

*Intended effective date:* 15 January 2006 (Memo 0623).

**Renee V. Wright,**

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

[FR Doc. E6-1409 Filed 2-1-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed the Week Ending January 13, 2005

The following Agreements were filed with the Department of Transportation under the Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* OST-2006-23601.

*Date Filed:* January 9, 2005.

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

*Subject:* TC3 South East Asia—South Asian Subcontinent. Singapore, 21 November–30 November 2005.

*Intended effective date:* 1 February 2006 (Memo 0914).

*Docket Number:* OST-2006-23606.

*Date Filed:* January 10, 2005.

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

*Subject:* TC31 Passenger Tariff Coordinating Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific, TC3 (except Japan)—North America, Caribbean Resolutions (except between Korea (Rep. of), Malaysia—USA).

*Intended effective date:* 1 April 2006 (Memo 0347).

*Fares:* TC31 North and Central Pacific, TC3 (except Japan)—North America Caribbean Resolutions (except between Korea (Rep. of), Malaysia—USA) Specified fare tables.

*Intended effective date:* 1 April 2006 (Memo 0168).

*Minutes:* TC31/TC123 Passenger Tariff Coordination Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific Minutes (Memo 0349).

*Intended effective date:* 1 April 2006.

*Docket Number:* OST-2006-23607.

*Date Filed:* January 10, 2006.

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

*Subject:* TC31 Passenger Tariff Coordinating Conference, Bangkok, 24

October–1 November 2005, TC31 North and Central Pacific, TC3—Central America, South America Resolutions (Memo 0344).

*Fares:* TC31 Passenger Tariff

Coordinating Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific, TC3—Central America, South America Resolutions.

*Intended effective date:* 1 April 2006 (Memo 0165).

*Minutes:* TC31/TC123 Passenger Tariff Coordination Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific Minutes (Memo 0349).

*Intended effective date:* 1 April 2006.

*Docket Number:* OST-2006-23608.

*Date Filed:* January 10, 2005.

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

*Subject:* TC31 Passenger Tariff Coordinating Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific, Japan—North America, Caribbean Resolutions.

*Intended effective date:* 1 April 2006 (Memo 0346).

*Fares:* TC31 Passenger Tariff

Coordinating Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific, Japan—North America, Caribbean Resolutions.

*Intended effective date:* 1 April 2006 (Memo 0167).

*Minutes:* TC31/TC123 Passenger Tariff Coordinating Conference, Bangkok, 24 October–1 November 2005, TC31 North and Central Pacific Minutes (Memo 0349), Technical Correction: TC31 North and Central Pacific, Japan—North America, Caribbean Resolutions, Bangkok, 24 October–1 November 2005 (Memo 0348 & Memo 0350), TC31 North and Central Pacific, Japan—North America, Caribbean Resolutions.

*Fares:* (Memo 0170).

*Intended effective date:* 1 April 2006.

*Docket Number:* OST-2006-23609.

*Date Filed:* January 10, 2005.

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

*Subject:* TC123 Passenger Tariff Coordinating Conference, Bangkok, 24 October–1 November 2005, TC123 South Atlantic Resolutions (Memo 0322).

*Minutes:* TC123 Passenger Tariff Coordinating Conference, Bangkok, 24 October–1 November 2005, TC123 South Atlantic Resolutions (Memo 0323).

*Tables:* TC123 Passenger Tariff Coordinating Conference, Bangkok, 24

October–1 November 2005, TC123 South Atlantic Resolutions (Memo 0130).

*Intended effective date:* 1 April 2006.

*Docket Number:* OST-2006-23610.

*Date Filed:* January 10, 2005.

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

*Subject:* TC3 Within South Asian Subcontinent, Singapore, 21 November–30 November 2005

*Intended effective date:* 15 January 2006 (Memo 0906).

**Renee V. Wright,**

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

[FR Doc. E6-1412 Filed 2-1-06; 8:45 am]

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## 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 January 6, 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-2006-23543.

*Date Filed:* January 4, 2006.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* January 25, 2006.

*Description:* Application of Globespan Airways Limited d/b/a Flyglobespan, requesting a foreign air carrier permit in order to engage in (i) scheduled foreign air transportation of persons, property, and mail between any point or points in the United States and any point or points in the United Kingdom excluding London's Heathrow and Gatwick airports, and (ii) charter foreign air transportation of persons, property and mail pursuant to the U.S.-U.K. Air Services Agreement and Part 212 of the Department's Economic Regulations. Flyglobespan plans to commence

operations between the United Kingdom and the United States as early as May 1, 2006, providing scheduled combination service between Glasgow, Scotland and Orlando (Sanford), FL.

**Renee V. Wright,**

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

[FR Doc. E6-1411 Filed 2-1-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Order Soliciting Community Proposals

**AGENCY:** Department of Transportation

**ACTION:** Notice of Order Soliciting Community Proposals (Order 2006-1-13) Docket OST-2006-23671.

**SUMMARY:** The Department of Transportation is soliciting proposals from communities or consortia of communities interested in receiving a grant under the Small Community Air Service Development Program. The full text of the Department's order is attached to this document. This year, there are two mandatory requirements for filing of applications, both of which must be completed for a community's application to be deemed timely and considered by the Department. The first requirement is the submission of the community's proposal to Dockets, as described below, the second requirement is the filing of SF424 through <http://www.grants.gov>.

**DATES:** Grant Proposals as well as the SF424 should be submitted no later than April 7, 2006.

**ADDRESSES:** Interested parties should submit an original and two copies of their proposals bearing the title "Proposal under the Small Community Air Service Development Program, Docket OST-2006-23671, as well as the name of the applicant community or consortium of communities, the legal sponsor, and the applicant's DUNS number to Dockets Operations and Media Management, M-30, Room PL-401, Department of Transportation, 400 7th Street, SW., Washington, DC 20590. The SF424 is submitted electronically through <http://www.grants.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Aloha Ley, Office of Aviation Analysis, 400 7th Street, SW., Washington, DC 20590, (202) 366-2347.

Dated: January 20, 2005.

**Michael W. Reynolds,**

*Acting Assistant Secretary for Aviation and International Affairs.*

Issued by the Department of Transportation on the 20th day of January, 2006.

#### In the Matter of Grant Applications: Small Community Air Service Development Program; Under 49 U.S.C. 41743 et seq.

#### Order Soliciting Community Grant Proposals

#### Overview

By this order, the Department invites proposals from communities and/or consortia of communities interested in obtaining a federal grant under the Small Community Air Service Development Program (Small Community Program) to address air service and airfare problems in their communities. Proposals should be submitted in the above-referenced docket no later than April 7, 2006. Communities should be aware of a new application procedure which requires that applicants also submit form SF424, a standard federal government application form, in Grants.gov. An application will not be deemed complete until and unless all required documents are filed. (See Appendix C for additional information on filing form SF424.)

#### Funding Opportunity

The Small Community Program was established under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Public Law 106-181, as a three-year "pilot" program and was designed to provide financial assistance to small communities to help them enhance their air service. The Department provides this assistance in the form of financial grants. The program was not funded in its first year, fiscal year 2001, but was funded and implemented in each of fiscal years 2002 and 2003. The Vision 100-Century of Aviation Reauthorization Act, Public Law 108-176 (Vision 100), reauthorized the program for an additional five years, through fiscal year 2008, and eliminated the "pilot" status of the program. The program has been funded for FY 2004, FY 2005 and FY 2006.

Under the statute, the Secretary may award a maximum of 40 grants each year that the program is funded, although no more than four grants each year may be to communities in the same state.<sup>1</sup> The grants may be made to single

communities or to consortia of communities.<sup>2</sup>

Communities that are eligible to participate in the grant program are those communities that are served by an airport that was not larger than a small hub airport for calendar year 1997 and had insufficient air service or unreasonably high airfares.<sup>3</sup> Communities that do not currently have commercial air service are also eligible, but where they seek grant funds to secure air service under the grant program they must have met or be able to meet in a reasonable period all necessary requirements of the Federal Aviation Administration for the type of service involved in their grant proposals.

In selecting communities to participate in the program, the statute directs the Secretary to give priority to those communities where: (a) Average air fares are higher than the air fares for all communities; (b) a portion of the cost of the activity proposed by the community is provided from local, *non-airport*-revenue resources; (c) a public-private partnership has been or will be established to facilitate air carrier service to the public; (d) improved service will bring the material benefits of scheduled air transportation to a broad section of the traveling public, including businesses, educational institutions, and other enterprises whose access to the National air transportation system is limited; and (e) the assistance will be used in a timely fashion.

The Small Community Program provides considerable flexibility in how funds can be used to implement a community's grant proposal. (See 49 U.S.C. 41743(d).) For example, grant funds can be used to cover the expenses of any new advertising or promotional activities related to improving the air service to the community. Funds may also be used for new studies designed to measure air service deficiencies, or to measure traffic loss or diversion to other communities. Another example would be using the funds for the employment or use of new, dedicated air service development staff on a long-term basis, advertising or public relations agencies, universities, and consulting firms. In addition, grant funds may also be used for financial incentives, including subsidy or revenue guarantees, to air carriers in conjunction with their

<sup>2</sup> The statute specifies a consortium of communities should be considered as a single entity; therefore, throughout this order we use "community" to include consortia.

<sup>3</sup> A small hub is defined as an airport that has at least 0.05%, but less than 0.25%, of the annual passenger boardings in the United States.

<sup>1</sup> See 49 U.S.C. 41743. A copy of the statute is provided in Appendix A.