grants in an aggregate amount not to exceed the aggregate amount of deferred entitlement funds. Airport sponsors may request unused entitlements after September 30, 2006.

Issued in Washington, DC on January 12, 2006.

**Barry L. Molar,**

*Manager, Airports Financial Assistance Division.*

[FR Doc. 06-1034 Filed 2-2-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### **Environmental Impact Statement: Rail Corridor—Richmond, VA (Main Street Station) to Raleigh, NC (Boylan Wye), Extension of Study Area to Richmond, VA**

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

**ACTION:** Notice of Intent To Prepare an Environmental Impact Statement.

**SUMMARY:** The FRA is issuing this notice to advise the public of a revision to the Northern terminus of the project to be studied in the Tier-II Environmental Impact Statement (EIS) for the Southeast High Speed Rail (SEHSR) Corridor in Virginia and North Carolina. The previous Notice of Intent issued on May 22, 2003 identified a Northern project terminus in Petersburg, Virginia at Collier Rail Yard. The EIS study area now extends from Main Street Station in Richmond, Virginia to Raleigh, North Carolina (Boylan Wye), forming a

project corridor approximately 168 miles long.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Foster, Rail Environmental Programs Manager, North Carolina Department of Transportation Rail Division, 1553 Mail Service Center, Raleigh, NC, 27699-1553, telephone # (919) 733-7245 x 266; or Mr. John Winkle, Project Manager, Federal Railroad Administration (FRA), 400 Seventh Street, SW., MS 20, Washington, DC 20590, telephone # (202) 493-6067.

**SUPPLEMENTARY INFORMATION:** In May 2003 the FRA, in cooperation with the Federal Highway Administration (FHWA), the North Carolina Department of Transportation (NCDOT), and the Virginia Department of Rail and Public Transportation (VDRPT), began a Tier-II Environmental Impact Statement (EIS) for the 138-mile portion of the SEHSR Corridor from Petersburg, Virginia at Collier Yard to Raleigh, North Carolina at the Boylan Wye. This study is evaluating rail alternatives and environmental impacts within the preferred corridor (Alternative A) described in the Tier-I Record of Decision for the SEHSR Corridor from Washington, DC to Charlotte, North Carolina. The previous Notice of Intent (68 FR 28044) disclosed that multiple options within the preferred SEHSR corridor exist to connect the S-line from Burgess to Main Street Station in Richmond, Virginia.

The study limits of the Richmond to Raleigh Tier II EIS are now being extended to Richmond Main Street Station adding approximately 30 miles to the study corridor and encompassing the previously disclosed multiple options in this area. The additional study corridor generally follows the CSX S-line from Richmond Main Street Station to Centralia, and the CSX main line (A-line) from Centralia to Dunlop. From Dunlop to Burgess, Virginia there are multiple alternatives that will be evaluated, including different locations for crossing the Appomattox River to join the former Seaboard Air Line (S-line) to Raleigh, North Carolina.

This Tier-II environmental process has four basic goals: (1) Reiterate the purpose and need as established in the Tier-I EIS for the Washington, DC to Charlotte, NC portion of the SEHSR corridor; (2) develop site-specific rail alternatives within the study corridor; (3) conduct a detailed evaluation of environmental impacts for the alternatives; and (4) select a preferred alternative. Agency scoping meetings for the extended study area will be

scheduled in Richmond Virginia in late February or early March of 2006.

Letters describing the proposed action alternatives and soliciting comments will be sent to appropriate Federal, State, and local agencies in Virginia. An iterative public involvement/information program will support the process. The program will involve newsletters, a project hotline, informational workshops, small group meetings, and other methods to solicit and incorporate public input throughout the planning process.

To ensure that the full range of issues relating to the proposed action is addressed, comments and suggestions are invited from all interested parties. Comments and questions concerning the extension of the proposed action should be directed to NCDOT or to the FRA at the addresses provided above. Additional information can be obtained by visiting the project Web site at <http://www.sehsr.org> or calling the toll-free project number 1-877-749-RAIL (7245).

Issued in Washington, DC, on January 30, 2006.

**Mark E. Yachmetz,**

*Associate Administrator for Railroad Development.*

[FR Doc. E6-1500 Filed 2-2-06; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Research & Innovative Technology Administration

#### **Agency Information Collection; Activity Under OMB Review; Part 249 Preservation of Records**

**AGENCY:** Research & Innovative Technology Administration (RITA), 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 BTS requiring certificated air carriers to preserve accounting records, consumer complaint letters, reservation reports and records, system reports of aircraft movements, etc. Also, public charter operators and overseas military personnel charter operators are required to retain certain contracts, invoices, receipts, bank records and reservation records.

**DATES:** Written comments should be submitted by April 4, 2006.

**FOR FURTHER INFORMATION CONTACT:**

Bernie Stankus, Office of Airline Information, RTS-42, Room 4125, RITA, BTS, 400 Seventh Street, SW., Washington, DC 20590-0001, Telephone Number (202) 366-4387, Fax Number (202) 366-3383 or E-mail [bernard.stankus@dot.gov](mailto:bernard.stankus@dot.gov).

*Comments:* Comments should identify the associated OMB approval #2138-0006 and Docket 23342. 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 #2138-0006, Docket 23342. The postcard will be date/time stamped and returned.

**SUPPLEMENTARY INFORMATION:**

*OMB Approval No.:* 2138-0006.

*Title:* Preservation of Air Carrier Records—14 CFR Part 249.

*Form No.:* None.

*Type of Review:* Extension of a currently approved recordkeeping requirement.

*Respondents:* Certificated air carriers and charter operators.

*Number of Respondents:* 120 certificated air carriers, 300 charter operators.

*Estimated Time per Response:* 3 hours per certificated air carrier, 1 hour per charter operator.

*Total Annual Burden:* 660 hours.

*Needs and Uses:* Part 249 requires the retention of records such as: general and subsidiary ledgers, journals and journal vouchers, voucher distribution registers, accounts receivable and payable journals and ledgers, subsidy records documenting underlying financial and statistical reports to DOT, funds reports, consumer records, sales reports, auditors' and flight coupons, air waybills, etc. Depending on the nature of the document, the carrier may be required to retain the document for a period of 30 days to 3 years. Public charter operators and overseas military personnel charter operators must retain documents which evidence or reflect deposits made by each charter participant and commissions received by, paid to, or deducted by travel agents, and all statements, invoices, bills and receipts from suppliers or furnishers of goods and services in connection with the tour or charter. These records are retained for 6 months after completion of the charter program.

Not only is it imperative that carriers and charter operators retain source documentation, but it is critical that we ensure that DOT has access to these

records. Given DOT's established information needs for such reports, the underlying support documentation must be retained for a reasonable period of time. Absent the retention requirements, the support for such reports may or may not exist for audit/validation purposes and the relevance and usefulness of the carrier submissions would be impaired, since the data could not be verified to the source on a test basis.

Issued in Washington, DC, on January 27, 2006.

**Donald W. Bright,**

*Assistant Director, Airline Information, Bureau of Transportation Statistics.*

[FR Doc. 06-1016 Filed 2-2-06; 8:45 am]

**BILLING CODE 4910-FE-P**

**DEPARTMENT OF TRANSPORTATION**

**Research & Innovative Technology Administration**

**Agency Information Collection; Activity Under OMB Review; Passenger Origin-Destination Survey Report**

**AGENCY:** Research & Innovative Technology Administration (RITA), 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 BTS collecting a sample of airline passenger itineraries with the dollar value of the passenger ticket. Certificated air carriers that operated scheduled passenger service with at least one aircraft having a seating capacity of over 60 seats report these data. Comments are requested concerning whether: (a) The collection is still needed by the Department of Transportation; (b) BTS accurately estimated the reporting burden; (c) there are other ways to enhance the quality, utility and clarity of the information collected; and (d) there are ways to minimize reporting burden, including the use of automated collection techniques or other forms of information technology.

Presently, the Department has a Notice of Proposed Rulemaking (70 FR 8140, February 17, 2005) to restructure the Passenger Origin-Destination Survey Report. We are currently reviewing diverse comments on the NPRM which were due July 18, 2005 in preparation

for a final rule. Until such time as we issue a final rule, the existing system for the collection of this data will remain in place to ensure compliance with statutory obligations. Therefore, we are seeking an extension of the rule in its present format. When the rulemaking becomes final the Department will seek Office of Management and Budget approval of the new reporting requirements.

**DATES:** Written comments should be submitted by April 4, 2006.

**FOR FURTHER INFORMATION CONTACT:**

Bernie Stankus, Office of Airline Information, RTS-42, Room 4125, RITA, BTS, 400 Seventh Street, SW., Washington, DC 20590-0001, Telephone Number (202) 366-4387, Fax Number (202) 366-3383 or E-MAIL [bernard.stankus@dot.gov](mailto:bernard.stankus@dot.gov).

*Comments:* Comments should identify the associated OMB approval #2139-0001 and Docket 23755. 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 #2139-0001, Docket 23755. The postcard will be date/time stamped and returned.

**SUPPLEMENTARY INFORMATION:**

*OMB Approval No.:* 2139-0001.

*Title:* Passenger Origin-Destination Survey Report.

*Form No.:* None.

*Type of Review:* Extension of a currently approved collection.

*Respondents:* Large certificated air carriers.

*Number of Respondents:* 32.

*Number of Responses:* 128.

*Total Annual Burden:* 30,720 hours.

*Needs and Uses:* Survey data are used in monitoring the airline industry, negotiating international air agreements, selecting new international routes, selecting U.S. carriers to operate limited entry international routes, and modeling the spread of contagious diseases from foreign countries.

The Confidential Information Protection and Statistical Efficiency Act of 2002 (44 U.S.C. 3501 note), requires a statistical agency to clearly identify information it collects for non-statistical purposes. BTS hereby notifies the respondents and the public that BTS uses the information it collects under this OMB approval for non-statistical purposes including, but not limited to, publication of both Respondent's identity and its data, submission of the information to agencies outside BTS for review, analysis and possible use in regulatory and other administrative matters.