

Web site under Docket No. FAA-2004-17174.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: In developing an ATMP and any associated rulemaking actions, the FAA is required to comply with the National Environmental Policy Act of 1969 (NEPA), which calls on Federal agencies to consider environmental issues as part of their decision making process. For the purposes of compliance with NEPA on this project, the FAA is the Lead Agency and the NPS is a Cooperating Agency. The ATMP Program Office and the NPS Natural Sounds Program Office are responsible for the overall implementation of the ATMP Program. Brian Armstrong is the FAA's principal program manager responsible for all parts of the EIS and performance of required consultation regarding cultural and historic resources and endangered and threatened species. For the park, Superintendent Cindy Orlando is responsible for park operations and management and for recommending the draft and final EIS and Record of Decision to the Pacific West Regional Director.

The EIS is being prepared in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and NPS Director's Order # 12: Conservation Planning, Environmental Impact Analysis, and Decision-making, and NPS Management Policies. The FAA is now inviting the public, agencies, and other interested parties to provide written comments, suggestions, and input regarding: (1) The scope, issues, and concerns related to the development of the ATMP for Hawai'i Volcanoes National Park; (2) the scope of issues and the identification of significant issues regarding commercial air tours and their potential impacts to be addressed in the environmental process; (3) the potential effects of commercial air tours on natural resources, cultural resources, and the visitor experience; (4) preliminary

ATMP alternatives; and, (5) past, present, and reasonably foreseeable future actions which, when considered with ATMP alternatives, may result in significant cumulative impacts. The FAA requests that comments be as specific as possible in response to actions that are being proposed under this notice.

Scoping documents that describe the Hawai'i Volcanoes National Park ATMP project in greater detail and the preliminary ATMP alternatives under consideration are available at the following locations:

- FAA Air Tour Management Plan Program Web site, http://www.atmp.faa.gov/Hawaii_Volcanoes.htm
- Hawai'i Volcanoes National Park, 1 Crater Rim Road, Hawaii National Park, HI 96718
- National Park Service, Pacific Islands Network, 300 Ala Moana Ave., Box 50165, Honolulu, HI 96850
- Hawai'i State Library, Hawai'i Documents Center—478 South King Street, Honolulu, HI 96813
- Bond Memorial Public Library—3903 Akoni Pule Hwy, Kapaau, HI 96755
- Hilo Public Library—300 Waianuenue Avenue, Hilo, HI 96720
- Holualoa Public Library—76-5936 Mamalahoa Highway, Holualoa, HI 96725
- Honoka'a Public Library—45-3380 Mamane Street, Bldg. #3, Honoka'a, HI 96727
- Kailua-Kona Public Library—75-138 Hualalai Road, Kailua-Kona, HI 96740
- Kea'au Public Library—16-571 Kea'au-Pahoa Road, Kea'au, HI 96749
- Kealahou Public Library—Mamalahoa Hwy, Kealahou, HI 96750
- Laupahoehoe Public Library—35-2065 Old Mamalahoa Hwy, Laupahoehoe, HI 96764
- Mountain View Public Library—1235 Volcano, Mountain View, HI 96771
- Na'alehu Public Library—5669 Mamalahoa Hwy, Na'alehu, HI 96771
- Pahala Public Library—315 Pikake St., Pahala, HI 96777
- Thelma Parker Public Library—67-1209 Mamalahoa Highway, Kamuela, HI 96743-8429

Issued in Los Angeles, CA on July 25, 2005.

Brian Q. Armstrong,

FAA, Air Tour Management Plan Program Manager.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that an Information Collection Request (ICR) in support of the New Car Assessment Program has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on May 11, 2005 [70 FR 24859, or U.S. DOT Docket Number NHTSA-2005-21068].

DATES: Comments must be submitted on or before September 1, 2005.

FOR FURTHER INFORMATION CONTACT: Johanna Lowrie at the National Highway Traffic Safety Administration, Office of Crashworthiness Standards (NVS-111) (202) 366-5269, 400 Seventh Street, SW., 5311, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Vehicle Information for the General Public.

OMB Number: 2127-0629.

Type of Request: Regular.

Abstract: NHTSA currently collects vehicle information through the Office of Vehicle Safety Compliance and through the Office of Crashworthiness Standards. The information collected has been useful to the New Car Assessment Program (NCAP) in selecting vehicles for its crash testing programs, and providing information to consumers on vehicle safety features. The public's interest in vehicle information continues to grow. The public is interested not only in crash test results and other vehicle ratings, but is also interested in information on the benefit and availability of safety features. NHTSA also needs safety feature information when it attempts to analyze petitions for rulemaking asking the agency to mandate certain safety features.

An example of the type of information we propose to collect includes: Specific advanced frontal air bag information that would include the number of air

bag deployment stages; technologies air bag deployment is dependent upon; air bag on/off switch information; child restraint anchorages system information; seat belt information that would include pretensioners, load limiters or other energy management systems for the seat belt, seat belt extenders and adjustable upper belt anchorages; dynamic head restraints; side air bag information that would include where the side air bag is mounted, what type of side bag is mounted and whether the side air bags meet the requirements of the recommendations of the Technical Working Group on Out of Position Occupants (TWG); Automatic Door Lock (ADL) information; Electronic Stability Control (ESC), and anti-theft devices. We are also collecting information about safety belt reminder systems, crash data recorders and safety power windows.

NHTSA will use this information on the NHTSA Web site (<http://www.safercar.gov>), in the "Buying a Safer Car" and "Buying a Safer Car for Child Passengers" brochures, other consumer publications, as well as for rulemaking benefit analyses. On average, the agency register's 80 thousand unique visitors to the [safercar.gov](http://www.safercar.gov) Web site per week.

NHTSA is making this burden easier by sending out formatted electronic files with the information request.

Affected Public: Manufacturers that sell motor vehicles in the United States under 10,000 lbs.

Estimated Total Annual Burden: 924 hours.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

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 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.

A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on July 20, 2005.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 05-15177 Filed 8-1-05; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket Nos. 38302S and 38376S]

United States Department of Energy and United States Department of Defense v. Baltimore & Ohio Railroad Company, et al. and Aberdeen & Rockfish Railroad Company, et al.

AGENCY: Surface Transportation Board, DOT.

ACTION: Final decision.

SUMMARY: The Surface Transportation Board (Board) approved the Settlement Agreement negotiated in these cases by the United States Departments of Energy and Defense (the Government) and by the Union Pacific Railroad Company (UP), prescribed the Agreement's rate and rate update methodologies as the maximum reasonable rate level, extinguished UP's liability for reparations, and agreed not to entertain cross-complaints against UP in subsequent proceedings involving the Government's claims for reparations against remaining railroad defendants that participated in through rates with UP. The Board declined in part to rule on, and granted in part, the Government's separate request for ground rules to govern future proceedings against remaining railroad defendants and granted the Government's request to continue holding these proceedings in abeyance subject to the Government reporting quarterly on the progress of settlement negotiations.

DATES: The decision is effective on September 1, 2005.

FOR FURTHER INFORMATION CONTACT:

Joseph H. Dettmar, (202) 565-1600.[Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.]

SUPPLEMENTARY INFORMATION: The Board under 49 U.S.C. 10704 approved the Settlement Agreement negotiated by the Government and UP in these cases. The Agreement applies broadly to the nationwide movement over UP of spent nuclear fuel and "irradiated parts or constituents" in casks; other radioactive wastes requiring protective shielding or labeling, marking, or placarding; empty casks; and buffer and escort cars

(covered movements). The Agreement recognizes that the transportation of the covered movements over UP constitutes common carrier service; adopts guidelines for safe handling and security; and obligates UP to provide on an as needed basis "extra services." It also adopts rate methodologies and procedures to: (1) Govern all current and future covered movements anywhere on UP's system; (2) compensate UP for "extra services" and Government-requested dedicated train service; and (3) calculate equitable compensation to reimburse UP for emergency-related costs. Additionally, the Agreement adopts alternative dispute resolution procedures with final recourse to the Board and mechanisms to renegotiate portions of the Agreement if specific circumstances change or if changed circumstances make further adherence to the terms of the Agreement "grossly inequitable" to either party.

Additional information is available in the Board's decision, posted on the agency's Web site at <http://WWW.STB.DOT.GOV>.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: July 27, 2005.

By the Board, Chairman Nober, Vice Chairman Buttrey, and Commissioner Mulvey.

Vernon A. Williams,
Secretary.

[FR Doc. 05-15188 Filed 8-1-05; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

Open Meeting of the Area 6 Taxpayer Advocacy Panel (Including the States of Arizona, Colorado, Idaho, Montana, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington and Wyoming)

AGENCY: Internal Revenue Service (IRS) Treasury.

ACTION: Notice.

SUMMARY: An open meeting of the Area 6 committee of the Taxpayer Advocacy Panel will be conducted (via teleconference). The Taxpayer Advocacy Panel (TAP) is soliciting public comments, ideas, and suggestions on improving customer service at the Internal Revenue Service. The TAP will use citizen input to make recommendations to the Internal Revenue Service.