

may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

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

Decided: October 18, 2010.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Andrea Pope-Matheson,**  
Clearance Clerk.

[FR Doc. 2010-26544 Filed 10-20-10; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 33 (Sub-No. 290X)]

#### Union Pacific Railroad Company— Abandonment Exemption—in Pulaski County, AR

Union Pacific Railroad Company (UP) filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a line of railroad known as the North Little Rock Junction Bridge Line, extending from milepost 343.65 to the end of the line at milepost 343.97, a distance of .32 miles, in North Little Rock, in Pulaski County, Ark. The line traverses United States Postal Service Zip Code 72118.

UP has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of

such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, In Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 20, 2010, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 1, 2010. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 10, 2010, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to UP's representative: Mack H. Shumate, Jr., Senior General Attorney, 101 North Wacker Drive, #1920, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

UP has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by October 26, 2010. Interested persons may obtain a copy of the EA by writing

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).

to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA, at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), UP shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by UP's filing of a notice of consummation by October 21, 2011, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: October 12, 2010.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2010-26239 Filed 10-20-10; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Research and Innovative Technology Administration

#### Agency Information Collection; Activity Under OMB Review; Omnibus Household Survey Program

**AGENCY:** Research & Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In accordance with the requirements of section 3506(c) (2) (A) of the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) described below is being forwarded to the Office of Management and Budget (OMB) for approval for an extension of a currently approved information collection related to the use of and satisfaction with the nation's transportation system. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on

the following collection of information was published on February 2, 2010 (75 FR 5370) and the comment period ended on April 5, 2010. The 60-day notice produced no comments.

**DATES:** Written comments should be submitted by November 22, 2010.

**FOR FURTHER INFORMATION CONTACT:** Dr. Pheny Weidman, OHS Program Manager, BTS, RITA, Department of Transportation, 1200 New Jersey Ave. SE., Room E32-318, Washington, DC 20590. Office hours are from 8:30 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Telephone (202) 366-2817, Fax (202) 493-0568 or e-mail [pheny.weidman@dot.gov](mailto:pheny.weidman@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Omnibus Household Survey (OHS) Program.

*Type of Request:* Approval of an extension of a currently approved information collection.

*OMB Control Number:* 2139-0012.

*Affected Public:* The target population for the OHS Program is the non-institutionalized population, aged 18 and older, who live in the United States. A national probability sample of households generated using list-assisted random digit dialing (RDD) methodology will be employed by the survey. Individual survey respondents within selected households will be chosen at random.

*Number of Respondents:* 1,500.

*Number of Responses:* 1,500.

*Total Annual Burden:* 625 hours (Based on previous data collections, we estimate the average time to complete the survey is 25 minutes. 25 minutes × 1,500 respondents = 37,500 minutes/60 minutes = 625 hours). The estimated average time to complete the survey has increased from the 10 minutes stated for previous data collections to 25 minutes. The increase is largely due to the increase in the length of questionnaire. The survey sample size also will increase from the 1,000 respondents used by previous data collections to 1,500. The increase in sample size is due to the inclusion of questions regarding the safety of public transit. In order to ensure that there will be enough samples to produce reliable estimates for those questions, a total of 500 individuals will be oversampled from selected Metropolitan Statistical Areas that provide public transit services.

*Abstract:* In 2005, Congress passed, and the President signed, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Pub. L. 109-59). SAFETEA-LU contained a number of legislative mandates including

providing data, statistics and analyses to transportation decision-makers. The Research and Innovative Technology Administration, Bureau of Transportation Statistics (RITA/BTS) was tasked to accomplish this legislative mandate under 49 U.S.C. 111 (c) (1). RITA/BTS plans to use the Omnibus Household Survey (OHS) to:

- Assess the public's evaluation of the nation's transportation system in light of the DOT's strategic goals (safety, reduced congestion, global connectivity, environmental stewardship and security, preparedness and response),
- Provide a vehicle for the operating administrations within the DOT as well as other governmental agencies, to survey the public about current transportation issues, and
- Provide national estimates of transportation mode usage.

Each version of the OHS will focus on some subset of topics taken from the list below. Topics may vary from survey to survey since covering all topics in one questionnaire would make the respondent burden unacceptable:

*Choices and frequency of mode use in the month and the week prior to the survey data collection:*

Commercial air;  
Privately owned vehicle;  
Taxi;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak);  
Other modes such as biking and walking.

*Confidence in the safety of the following modes of transportation:*

Commercial air;  
Privately owned vehicle;  
Taxi;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Water transportation (taxis, ferries, ships);  
Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak);  
Other modes such as biking/walking/ferries.

*Confidence in the security procedures for the following modes of transportation:*

Commercial air;  
Charter/general aviation;  
Privately owned vehicle;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Water transportation (taxis, ferries, ships);

Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak).

*Assessment of/satisfaction with security procedures for the following modes of transportation:*

Commercial air;  
Charter/general aviation;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Water transportation (taxis, ferries, ships);  
Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak).

*Processing through security at:*

Commercial airports;  
Train stations;  
Waterway entry points for ferries, water taxis, cruises.

*Knowledge of current check-in procedures at:*

Commercial airports;  
Train stations;  
Waterway entry points for ferries, water taxis, cruises.

Knowledge of/confidence in the Alien Flight Student Program.

Experiences with transit delays related to suspicious/unattended baggage.

Willingness/tolerance of transportation security risk management procedures.

*Information on journey to work:*

Transportation used (single mode/multiple mode);  
Time required for one-way trip;  
Number of days traveled;  
Assessment of congestion;  
Methods for dealing with congestion;  
Telecommuting information;  
Commuting costs;  
Availability of transportation subsidies.

Impact of congestion on commute.

Impact of on-line shopping on passenger and freight travel.

Impact of accessibility of transportation on livability of communities.

Assessment of/opinions regarding distracted driving behaviors.

*Public Comments Invited:* Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the DOT; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Send comments to the Office of

Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: BTS Desk Officer.

Issued in Washington, DC on this 14th day of October, 2010.

**Steven K. Smith,**

*Acting Director, Bureau of Transportation Statistics, Research and Innovative Technology Administration.*

[FR Doc. 2010-26488 Filed 10-20-10; 8:45 am]

**BILLING CODE 4910-HY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Consensus Standards, Standard Practice for Inspection of Airplane Electrical Wiring Systems

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces the availability of consensus standards and the Federal Aviation Administration (FAA) intention to accept the ASTM International's F2696-08 Standard Practice for Inspection of Airplane Electrical Wiring Systems (Standard Practice) as an acceptable means of compliance to 14 CFR part 23 sections concerning electrical wiring systems. By this notice, the FAA finds the standards to be acceptable methods and procedures for inspection of electrical wiring systems for normal, utility, acrobatic, and commuter category airplanes.

**DATES:** Comments must be received on or before November 22, 2010.

**ADDRESSES:** Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Continued Operational Safety, ACE-111, Attention: James Brady, Room 301, 901 Locust, Kansas City, Missouri 64106, or by e-mail to: [james.brady@faa.gov](mailto:james.brady@faa.gov). All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM F2696-08 Standard Practice for Inspection of Airplane Electrical Wiring Systems.

**FOR FURTHER INFORMATION CONTACT:** James Brady, Aerospace Engineer, Regulations and Policy Branch (ACE-111), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4132; e-mail: [james.brady@faa.gov](mailto:james.brady@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of consensus standards. The FAA expects a suitable consensus standard to be reviewed at least every two years. The two-year review cycle will result in a standard revision or reapproval. A standard is issued under a fixed designation (*i.e.*, F2696-08); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A reapproval indicates a two-year review cycle completed with no technical changes. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (*i.e.*, superscript epsilon ( $\epsilon$ )) are considered accepted by the FAA without need for an NOA.

*Comments Invited:* Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F39 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

*Background:* Under the provisions of the revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities," dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for the design, fabrication, modification, inspection, and maintenance of electrical systems installed on normal and utility category airplanes.

These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for normal, utility, acrobatic, and commuter category airplanes. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F39 in developing these standards. The use of the consensus standard process assures

government and industry discussion and agreement on appropriate standards for the required level of safety.

#### Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any normal, utility, acrobatic, and commuter aircraft issued an airworthiness certificate, which has been designed, manufactured, operated, and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. The FAA maintains a listing of all accepted standards on the FAA Web site.

The FAA finds the following new consensus standards acceptable for inspection of the specified aircraft. The consensus standard listed below may be used unless the FAA publishes a specific notification otherwise.

ASTM Designation F2696-08, titled: Standard Practice for Inspection of Airplane Electrical Wiring Systems.

#### Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, Post Office Box C700, West Conshohocken, PA 19428-2959. Individual reprints of this standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832-9585 (phone), (610) 832-9555 (fax), through [service@astm.org](mailto:service@astm.org) (e-mail), or through the ASTM Web site at <http://www.astm.org>. To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Daniel Schultz, Staff Manager for Committee F39 on Normal and Utility Category Airplane Electrical Wiring Systems: (610) 832-9716, [dschultz@astm.org](mailto:dschultz@astm.org).

Issued in Kansas City, Missouri, on October 13, 2010.

**John Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2010-26537 Filed 10-20-10; 8:45 am]

**BILLING CODE 4910-13-P**