

*Fares:* TC12 Mid Atlantic-Africa. Specified fare table. Memo 0111 dated 28 February 2006.

*Intended effective date:* 1 May 2006.

*Docket Number:* OST-2006-24312.

*Date Filed:* March 29, 2006.

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

*Subject:*

TC12 South Atlantic-Africa. Memo 0238 dated 23 February 2006.

*Minutes:* TC12 North/Mid/South Atlantic-Africa. Memo 0240 dated 3 March 2006.

*Fares:* TC12 South Atlantic-Africa. Specified fare table. Memo 0110 dated 28 February 2006. *Intended effective date:* 1 May 2006.

*Docket Number:* OST-2006-24313.

*Date Filed:* March 29, 2006.

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

*Subject:*

TC3 South East Asia-South West Pacific between Malaysia and American Samoa. Singapore, 21 November-30 November 2005.

*Intended effective date:* 1 April 2006 (Memo 0924).

*Minutes:* TC3 South East Asia-South West Pacific between Malaysia and American Samoa. Singapore, 21 November-30 November 2005 (Memo 0943).

*Fares:* TC3 South East Asia-South West Pacific between Malaysia and American Samoa. Singapore, 21 November-30 November 2005. Specified fare tables.

*Intended effective date:* 1 April 2006 (Memo 0383).

*Docket Number:* OST-2006-24339.

*Date Filed:* March 30, 2006.

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

*Subject:*

TC2 Passenger Tariff Coordinating Conferences. TC2 Europe-Africa Resolutions. Memo PTC2 EUR-AFR 0234 dated 24 February 2006.

*Minutes:* TC2 Within Africa, Europe-Africa, and Middle East-Africa Minutes Memo 0235.

*Tables:* PTC2 EUR-AFR Fares 0134 dated 27 February 2006.

*Technical Correction:* TC2 Europe-Africa Resolutions Memo PTC2 EUR-AFR 0236 dated 9 March 2006 Geneva, 20-23 February 2006. *Intended effective date:* 1 May 2006.

*Docket Number:* OST-2006-24341.

*Date Filed:* March 30, 2006.

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

*Subject:*

*Tables:* PTC12 USA-EUR Fares 0104 dated 29 March 2006. Resolution

015h-USA Add-Ons between USA and UK.

*Intended effective date:* 1 April 2006.

**Renee V. Wright,**

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

[FR Doc. E6-6346 Filed 4-26-06; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending March 31, 2006

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (*See* 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-2006-24295.

*Date Filed:* March 27, 2006.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* April 17, 2006.

*Description:* Application of Independence Air, Inc. ("Independence Air") and Compass Airlines, Inc. ("Compass") requesting the transfer to Compass the certificate of public convenience and necessity issued to Independence Air by Order 2004-11-19 authorizing Independence Air to engage in interstate scheduled air transportation of persons, property and mail.

*Docket Number:* OST-2006-24296.

*Date Filed:* March 27, 2006.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* April 17, 2006.

*Description:* Application of Era Aviation, Inc. ("Applicant") registering the elimination of the use of certain business names under which the Applicant desires to conduct its operations, and reissuance of its underlying certificate of public convenience and necessity in the single remaining corporate name, Era Aviation, Inc.

*Docket Number:* OST-1999-5846.

*Date Filed:* March 29, 2006.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* April 19, 2006.

*Description:* Supplement No. 4 of United Air Lines, Inc. to its pending application for renewal and amendment of its experimental certificate of public convenience and necessity for Route 566 (U.S.-Mexico) to include authority to carry persons, property and mail in foreign air transportation in foreign air transportation between Los Angeles and Cancun and between Chicago and Puerto Vallarta.

**Renee V. Wright,**

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

[FR Doc. E6-6347 Filed 4-26-06; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Submission Deadline for International Slots for the Winter 2006 Scheduling Season

**AGENCY:** Department of Transportation, FAA.

**ACTION:** notice of submission deadline.

**SUMMARY:** On October 1, 1999, the FAA amended the regulations governing takeoff and landing slots and slot allocation procedures at certain High Density Traffic Airports as a result of the "Open Transborder" Agreement between the Government of the United States and the Government of Canada. One element of this final rule established that the deadline for submission of requests for international slots will be published in a **Federal Register** notice for each scheduling season. The purpose of the amendment is for the FAA deadline for international slots requests to coincide with the International Air Transport Association (IATA) deadline for submission of slot requests.

In accordance with this amendment, the FAA announces in this notice that the deadline for submitting requests for international slots at John F. Kennedy International Airport (JFK) for allocation under 14 CFR 93.217 is May 11, 2006. The FAA will allocate international slots through December 31, 2006 only, as the High Density Rule expires at JFK on December 31, 2006. (*See* 49 U.S.C. 41715(a)(2).) After that date, slots will no longer be required for operation at JFK.

The FAA has designated Chicago's O'Hare International Airport (O'Hare) as

a Level 2, Schedules Facilitated Airport under the IATA Guidelines and will review international operations based on runway parameters. The FAA requests carriers intending to conduct international service at O'Hare for the Winter 2006/07 Scheduling Season to submit their intended schedules following the same procedures used for submitting requests for slots at JFK. Carriers are advised that this notice does not alter or change any coordination procedures conducted by the City of Chicago for O'Hare's Terminal 5 facilities.

Finally, the U.S. scheduling season is consistent with the changes in daylight savings time. In accordance with the Energy Policy Act of 2005 (Pub. L. 109-58), daylight savings time will begin on March 11, 2007 and end on November 3, 2007. The IATA Northern Winter Scheduling Season will end on March 24, 2007, and its Summer Scheduling Season will only begin on March 25, 2007. There is a two-week period for which the IATA Winter scheduling season will overlap with the U.S. summer scheduling season. We recognize this transition period will cause some carriers to adjust scheduled times based on their network requirements and other considerations. For O'Hare, the FAA will accept carriers' schedule requests for the entire IATA Northern Winter Scheduling Season (ending on March 24, 2007), even though that will be the first two weeks of the U.S. summer scheduling season. This will facilitate carriers seeking to confirm schedules at other worldwide slot coordinated airports in accordance with the IATA season and coordination process. Carriers should clearly indicate any schedule differences during the March 11 to 24, 2007, period. The FAA intends to provide the maximum practical flexibility to accommodate schedule adjustments during this period and does not anticipate any significant issues regarding historic rights due to the earlier introduction of daylight saving time in the U.S. A deadline for submitting the remaining summer schedules for 2007 will be announced in the **Federal Register** by September 2006.

The Department of Transportation reserves the right to withhold the approval of schedules to any foreign air carrier of a country that does not provide equivalent rights of access to its airports for U.S. air carriers, as determined by the Secretary of Transportation.

**DATES:** Requests for international slots must be submitted no later than May 11, 2006.

**ADDRESSES:** Requests may be submitted by mail to Slot Administration Office, AGC-220 Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202-267-7277; ARINC: DCAYAXD; or by e-mail to: [7-AWA-slotadmin@faa.gov](mailto:7-AWA-slotadmin@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Lorelei Peter, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202-267-3073.

Issued in Washington, DC on April 24, 2006.

**James Whitlow,**

*Deputy Chief Counsel.*

[FR Doc. 06-3991 Filed 4-26-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2006-24508]

#### Draft General Conformity Determination for Proposed Operations of Southwest Airlines Co. at Denver International Airport, Denver, CO

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

**ACTION:** Notice of Draft General Conformity Determination.

**SUMMARY:** The FAA is issuing this notice to advise the public that a Draft General Conformity Determination (DGCD) for Proposed Operations of Southwest Airlines Co. (Southwest) at Denver International Airport (DEN) has been prepared. In accordance with Section 176(c) of the Clean Air Act, FAA has assessed whether the emissions that would result from FAA's action in approving the proposed operation specifications (OpSpec) for Southwest's proposed operations at DEN conform with the Colorado State Implementation Plan (SIP).

**DATES:** Submit comments on or before May 30, 2006.

**ADDRESSES:** You may submit comments, identified by docket no. FAA-2006-24508 by 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 20591.

- Fax: (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.

After all comments are reviewed and addressed, a notice of availability of the Final General Conformity Determination will be published.

**Instructions:** All submissions received must include the agency name and docket number or Regulatory Information Number (RIN).

**For Technical Information Contact:** Joan Seward, All Weather Operations Program Manager, ASW-230.1, FAA SW Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222-5278, e-mail: [Joan.M.Seward@faa.gov](mailto:Joan.M.Seward@faa.gov).

**SUPPLEMENTARY INFORMATION:** In December of 2005, Southwest announced its intent to begin scheduled service at DEN commencing in January 2006. As required by Title 14 of the Code of Federal Regulations (14 CFR) 119.51, Southwest applied to the FAA to amend Southwest's OpSpecs to include DEN, thereby authorizing Southwest to conduct DEN service. The request to the FAA detailed Southwest's startup plans, commencing on January 3, 2006, with 13 daily landing/take-off cycles (LTO),<sup>1</sup> equating to a total of 26 operations, and contained other information for the FAA to conduct the environmental review required under the regulations implementing the National Environmental Policy Act (NEPA) (40 CFR 1500-1508), section 176(c) of the Clean Air Act (40 CFR 93.150 *et seq.*), and by FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. At that time Southwest indicated an interest in increasing operations to as many as 50 or 60 daily operations at DEN, but agreed to maintain operations at DEN below *de minimis* levels until a General

<sup>1</sup> For clarification, the phrase "one round trip" is synonymous with a landing/takeoff cycle (LTO). The LTO consists of an aircraft taxiing from the terminal gate area to the runway, taking off by accelerating down the runway until 1,000 feet off the ground, climbing to the altitude of the local mixing height, returning on approach by descending from the mixing height to the runway, and finally completing the cycle by taxiing from the runway to the gate. An aircraft operation is defined as either a landing or a takeoff. Therefore, one LTO cycle is equal to two aircraft operations.