

0006 in the search field on the home page.

USTR strongly urges submitters to file comments through regulations.gov, if at all possible. Any alternative arrangements must be made with Ms. Blue in advance of transmitting a comment. Ms. Blue should be contacted at (202) 395-3475. General information concerning USTR is available at <http://www.ustr.gov>.

#### Carmen Suro-Bredie,

*Chair, Trade Policy Staff Committee.*

[FR Doc. 2010-5482 Filed 3-11-10; 8:45 am]

BILLING CODE 3190-W0-P

## 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 February 27, 2010

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:* DOT-OST-2010-0048.

*Date Filed:* February 25, 2010.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 18, 2010.

*Description:* Application of ACG Air Cargo Germany GmbH ("ACG") requesting a foreign air carrier permit to the full extent authorized by the Air Transport Agreement between the United States and the European Community and the Member States of the European Community to enable it to engage in: (i) Foreign scheduled and charter air transportation of property and mail from any point or points behind any Member State of the European Union via any point or points in any Member State and via intermediate points to any point or points in the United States and beyond; (ii) foreign scheduled and charter air

transportation of property and mail between any point or points in the United States and any point or points in any member of the European Common Aviation Area; (iii) foreign scheduled and charter air transportation of property and mail between the United States and any point or points; (iv) other charters pursuant to prior approval requirements; and (v) transportation authorized by any additional route rights made available to European Community carriers in the future. ACG further requests exemption authority to the extent necessary to enable it to provide the services described above pending the issuance of a foreign air carrier permit and such additional or other relief as the Department may deem necessary or appropriate.

*Docket Number:* DOT-OST-2010-0049.

*Date Filed:* February 25, 2010.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* March 18, 2010.

*Description:* Application of TUI Airlines Nederland, B.V. d/b/a Arkefly (Arkefly) requesting an exemption and a foreign air carrier permit authorizing Arkefly to conduct operations to and from the United States to the full extent authorized by the United States-European Union Air Transport Agreement, including authority to engage in: (i) Charter foreign air transportation of persons, property and mail from any point(s) behind any Member State(s) of the European Community via any point(s) in any Member State(s) and intermediate points to any point(s) in the United States and beyond; (ii) charter Foreign air transportation of persons, property and mail between any point(s) in the United States and any point(s) in any member of the European Common Aviation Area; (iii) charter foreign cargo air transportation between any point(s) in the United States and any other point(s); (iv) other charters pursuant to the prior approval requirements; and (v) transportation authorized by any additional route or other right(s) made available to European Community carrier in the future. Arkefly also registers its trade name pursuant to Part 215.

**Renee V. Wright,**

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

[FR Doc. 2010-5409 Filed 3-11-10; 8:45 am]

BILLING CODE 4910-9X-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed the Week Ending February 27, 2010

The following Agreements were filed with the Department of Transportation under 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:* DOT-OST-2010-0050.

*Date Filed:* February 26, 2010.

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

*Subject:* PTC COMP Mail Vote 620, Resolution 024d, Currency Names, Codes, Rounding Units and Acceptability of currencies. Intended effective date: 1 April 2010.

*Docket Number:* DOT-OST-2010-0051.

*Date Filed:* February 26, 2010.

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

*Subject:* PTC COMP Mail Vote 626, Resolution 011a, Mileage Manual Non TC Member/Non IATA Carrier Sectors. Intended effective date: 15 March for implementation 1 April 2010.

*Docket Number:* DOT-OST-2010-0053.

*Date Filed:* February 26, 2010.

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

*Subject:* Mail Vote 625—Resolution 010p, TC3 Japan, Korea-South East Asia, Special Passenger Amending Resolution from Korea (Rep. of) to Guam, Northern Mariana Islands (Memo 1357). Intended effective date: 22 February 2010.

**Renee V. Wright,**

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

[FR Doc. 2010-5412 Filed 3-11-10; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Research and Innovative Technology Administration

[Docket Number: RITA-2008-0002]

#### Notice of Request for Approval To Collect New Information: Collection of Safety Culture Data

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

**ACTION:** Notice and request for comments.

**SUMMARY:** This notice announces that the Bureau of Transportation Statistics (BTS) intends to request the Office of Management and Budget (OMB) to approve a data collection effort to evaluate a demonstration research study on the use of close calls data to improve safety in the rail industry. The study is conducted by the Office of Human Factors in the Federal Railroad Administration (FRA) and is designed to identify safety issues and propose corrective actions based on voluntary reports of close calls submitted to BTS. Because of the innovative nature of this program, the FRA is implementing an evaluation program to determine whether the program is succeeding, how it can be improved, and what is needed to implement the program throughout the railroad industry. This collection is necessary in order to carry out the evaluation program. Specifically, information about changes to the safety culture of the affected workplaces will be used as one of several data sources for potentially establishing a causative relationship between close call reporting and increase in rail safety. This notice is required by the Paperwork Reduction Act.

**DATES:** Comments must be received by May 11, 2010.

**ADDRESSES:** You can mail or hand-deliver comments to the U.S. Department of Transportation (DOT), Docket Management Facility (DMF). You may submit your comments by mail to the Docket Clerk, Docket No. RITA-2008-0002, U.S. Department of Transportation, 1200 New Jersey Ave., SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001. Comments should identify the docket number; paper comments should be submitted in duplicate. The DMF is open for examination and copying, at the above address, from 9 a.m. to 5 p.m., Monday through Friday except Federal holidays. If you wish to receive confirmation of receipt of your written comments, please include a self-addressed, stamped postcard with the following statement, "Comments on Docket: RITA-2008-0002." The Docket Clerk will date stamp the postcard prior to returning it to you via the U.S. mail. Please note that due to delays in the delivery of U.S. mail to Federal offices in Washington, DC, we recommend that persons consider an alternative method (the Internet, fax, or professional delivery service) to submit comments to the docket and ensure their timely receipt at U.S. DOT. You may fax your

comments to the DMF at (202) 493-2251.

If you wish to file comments using the Internet, you may use the Web site <http://www.regulations.gov>. Please follow the instructions for submitting an electronic comment. You can also review comments on-line at the same Web site <http://www.regulations.gov>. Please note that anyone is able to electronically search all comments received into our docket management system 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 DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; pages 19477-78) or you may review the Department's Privacy Policy at <http://www.dot.gov/Privacy>.

**FOR FURTHER INFORMATION CONTACT:** Demetra V. Collia, E-36, Room 314, Bureau of Transportation Statistics, Research and Innovative Technology Administration, 1200 New Jersey Ave., SE., Washington, DC 20590; (202) 366-1610; Fax No. (202) 366-3676; e-mail: [demetra.collia@dot.gov](mailto:demetra.collia@dot.gov).

**Data Confidentiality Provisions:** The confidentiality of data collected by BTS is protected under the BTS confidentiality statute (49 U.S.C. 111(k)). In accordance with the BTS confidentiality statute, only statistical and non-identifying data will be made publicly available through reports. Further, BTS will not release to FRA or any other public or private entity any information that might reveal the identity of individuals or organizations mentioned in the collected survey data.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. The Data Collection**

The Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35; as amended) and 5 CFR Part 1320 require each Federal agency to obtain OMB approval to initiate an information collection activity. BTS is seeking OMB approval for the following BTS information collection activity:

**Title:** Collection of Safety Culture Data.

**OMB Control Number:** 2139- NEW.

**Type of Review:** Approval of data collection.

**Respondents:** Employees of selected (pilot) railroad sites.

**Number of Respondents:** 4,000

**Estimated Time per Response:** 0.50 hours.

**Frequency:** The survey will be conducted twice either as a mid-term or end-of-study evaluation.

**Total Annual Burden:** 2,000 hours.

#### **II. Background**

Collecting data on the nation's transportation system is an important component of BTS' responsibility to the transportation community and is authorized in BTS statutory authority (49 U.S.C. 111(c)(1) and (2) and 49 U.S.C. 111(c)(5) (j)). Further, BTS and FRA share a common interest in promoting rail safety based on better data. In recognition of the need for new approaches to improving safety, the FRA has initiated a research program called the Confidential Close Call Reporting System (C<sup>3</sup>RS). The C<sup>3</sup>RS is designed to identify safety issues and propose corrective actions based on voluntary reports of close calls submitted to BTS. A close call represents a situation in which an ongoing sequence of events was stopped from developing further, preventing the occurrence of potentially serious safety-related consequences. This might include the following: (1) Events that happen frequently, but have low safety consequences; (2) events that happen infrequently but have the potential for high consequences (e.g., a train in dark territory proceeds beyond its authority); (3) events that are below the FRA reporting threshold (e.g., an event that causes a minor injury); and (4) events that are reportable to FRA but have the potential for a far greater accident than the one reported (e.g., a slow speed collision with minor damage to the equipment and no injuries.)

BTS is collecting close call reports submitted by railroad employees while protecting the confidentiality of these data through its own statute (49 U.S.C. 111(i)) and the Confidential Information Protection and Statistical Efficiency Act of 2002 (CIPSEA). The operating assumption behind C<sup>3</sup>RS is that by assuring confidentiality, employees will report events which, if dealt with, will decrease the likelihood of accidents. C<sup>3</sup>RS therefore has both a confidential reporting component, and a problem analysis/solution component. C<sup>3</sup>RS is expected to affect safety in two ways. First, it will lead to problem solving concerning specific safety conditions. Second, it will engender an organizational culture and climate that supports greater awareness of safety and a greater cooperative willingness to improve safety. BTS has received a separate OMB approval for the collection of close call reports (2139-0010) which does not involve the evaluation of the reporting system. While C<sup>3</sup>RS has been developed and is being implemented with the participation of the FRA, railroad labor,

and railroad management, there are legitimate questions about whether it is being implemented in the most effective way, and whether it will have its intended effect. Further, even if C<sup>3</sup>RS is successful, it will be necessary to know if it is successful enough to implement on a wide scale. To address these important questions, the FRA is implementing a formative evaluation to guide program development, a summative evaluation to assess impact, and a sustainability evaluation to determine how C<sup>3</sup>RS can continue after the test period is over. The evaluation is needed to provide the FRA with guidance as to how it can improve the program, and how it might be scaled up throughout the railroad industry.

Program evaluation is an inherently data-driven activity. Its basic tenet is that as change is implemented, data can be collected to track the course and consequences of the change. Because of the setting in which C<sup>3</sup>RS is being implemented, that data must come from the railroad employees (labor and management) who may be affected. Employees of selected railroad sites (pilot sites) will be asked to fill out a questionnaire which will be made available to them at their workplace and collected by BTS staff or BTS contractors. The questionnaire will request the respondent to provide information such as: (a) Beliefs about rail safety; (b) issues and personal concerns related to implementation of safety programs in their work environment; (c) knowledge and views on voluntary reporting of unsafe events; and (d) opinions and observations about the operation of C<sup>3</sup>RS at their work site.

### III. Request for Comments

BTS requests comments on any aspects of these information collections, including: (1) The accuracy of the estimated burden; (2) ways to enhance the quality, usefulness, and clarity of the collected information; and (3) ways to minimize the collection burden without reducing the quality of the information collected, including additional use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on March 5, 2010.

**Steven D. Dillingham,**

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

[FR Doc. 2010-5417 Filed 3-11-10; 8:45 am]

BILLING CODE 4910-HY-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Chicago Executive Airports Noise Exposure Map Approval and Noise Compatibility Program Review

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Chicago Executive Airport Board of Directors for Chicago Executive Airport under the provisions of 49 U.S.C. 47501 *et. seq* (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Chicago Executive Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before October 1, 2010.

**DATES: Effective Date:** The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is March 1, 2010. The public comment period ends May 1, 2010.

**FOR FURTHER INFORMATION CONTACT:** Ms. Amy Hanson, Environmental Protection Specialist, CHI-603, Federal Aviation Administration, Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847-294-7354. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Chicago Executive Airport are in compliance with applicable requirements of Part 150, effective March 1, 2010. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before October 1, 2010. This notice also announces the availability of this program for public review and comment. Under 49 U.S.C. 47503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date

of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

Chicago Executive Airport Board of Directors submitted to the FAA on June 18, 2009 noise exposure maps, descriptions and other documentation that were produced during noise compatibility planning study conducted from 2000 through 2009. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Chicago Executive Airport Board of Directors. The specific documentation determined to constitute the noise exposure maps includes: Exhibit S1, Exhibit S2, Chapters C-F, and the Supplemental Chapter of the Part 150 study document). The FAA has determined that these maps for Chicago Executive Airport are in compliance with applicable requirements. This determination is effective on March 1, 2010. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining