

2. Systems of Records

OCSE will provide us electronic files containing quarterly wage, unemployment insurance, and new hire information from its system of records, the Location and Collection System (HHS/OCSE, 09-90-0074) last published at 72 FR 51446 on September 7, 2007.

Quarterly, we will match OCSE information with electronic files from our system of records, the Supplemental Security Record and Special Veterans Benefits (SSA/OEEAS 60-0103) last published at 71 FR 1830 on January 11, 2006. Our online access queries are from information in our system of records, the Completed Determination Record—Continuing Disability Determination File (SSA/OD 60-0050) last published at 72 FR 1813 on January 11, 2007.

E. Inclusive Dates of the Matching Program

The matching program will become effective no sooner than 40 days after notice of the matching program is sent to Congress and OMB, or 30 days after publication of this notice in the **Federal Register**, whichever date is later. The matching program will continue for 18 months from the effective date and may be extended for an additional 12 months thereafter, if certain conditions are met.

[FR Doc. E9-20819 Filed 8-27-09; 8:45 am]

BILLING CODE 4191-02-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 August 15, 2009

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: DOT-OST-2009-0188.

Date Filed: August 12, 2009.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 2, 2009.

Description: Application of Rugby Aviation, LLC d/b/a Northwest Sky Ferry requesting authority to engage in scheduled passenger operations as a commuter air carrier.

Docket Number: DOT-OST-2009-0189.

Date Filed: August 12, 2009.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: September 2, 2009.

Description: Application of Monarch Airlines Limited ("Monarch") requesting amendment/reissuance of its foreign air carrier permit to authorize: (a) Scheduled and charter foreign air transportation of persons, property and mail from any point or points behind any Member State of the European Community via any point or points in any Member state and via intermediate points to any point or points in the United States and beyond; (b) scheduled and foreign transportation of persons, property and mail between any point or points in the United States and any point or points in the European Common Aviation Area; (c) other charters pursuant to the prior approval requirements; and (d) scheduled and charter transportation authorized by any additional route rights that may be authorized in the future under the U.S.-EU agreement. Monarch also seeks an exemption to permit its operation as a scheduled and/or charter foreign air carrier within the full scope of the permit requested, pending effectiveness of that amended permit.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. E9-20776 Filed 8-27-09; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 468X)]

BNSF Railway Company— Abandonment Exemption—in Kootenai County, ID

On August 10, 2009, BNSF Railway Company (BNSF) filed with the Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a 6.23-mile rail line between milepost 6.10, near Post Falls, and milepost 12.33, at Coeur

d'Alene, in Kootenai County, ID.¹ The line traverses United States Postal Service Zip Codes 83814 and 83854 and includes the stations of Post Falls and Coeur d'Alene.²

In addition to an exemption from 49 U.S.C. 10903, BNSF seeks exemption from the offer of financial assistance (OFA) and the public use provisions at 49 U.S.C. 10904 and 49 U.S.C. 10905, respectively. In support, BNSF contends that an exemption from these provisions is necessary to permit conveyance of the line so that it can be developed as part of the Coeur D'Alene Education Corridor. BNSF states that it has received a firm offer to purchase the portion of the line between milepost 8.66 and milepost 12.33 for development of this corridor, and that the Bureau of Land Management (BLM) has reached a tentative agreement with the City of Coeur D'Alene to exchange the federally granted right-of-way on the line for other land in the area that is more suitable to BLM's use. The portion of the line between milepost 6.10 and milepost 8.66 will be reclassified as industry track and used for storage of surplus rail cars. These additional exemption requests will be addressed in the final decision.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by November 27, 2009.

Any OFA under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption, unless the Board grants the requested exemption from the OFA process. Each OFA must be accompanied by a \$1,500 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Unless the Board grants the requested exemption from the public use provisions, any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than

¹ In its environmental and historic reports, BNSF erroneously stated that the end of the line was milepost 12.34; BNSF now indicates that the portion of the line between milepost 12.33 and 12.34 has already been abandoned.

² The line contains federally granted rights-of-way. Any documentation in BNSF's possession will be made available promptly to those requesting it.