

in § 23.1001(b), (c)(2), and (c)(3). Air Tractor, Inc. proposes conducting the maximum weight demonstration at 13,000 pounds or more versus the model AT 802 certificated weight of 16,000 pounds because the agricultural hopper removal will reduce the weight of the modified model AT-802. Air Tractor, Inc. also proposes using red dye water instead of fuel for the jettison test to conserve resources.

[FR Doc. 2010-13816 Filed 6-8-10; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2010-0065]

#### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before August 9, 2010.

**ADDRESSES:** Direct all written comments to the U.S. Department of Transportation Dockets, 1200 New Jersey Ave., SE., W46-474, Washington, DC 20590. Docket No. NHTSA-2010-0065.

**FOR FURTHER INFORMATION CONTACT:** Angela Eichelberger, Ph.D., Office of Behavioral Safety Research (NTI-132), 1200 New Jersey Avenue, SE., Washington, DC 20590. Dr. Eichelberger's telephone number is (202) 366-5586 and her e-mail is [angela.eichelberger@dot.gov](mailto:angela.eichelberger@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult

with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document.

*Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:*

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

*In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:*

*Title:* National Child Restraint Use Special Study (NCRUSS).

*Type of Request:* Reinstatement with change of a previously approved collection.

*OMB Control Number:* 2127-0577.

*Form Number:* This collection of information uses no standard forms.

*Requested Expiration Date of Approval:* 3 years from the date of OMB approval (estimated March 30, 2014).

*Summary of the Collection of Information:* The National Highway Traffic Safety Administration (NHTSA) proposes to collect observational data on correct and incorrect use of child restraint systems in passenger vehicles, as well as interview information from drivers about their knowledge and perceptions of child restraint systems. The primary population for observation will be restrained and unrestrained child passengers riding in any seating position in passenger vehicles. Participation in the study will be voluntary. Interviews with drivers who agree to participate will be used to obtain the following data: demographic information on occupants, the driver's knowledge about the specific CRS in the vehicle, and the driver's general knowledge and experience with different types of restraint systems. While the interview is being conducted, a trained observer will collect

information about the CRS in the vehicle, including the type of restraint that is used, the type of installation (seat belt or LATCH), how the CRS is installed, harness use, and seat belt fit. The observer will not remove the child or CRS from the vehicle. At the conclusion of the survey, respondents will receive information on child passenger safety and specific information regarding the locations of inspection stations and seat check events that are available in the area.

*Description of the Need for the Information and Proposed Use of the Information:* The National Highway Traffic Safety Administration (NHTSA) was established by the Highway Safety Act of 1966 (23 U.S.C. 101) to carry out a Congressional mandate to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes on our Nation's highways. In support of this mission, NHTSA proposes to conduct information collections to assess the levels of child restraint system use and misuse for children riding in passenger vehicles, and to examine whether the levels of use and/or misuse are related to any specific characteristics of the drivers, their passengers and/or their vehicles. Previous studies have shown that there is a gap between recommended child restraint use and observed use. Actions have been taken by NHTSA to close the gap. In March 1999, NHTSA published a final rule establishing a uniform child restraint attachment system known as LATCH, Lower Anchors and Tethers for Children (Federal Motor Vehicles Safety Standard 213, Child Restraint Systems and FMVSS 225, Child Restraint Anchorage Systems), in order to provide another, easier method of attaching a child restraint to the vehicle. This new collection of data is necessary in order to evaluate the effectiveness of FMVSS 225 and FMVSS 213, as well as to obtain an up to date snapshot of child restraint use and misuse across the United States. This information will be used in assessing what additional actions NHTSA should take to improve child passenger safety. In addition, NHTSA will publish the findings of this research study to provide information to States, localities, and other interested organizations in support of their efforts to reduce and prevent injuries among child occupants.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information):* NHTSA anticipates conducting approximately 5,000 observations of children in passenger vehicles and interviews with

the drivers of these vehicles. Data collection is expected to take place over a 3–5 month period in the spring and summer of 2011. To minimize the survey start-up cost and to provide a trained cadre of data collectors, field data collection will be conducted through the infrastructure of the National Automotive Sampling System (NASS) Crashworthiness Data System (CDS). The NASS CDS consists of 24 Primary Sampling Units (PSUs) that are a probability sample selected from a sample frame of 1,195 PSUs across the United States. The NASS PSUs are used to obtain a nationally representative probability sample of police reported crashes in the U.S. Within each PSU, drivers will be approached at specific types of locations where children are likely to be riding in a passenger vehicle. Data collection sites may include gas stations, fast food restaurants, shopping centers, hospitals/clinics, and/or day care centers.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information:* Each of the 5,000 interview/observation sessions will last 15 minutes including the initial screening. Therefore, the estimated annual burden is 1,250 hours. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection. Additionally, respondents would receive information on child passenger safety and a list of inspection stations where they may choose to have their child restraint system inspected. Consequently, the respondent is potentially receiving benefit in return for his/her participation.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2010–13857 Filed 6–8–10; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35357]

#### Norfolk Southern Railway Company— Trackage Rights Exemption—The West Tennessee Railroad, LLC

Pursuant to a written trackage rights agreement, The West Tennessee Railroad, LLC (WTNN) has agreed to grant overhead trackage rights to

Norfolk Southern Railway Company (NSR)<sup>1</sup> over approximately 118.9 miles of rail line controlled by WTNN, between milepost IC–406.1 near Fulton, Ky., and milepost IC–525.0 near Ruslor Junction (Corinth), Miss.<sup>2</sup>

The transaction may be consummated on or after June 23, 2010, the effective date of the exemption (30 days after the exemption was filed).

The purpose of the transaction is to enable NSR to efficiently route traffic between Fulton and Corinth for further transportation beyond those endpoints.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease and Operate—California Western Railroad*, 360 I.C.C. 653 (1980), and any employees affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line Railroad and The Union Pacific Railroad—Abandonment Portion Goshen Branch Between Firth and Ammon, in Bingham and Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

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. Stay petitions must be filed by June 16, 2010 (at least 7 days before the exemption becomes effective). An original and 10 copies of all pleadings, referring to Docket No. FD 35357, 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 Daniel G. Kruger, Three Commercial Place, Norfolk, Va., 23510.

Board decisions and notices are available on our Web site at “[WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).”

Decided: June 4, 2010.

<sup>1</sup> WTNN is a New Jersey limited liability company and NSR is a wholly owned subsidiary of holding company Norfolk Southern Corporation.

<sup>2</sup> A redacted, executed trackage rights agreement between WTNN and NSR was filed with the notice of exemption. The unredacted version was concurrently filed under seal along with a motion for protective order, which will be addressed in a separate decision.

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

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2010–13835 Filed 6–8–10; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

June 2, 2010.

The Department of Treasury will submit the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13 on or after the date of publication of this notice. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before July 9, 2010 to be assured of consideration.

#### Financial Crimes Enforcement Network (FinCEN)

*OMB Number:* 1506–0045.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* Imposition of Special Measure against Banco Delta Asia.

*Description:* FinCEN is issuing this rulemaking to impose a special measure against Banco Delta Asia as a financial institution of primary money laundering concern, pursuant to the authority contained in 31 U.S.C. 5318A.

*Affected Public:* Private Sector: Businesses or other for-profits.

*Estimated Total Reporting Burden:* 5,000 hours.

*Bureau Clearance Officer:* Russell Stephenson (202) 354–6012, Department of the Treasury, Financial Crimes Enforcement Network, P.O. Box 39, Vienna, VA 22183; (202) 354–6012.

*OMB Reviewer:* Shagufta Ahmed, Office of Management and Budget, New Executive Office Building, Room 10235, Washington, DC 20503; (202) 395–7873.

**Celina Elphage,**

*Treasury PRA Clearance Officer.*

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