

projects. These agreements, referred to as "project agreements" are written contracts between the State and the Federal government that define the extent of work to be undertaken and commitments made concerning a highway project. Section 1305 of the Transportation Equity Act for the 21st Century (TEA-21, Pub. L. 105-178) amended 23 U.S.C. 106(a) and combined authorization of work and execution of the project agreement for a Federal-aid project into a single action. States continue to have the flexibility to use whatever format is suitable to provide the statutory information required, and burden estimates for this information collection are not changed.

Respondents: There are 56 respondents, including 50 State Transportation Departments, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, the Territories of Guam, the Virgin Islands and American Samoa.

Frequency: Annually.

Estimated Average Burden per Response: There is an average of 498 annual agreements per respondent. Each agreement requires 1 hour to complete.

Estimated Total Annual Burden Hours: 27,888 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection of information is necessary for the U.S. DOT's performance, including whether the information will have practical utility; (2) the accuracy of the U.S. DOT's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: July 15, 2010.

Judith Kane,

Acting Chief, Management Programs and Analysis Division.

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DEPARTMENT OF TRANSPORTATION

Research and Innovative Technology Administration

Agency Information Collection; Activity Under OMB Review; Collection of Safety Culture Data for Program Evaluation

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

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), 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 a new information collection related to the evaluation of a demonstration/research program on voluntary reporting of close calls and near misses in the rail environment. 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 March 12, 2010 (75 FR 11988) and the comment period ended on May 11, 2010. The 60-day notice produced no comments.

DATES: Written comments should be submitted by August 23, 2010.

FOR FURTHER INFORMATION CONTACT: Ms. Demetra V. Collia, E-34, Room 302, Bureau of Transportation Statistics, Research and Innovative Technology Administration, 1200 New Jersey Ave., SE., Washington, DC 20590; (202) 366-1610; Fax (202) 366-3676; e-mail Demetra.Collia@dot.gov.

SUPPLEMENTARY INFORMATION: *Title:* Collection of Safety Culture Data for Program Evaluation.

Type of Request: Approval of a new information collection.

OMB Control Number: New.

Affected Public: Employees in the railroad industry.

Number of Respondents: 3,600 (to be surveyed in three years).

Number of Responses: 3,600 (to be collected in three years).

Average Annual Burden: 600 hours (based on average time of 30 minutes to complete a survey and an average annual sample of 1,200 survey responses).

Abstract: 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 the Federal Railroad Administration (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 is conducting a research program called the Confidential Close Call Reporting System (C³RS) designed to identify safety issues and promote corrective actions based on voluntary reports of close calls submitted to BTS.

While C³RS 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 C³RS is successful, it will be necessary to know if it is successful enough to implement on an industry-wide scale. To address these important questions, the FRA has developed an evaluation model which includes a formative evaluation component to guide program development, a summative evaluation component to assess impact, and a sustainability evaluation component to determine how C³RS can continue after the test period is over. The evaluation model requires data derived from several sources including data collected through the proposed survey which is to be administered three times during the timeframe of the C³RS project (*i.e.*, baseline, mid-term and end-of-project). Baseline survey data were collected under a separate OMB control number (2139-0011). BTS is seeking a separate OMB approval for the collection of the remaining safety culture surveys because of changes to the data collection instruments and legal authority for this data collection. BTS will no longer invoke the Confidential Information and Statistical Efficiency Act of 2002 (CIPSEA) to protect the confidentiality of these data, rather the agency will conduct the survey data collection under its own statute (49 U.S.C. 111(i)).

Employees of three railroad sites (pilot sites) will be asked to fill out a questionnaire which will be made available to them at their workplace and mail back to BTS. Data will be collected from the entire population of affected workers (estimated number of participating employees: 3,600 or less). The survey will ask respondents to provide information on: (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 C³RS at their work site. It is estimated that the survey will take no more than 30 minutes to complete for a maximum total burden of 1,800 hours (3,600 respondents*30 minutes/60 = 1,800 hours). The survey will be administered at three pilot sites within three to four years resulting in an average annual burden of 600 hours (1,800/3).

ADDRESSES: The agency seeks public comments on its proposed information collection. Comments should address whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: RITA/BTS Desk Officer.

Issued in Washington, DC, on this 16th day of July 2010.

Steven D. Dillingham,

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

[FR Doc. 2010-17922 Filed 7-21-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Airborne Area Navigation Equipment Using Loran-C Inputs

AGENCY: Federal Aviation Administration (FAA), DOT

ACTION: Notice of cancellation of: (1) Loran-C navigation system Technical Standard Orders (TSO); and (2) the revocation of Loran-C navigation system TSO Authorizations (TSOA), and request for public comment.

SUMMARY: This notice announces the cancellation of Technical Standard Order (TSO) C-60, Airborne Area Navigation Equipment Using Loran-C inputs and all subsequent revisions. The effect of the cancelled TSOs will result in the revocation of all TSOs issued for the production of those navigational systems. These actions are necessary because the Loran-C Navigation System ceased operation on February 8, 2010.

DATES: Comments must be received on or before August 23, 2010

FOR FURTHER INFORMATION CONTACT: Mr. Kevin Bridges, AIR-130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385-4627, fax (202) 385-4651, e-mail to: kevin.bridges@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the cancellation of the TSO and the revocation of the associated TSOAs by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date.

Background

The Loran-C navigation system ceased transmitting usable signals on February 8, 2010. Because the Loran-C system ceased operation, the FAA intends to cancel all Loran-C Technical Standard Orders and revoke all associated Technical Standard Order Authorizations (TSOA).

The FAA database contains one (1) specific TSO requiring the Loran-C system as a means of navigation, and numerous TSOAs issued for the design and manufacture of Loran-C avionics equipment. This announcement serves as notice to all Loran-C TSOA holders that the FAA intends to cancel all TSOs (including active historical TSOs) and revoke all TSOAs for Loran-C avionics equipment.

Issued in Washington, DC, on July 13, 2010.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 2010-17940 Filed 7-21-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of a Final Environmental Assessment (Final EA) and a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the Proposed ORD Airport Surveillance Radar, Model 9, West Chicago, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of a Final Environmental Assessment (Final EA) and Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the Proposed ORD Airport Surveillance Radar, Model 9, West Chicago, Illinois.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the FAA has prepared, and approved on May 4, 2010, a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) based on the Final Environmental Assessment (Final EA) for the Proposed ORD Airport Surveillance Radar, Model 9 (ASR-9), in West Chicago, Illinois. The FAA prepared the Final EA in accordance with the National Environmental Policy Act and the FAA's regulations and guidelines for environmental documents and was signed on April 16, 2010. Copies of the FONSI/ROD and/or Final EA are available by contacting Ms. Virginia Marcks through the contact information provided below.

FOR FURTHER INFORMATION CONTACT: Ms. Virginia Marcks, Manager, Infrastructure Engineering Center, AJW-C14D, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone number: (847) 294-7494.

SUPPLEMENTARY INFORMATION: The Final EA evaluated the construction and operation of the new ORD ASR-9 at DuPage Airport (DPA) in West Chicago, Illinois. The purpose and need of the ORD West ASR-9 is to enhance air traffic management for ORD to achieve the benefits of providing expanded radar coverage that would allow terminal air traffic control for additional new approach routes (West High and Wide approaches), as evaluated and approved in the O'Hare Modernization Environmental Impact Statement (EIS) and ROD.

The proposed ASR-9 would be constructed at a 200 foot (ft) x 200 ft area located west of the intersection of Kress Road and Western Drive on land leased from DPA. The total height of the ASR-9 tower structure would be 116 ft above ground level. The ASR-9 system consists of a tower, a rotating radar sail that transmits and receives the radio signals, an equipment building housing radar equipment, and an emergency generator with an aboveground storage tank for diesel fuel. One moving target indicator reflector and two Calibration and Performance Monitoring Equipment modules would be located at least 1 nautical mile from the preferred ASR-9 site. The FAA would construct a 24 ft wide x 400 ft long access road to the