

- *Average Time per Response:* 45 Minutes.
- *Total Estimated Burden Time:* 61,760 hours.

- *Frequency:* On occasion.
- *Obligation to Respond:* Required to Obtain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

*Abstract of proposed collection:* The primary purpose for soliciting this information is to validate an identity claim for a U.S. Passport Book or Passport Card in the narrow category of cases in which the evidence presented by an applicant is insufficient to establish identity. The information may also be used in adjudicating applications for other travel documents and services, and in connection with law enforcement, fraud prevention, border security, counterterrorism, litigation activities, and administrative purposes.

*Methodology:* The Supplemental Questionnaire to Determine Identity for a U.S. Passport is intended to verify the respondent's identity for purposes of determining eligibility for a U.S. passport. This form is used to supplement an existing passport application and solicits information relating to the respondent's employment and residences that is needed to corroborate an applicant's identity claim prior to passport issuance.

*Additional information:* The Privacy Act statement has been amended to clarify that an applicant's failure to provide his or her Social Security number may result in the denial of an application, consistent with Section 32101 of the Fixing America's Surface Transportation Act (Pub. L. 114-94) which authorizes the Department to deny U.S. passport applications when

the applicant failed to include his or her Social Security number.

Dated: March 4, 2016.

**Barry J. Conway,**  
*Acting Deputy Assistant Secretary for  
Passport Services, Bureau of Consular Affairs,  
Department of State.*

[FR Doc. 2016-05563 Filed 3-10-16; 8:45 am]

**BILLING CODE 4710-06-P**

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## **SURFACE TRANSPORTATION BOARD**

[Docket No. FD 35961]

### **Chicago Central & Pacific Railroad Company, Grand Trunk Western Railroad Company, Illinois Central Railroad Company, and Wisconsin Central Ltd.—Trackage Rights Exemption—Norfolk Southern Railway Company**

Norfolk Southern Railway Company (NSR), pursuant to a trackage rights agreement dated February 11, 2016, has agreed to grant Chicago Central & Pacific Railroad Company, Grand Trunk Western Railroad Company, Illinois Central Railroad Company, and Wisconsin Central Ltd. (collectively, CN Roads) overhead trackage rights in Chicago, Cook County, Ill., as follows: (1) Over NSR's portion of rail line known as the CREATE Western Avenue Corridor, between milepost UW 0.0 (CP 518) and milepost UW 5.3 (Ogden Junction), a distance of approximately 5.3 miles; and (2) over a portion of NSR's CREATE project WA7 track (when constructed), between Brighton Park and 21st Street, including that portion of track that connects to BNSF Railway Company's Chillicothe Subdivision.<sup>1</sup>

CN Roads may consummate the transaction on or after March 25, 2016, the effective date of the exemption (30 days after the verified notice of exemption was filed).

According to CN Roads, the proposed trackage rights are intended to facilitate CREATE-related track projects (and transfers), and CN Roads will be granted the subject trackage rights as part of a series of transactions designed to promote railroad traffic fluidity in Chicago.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605

<sup>1</sup> CN Roads are indirect subsidiaries of Canadian National Railway Company (CNR). CNR's U.S. rail subsidiaries, including CN Roads, are held directly or indirectly by Grand Trunk Corporation, a wholly-owned, indirect subsidiary of CNR.

(1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by March 18, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35961, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: March 8, 2016.

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

**Brendetta S. Jones,**  
*Clearance Clerk.*

[FR Doc. 2016-05539 Filed 3-10-16; 8:45 am]

**BILLING CODE 4915-01-P**

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

[Policy Statement No. ANM-03-117-09]

#### **Policy Statement on Guidance for Determination of System, Hardware, and Software Development Assurance Levels on Transport Category Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of cancellation of policy statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the cancellation of Policy Statement Number ANM-03-117-09. The policy statement is cancelled because it was superseded by an advisory circular (AC) and is no longer necessary.

**DATES:** This policy statement is cancelled on March 11, 2016.

**FOR FURTHER INFORMATION CONTACT:** Linh Le, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Safety Management Branch, 1601 Lind Avenue SW., Renton, WA 98057-3356;

telephone (425) 227-1105; fax (425) 227-1320; email: [linh.le@faa.gov](mailto:linh.le@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On January 15, 2004, the Transport Airplane Directorate, Aircraft Certification Service, issued Policy Statement Number ANM-03-117-09, *Policy Statement on Guidance for Determination of System, Hardware, and Software Development Assurance Levels on Transport Category Airplanes*. This policy statement standardized the methodology for assigning development assurance levels (DAL) to systems, software, and complex electronic hardware.

In December 2010, the Society of Automotive Engineers (SAE) issued the document, Aerospace Recommended Practice (ARP) 4754A, *Guidelines for Development of Civil Aircraft and Systems*, as an acceptable method for establishing a development assurance process. This document contains an updated methodology for DAL assignment. In developing ARP 4754A, SAE considered the subject policy statement, with inputs and guidance from the FAA. In September 2011, the FAA issued AC 20-174, *Development of Civil Aircraft and Systems*, to formally recognize ARP 4754A and the DAL assignment methodology contained therein. The Transport Airplane Directorate determined that AC 20-174 and ARP 4754A provide an acceptable DAL assignment methodology for part 25 airplanes. To ensure correct understanding of the Transport Airplane Directorate's current policy for DAL assignments, the FAA is cancelling the subject policy, in favor of AC 20-174.

##### Cancellation of Policy Statement

As a result of the issuance of AC 20-174, Policy Statement Number ANM-03-117-09 is no longer in effect and is herewith cancelled.

Issued in Renton, Washington, on March 1, 2016.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 2016-05529 Filed 3-10-16; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

[Policy Statement No. PS-ANM100-1986-00051]

##### Policy Regarding Use of H-11 Bolts in Primary Structure on Transport Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of cancellation of policy statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the cancellation of Policy Statement Number PS-ANM100-1986-00051. The policy statement is cancelled because it was superseded by an advisory circular (AC) and is no longer necessary.

**DATES:** This policy statement is cancelled on March 11, 2016.

**FOR FURTHER INFORMATION CONTACT:** Ian Won, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-2145; fax (425) 227-1320; email: [Ian.Y.Won@faa.gov](mailto:Ian.Y.Won@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On May 16, 1986, the Manager, Transport Airplane Directorate, Aircraft Certification Service, issued Policy Statement Number PS-ANM100-1986-00051, *Policy Regarding Use of H-11 Bolts in Primary Structure on Transport Airplanes*. This policy statement addressed the adverse service history on H-11 bolts used in primary structure.

The FAA issued AC 20-127, *Use of Society of Automotive Engineers (SAE) Class H11 Bolts*, on July 8, 1987. The AC incorporates the same guidance as the older policy statement. The FAA should have cancelled the policy when they issued the AC but overlooked it.

##### Cancellation of Policy Statement

As a result of the issuance of AC 20-127, Policy Statement Number PS-ANM100-1986-00051 is no longer in effect and is herewith cancelled.

Issued in Renton, Washington, on March 1, 2016.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 2016-05532 Filed 3-10-16; 8:45 am]

**BILLING CODE 4910-13-P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

[Policy Statement No. PS-ANM100-1982-00038]

##### FAR 25.723 Energy Absorption Tests

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of cancellation of policy statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the cancellation of Policy Statement Number PS-ANM100-1982-00038. The policy statement is cancelled because it was superseded by an advisory circular (AC) and is no longer necessary.

**DATES:** This policy statement is cancelled on March 11, 2016.

**FOR FURTHER INFORMATION CONTACT:** Ian Won, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airframe and Cabin Safety Branch, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-2145; fax (425) 227-1320; email: [Ian.Y.Won@faa.gov](mailto:Ian.Y.Won@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On April 13, 1982, the Manager, Transport Airplane Directorate, Aircraft Certification Service, issued Policy Statement Number PS-ANM100-1982-00038, *FAR 25.723 Energy Absorption Tests*. This policy statement addressed limits of extrapolation of landing gear drop test data.

The FAA issued AC 25.723-1, *Shock Absorption Tests*, on May 25, 2001, concurrently with Amendment 25-103, which changed the rule, 14 CFR 25.723. The AC addresses the same issue as the older policy statement but reflects the latest rule and is more specific. The FAA intended to cancel the policy when they released AC 25.723-1 but overlooked it.

##### Cancellation of Policy Statement

As a result of the issuance of AC 25.723-1 and Amendment 25-103, Policy Statement Number PS-ANM100-1982-00038 is no longer in effect and is herewith cancelled.

Issued in Renton, Washington, on March 1, 2016.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 2016-05531 Filed 3-10-16; 8:45 am]

**BILLING CODE 4910-13-P**