

(2) Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

(3) Fax: 202-493-2251.

(4) 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. The telephone number is 202-366-9329.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, call Ms. Susan Hathaway, USCG, telephone: 202-267-4073, or send e-mail to: [shathaway@comdt.uscg.mil](mailto:shathaway@comdt.uscg.mil). If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-493-0402.

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments

We request public comments or other relevant information on environmental issues related to the proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167).

All comments received will be posted, without change, to <http://dms.dot.gov> and will include any personal information you have provided. We have an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's "Privacy Act" paragraph below.

**Submitting comments:** If you submit a comment, please include your name and address, identify the docket number for this notice (USCG-2006-24851) and give the reason for each comment. You may submit your comments by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments by only one means. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments received during the comment period.

**Viewing comments and documents:** To view comments, go to <http://dms.dot.gov> at any time, click on "Simple Search," enter the last five digits of the docket number for this notice, and click on "Search." You may also visit the Docket Management Facility in 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.

**Privacy Act:** Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

##### Background

Preparation of the EA is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. 4332(C) and its implementing regulations at Title 40, Code of Federal Regulations, Part 1500. USCGC STORIS (WMEC-38) was constructed in 1942 for patrol along Greenland's waters during WWII and was the first U.S. registered vessel to circumnavigate the North American continent.

The USCGC ACUSHNET (WMEC-167) was commissioned in Napa, California, on February 5, 1943, as the Fleet Rescue and Salvage Vessel USS SHACKLE (ARS-9). The USS SHACKLE (ARS-9) served for two years as a U.S. Navy vessel in defense of the United States, earning three battle stars. The USS SHACKLE's (ARS-9) first station was at Pearl Harbor, Hawaii, serving as a salvage ship in the West Pacific for the remainder of World War II. On August 23, 1946, the USS SHACKLE (ARS-9) was commissioned into the USCG as USCGC ACUSHNET (WAT-167).

USCGC ACUSHNET (WMEC-167) is the second oldest medium endurance vessel in the fleet (the oldest being the USCGC STORIS (WMEC-38)). After more than 60 years of continuous service, USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) have become increasingly costly to support. Excessive maintenance problems stemming from the age of the vessels result in reduced reliability and increased operating costs. The vessels have reached the end of their service lives. The USCG intends to decommission and then to report both vessels as excess personal property to the U.S. General Services Administration (GSA), an independent Federal agency responsible for property management and utilization government-wide. Ultimately, the vessels may be disposed through either the GSA personal property disposal process or another statutorily authorized personal property disposal process.

Possible disposal outcomes include, but are not limited to, transfer of one or both vessels to another Federal agency, conveyance to a State or local government or other non-Federal entity, transfer to a foreign government, or scrapping.

The EA will address the potential environmental impacts of the vessels' decommissioning and disposal. The EA will consider the various alternatives to the proposed action, including but not limited to, keeping the vessels in a commissioned status (*i.e.*, the "no action" alternative) or disposal of the vessels through the GSA or other disposal process. The EA will also address potential impacts of connected actions, including replacement of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167).

You can address any questions about the proposed action or the EA to the USCG representative identified in **FOR FURTHER INFORMATION CONTACT**.

After receiving public comments, the USCG will prepare an EA and we will publish a **Federal Register** notice announcing its public availability. (If you want that notice to be sent to you, please contact the USCG representative identified in **FOR FURTHER INFORMATION CONTACT**.) You will have an opportunity to review and comment on the EA.

**Wayne E. Justice,**

*RDML, U.S. Coast Guard, Director of Enforcement and Incident Management.*

[FR Doc. E6-7864 Filed 5-23-06; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[USCG-2006-24796]

### Towing Safety Advisory Committee

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of meetings.

**SUMMARY:** The Towing Vessel Inspection Working Group of the Towing Safety Advisory Committee (TSAC) will meet to discuss matters relating to these specific issues of towing safety. The meetings will be open to the public.

**DATES:** The Towing Vessel Inspection Working Group will meet on Wednesday, July 19, 2006 from 9 a.m. to 4:30 p.m. and on Thursday, July 20, 2006 from 8:30 a.m. to 1 p.m. The meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before July 7, 2006. Requests to have a

copy of your material distributed to each member of the Working Group should reach the Coast Guard on or before July 7, 2006.

**ADDRESSES:** The Working Group will meet at the Holiday Inn Rosslyn @ Key Bridge, 1900 North Fort Myer Drive, Arlington, VA 22209. Please bring a government-issued ID with photo (e.g. driver's license). Send written material and requests to make oral presentations to Mr. Gerald Miente, Commandant (G-PSO-1), U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001. This notice and related documents are available on the Internet at <http://dms.dot.gov> under the docket number USCG-2006-24796.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gerald Miente, Assistant Executive Director of TSAC, telephone 202-372-1401, fax 202-372-1926, or e-mail [gmiente@comdt.uscg.mil](mailto:gmiente@comdt.uscg.mil).

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2 (Pub. L. 92-463, 86 Stat. 770, as amended).

Agenda of Working Group Meetings: The agenda for the Towing Vessel Inspection Working Group tentatively includes the following items:

(1) What level of detail for electrical, propulsion and steering systems should be included in a Title 46, Code of Federal Regulations subchapter devoted to the inspection and certification of towing vessels?

(2) Should standards differ for small vessels including: towing vessels under 26 feet, small workboats/tenders not engaged in commercial towing for hire; and assistance towing vessels?

(3) What are the potential conflicts of interest relative to auditor duties?

(4) Identify and clarify possible definitions of geographical applicability terms used throughout the TSAC report.

#### Procedural

The meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Assistant Executive Director (as provided above in **FOR FURTHER INFORMATION CONTACT**) no later than July 7, 2006. Written material for distribution at the meeting should reach the Coast Guard no later than July 7, 2006.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities

or to request special assistance at the meeting, contact Mr. Miente at the number listed in **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: May 15 2006.

**L.W. Thomas III,**

*Acting Director of Standards, Assistant Commandant for Prevention.*

[FR Doc. E6-7860 Filed 5-23-06; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### New Agency Information Collection Activity Under OMB Review: TSA Claims Management System

**AGENCY:** Transportation Security Administration (TSA), DHS.

**ACTION:** Notice.

**SUMMARY:** This notice announces that TSA has forwarded the new Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and approval under the Paperwork Reduction Act. The ICR describes the nature of the information collection and its expected burden. TSA published a **Federal Register** notice, with a 60-day comment period soliciting comments, of the following collection of information on January 11, 2006, 71 FR 1763.

**DATES:** Send your comments by June 23, 2006. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**ADDRESSES:** Comments may be faxed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: DHS-TSA Desk Officer, at (202) 395-5806.

**FOR FURTHER INFORMATION CONTACT:** Katrina Wawer, Attorney-Advisor, Office of Chief Counsel, TSA-2, Transportation Security Administration, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-1995; facsimile (571) 227-1381.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

In accordance with the Paperwork Reduction Act of 1995, (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to a collection of information, unless it displays a valid OMB control number. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

#### Information Collection Requirement

*Title:* TSA Claims Management System.

*Type of Request:* New collection.

*OMB Control Number:* Not yet assigned.

*Form(s):* Supplemental Information Form, Payment Form.

*Affected Public:* Members of the traveling public who believe they have experienced property loss or damage, a personal injury, or other damages due to the negligence or wrongful act or omission of a TSA employee, and decide to file a Federal tort claim against TSA.

*Abstract:* TSA needs to collect certain information, in addition to that collected on the Standard Form 95, from claimants in order to investigate claims properly. TSA is seeking approval for its two supplemental forms, as well as the electronic claims management system currently in development, which will ease the burden on claimants and streamline the claims process. TSA will use the data collected from claimants to investigate and analyze tort claims against the agency to determine alleged TSA liability and to reimburse claimants when claims are approved. For more information, please see TSA's Claims Management Office Internet Web site at <http://www.tsacclaims.org>.

*Number of Respondents:* 24,000. The number of respondents (28,800) TSA estimated in its January 11 notice was a high estimate and, after further evaluation, TSA believes this figure is a much closer estimate.

*Estimated Annual Burden Hours:* 6,400. In light of the reduction in the number of estimated annual respondents, TSA has also made a corresponding reduction in the estimated annual burden hours reported in its January 11 notice.