

Issued in Washington, DC, on September 7, 2006.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

[FR Doc. 06-7637 Filed 9-13-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Southwest Region Assessment of Aviation Examiners**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection. This project involves collecting data on the quality of flight training and testing.

**DATES:** Please submit comments by November 13, 2006.

**FOR FURTHER INFORMATION CONTACT:** Carla Mauney on (202) 267-9895, or by e-mail at: [Carla.Mauney@faa.gov](mailto:Carla.Mauney@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Federal Aviation Administration (FAA)**

*Title:* Southwest Region Assessment of Aviation Examiners.

*Type of Request:* Revision of an approved collection.

*OMB Control Number:* 2120-0688.

*Form(s):* There are no FAA forms associated with this collection.

*Affected Public:* A total of 1500 Respondents.

*Frequency:* The information is collected on occasion.

*Estimated Average Burden Per Response:* Approximately 1 hour per response.

*Estimated Annual Burden Hours:* An estimated 1500 hours annually.

*Abstract:* This project involves collecting data on the quality of flight training and testing. The goal of this effort is to identify areas of concern so that the FAA may affect corrections in FAA policy, guidance material, and FAA-sponsored programs in order to improve the overall quality of flight training and testing. Volunteers will be from the Southwest Region who have completed an examination and received a private pilot certificate.

**ADDRESSES:** Send comments to the FAA at the following address: Mrs. Carla Mauney, Room 1033, Federal Aviation Administration, Information Systems and Technology Services Staff, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; and ways to minimize the burden of collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 7, 2006.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; AST Customer Service Survey**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection. The FAA Office of the Associate Administrator for Commercial Space Transportation (AST) conducts this survey in order to obtain industry input on customer service standards which have been developed and distributed to industry customer.

**DATES:** Please submit comments by November 13, 2006.

**FOR FURTHER INFORMATION CONTACT:** Carla Mauney on (202) 267-9895, or by e-mail at: [Carla.Mauney@faa.gov](mailto:Carla.Mauney@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Federal Aviation Administration (FAA)**

*Title:* AST Customer Service Survey.

*Type of Request:* Revision of an approved collection.

*OMB Control Number:* 2120-0611.

*Form(s):* There are no FAA forms associated with this collection.

*Affected Public:* A total of 300 Respondents.

*Frequency:* The information is collected annually.

*Estimated Average Burden Per Response:* Approximately 1 hour per response.

*Estimated Annual Burden Hours:* An estimated 300 hour annually

*Abstract:* The FAA Office of the Associate Administrator for Commerce Space Transportation (AST) conducts this survey in order to obtain industry input on customer service standards which have been developed and distributed to industry customers. This is a requirement of the White House NPR Customer Service Initiative. AST collects and analyzes the data for results.

**ADDRESSES:** Send comments to the FAA at the following address: Mrs. Carla Mauney, Room 1033, Federal Aviation Administration, Information Systems and Technology Service Staff, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the function of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 7, 2006.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Request Revision From the Office of Management and Budget of a Currently Approved Information Collection Activity, Request for Comments; Representative of the Administrator**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** The FAA invites public comments about our intention to request the Office of Management and Budget (OMB) to approve a current information collection. Title 49 U.S.C. 44720 authorizes the appointment of appropriately qualified persons to be representatives of the Administrator to allow those persons to examine, text and certify other persons for the purpose of issuing them pilot and instructor certificates.

**DATES:** Please submit comments by November 13, 2006.

**FOR FURTHER INFORMATION CONTACT:** Carla Mauney on (202) 267-9895, or by e-mail at: [Carla.Mauney@faa.gov](mailto:Carla.Mauney@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* Representative of the Administrator.

*Type of Request:* Revision of an approved collection.

*OMB Control Number:* 2120-0033.

*Forms(s):* 8110-14, 8110-28, 8710-6, 8710-9.

*Affected Public:* A total of 4,874 Respondents.

*Frequency:* The information is collected on occasion.

*Estimated Average Burden Per Response:* Approximately 1.413 hour per response.

*Estimated Annual Burden Hours:* An estimated 6,886 hours annually.

*Abstract:* Title 49 U.S.C. 44720 authorizes the appointment of appropriately qualified persons to be representatives of the Administrator to allow those persons to examine, text and certify other persons for the purpose of issuing them pilot and instructor certificates.

**ADDRESSES:** Send comments to the FAA at the following address: Mrs. Carla Mauney, Room 1033, Federal Aviation Administration, Information Systems and Technology Services Staff, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

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**Carla Mauney,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**[Docket No. FAA-2006-25755]**

**Operating Limitations at New York LaGuardia Airport**

**ACTION:** Proposed Order and request for comments.

**SUMMARY:** The Federal Aviation Administration (FAA) has tentatively determined that it will be necessary to place temporary limitations on flight operations at New York's LaGuardia Airport (LaGuardia), as described in this proposed order. The period during which the FAA anticipates that these limitations will remain in effect is January 2, 2007, through September 30, 2007.

**FOR FURTHER INFORMATION CONTACT:** Komal Jain, Regulations Division, Office of the Chief Counsel; Telephone: (202) 267-3073; E-mail: [komal.jain@faa.gov](mailto:komal.jain@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Proposed Order and Request for Comments**

The Federal Aviation Administration (FAA) has tentatively determined that it will be necessary to place temporary limitations on flight operations at New York's LaGuardia Airport (LaGuardia), as described in this proposed order. The period during which the FAA anticipates that these limitations will remain in effect is January 2, 2007, through September 30, 2007. The FAA invites air carriers and other interested persons to submit written comments on this proposal in Docket FAA-2006-25755. After reviewing and evaluating the comments, the FAA expects to issue a final order on this proposal.

In the absence of the operational limitations proposed in this order, the FAA anticipates a return of the congestion-related delays that the traveling public experienced in 2000. These delays were not limited to LaGuardia, but spread to other airports throughout the National Airspace System (NAS). In a separate docket, the FAA is soliciting public comments on a proposed rule that would limit the number of scheduled and unscheduled operations at LaGuardia (2006

LaGuardia NPRM).<sup>1</sup> The FAA expects that the expiration of the operational limitations under this proposed order would coincide with the effective date of any final rule that the FAA adopts in the related rulemaking proceeding.

The FAA's authority to limit the number of flight operations at LaGuardia is an essential component of the FAA's statutory responsibilities. The FAA holds broad authority under 49 U.S.C. 40103(b) to regulate the use of the navigable airspace of the United States. This provision authorizes the FAA to develop plans and policy for the use of navigable airspace and, by order or rule, to regulate the use of the airspace as necessary to ensure its efficient use.

**I. Background**

As a result of LaGuardia's history of congestion-related delays, the FAA, over the course of nearly forty years, applied increasingly detailed rules to govern the allocation and use of limited capacity at the airport.<sup>2</sup> These regulations, collectively known as the High Density Rule and the Buy-Sell Rule (slot rules), were effective at controlling congestion at LaGuardia. In 2000, however, out of concern with the collateral effects of the slot rules at LaGuardia on airport access and competition, Congress elected to phase out the slot regulations at the airport under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21).<sup>3</sup> Congress simultaneously directed the U.S. Department of Transportation, effective immediately, to grant all applications for exemptions from the slot rules for specific types of flight, i.e., flights operated by new entrant carriers and flights that would serve small hub and non-hub airports with aircraft with less than 71 seats operations.<sup>4</sup> By statute, the slot rules will expire at LaGuardia after January 1, 2007.<sup>5</sup>

As carriers began using the slot exemptions permitted under AIR-21, the number of scheduled flight operations at LaGuardia began to far exceed the airport's capacity even under optimal operating conditions.<sup>6</sup> With no new airport infrastructure or air traffic control procedures, overall airport capacity remained the same while the

<sup>1</sup> Docket FAA-2006-25709; 71 FR 51360.

<sup>2</sup> See 33 FR 17,896, 17,898 (Dec. 3, 1968); 34 FR 2603 (Feb. 26, 1969); cf. 14 CFR 93.121-93.133, 93.211-93.227 (2006).

<sup>3</sup> Public Law No. 106-181, § 231, 114 Stat. 61, 106-10 (2000) (codified at 49 U.S.C. 41714-16).

<sup>4</sup> 49 U.S.C. 41716.

<sup>5</sup> 49 U.S.C. 41715(a)(2).

<sup>6</sup> The increase in scheduled operations at LaGuardia is described more fully at 66 FR 31,731, 31,732-34 (June 12, 2001).