

ASR-9 site from Kress Road. The access road would be within a 30 ft wide access easement that would also contain underground utility lines. The access road and radar site together comprise 1.2 acres total land needed to construct the ASR-9 facility.

The Final EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." In addition, FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions" has been used as guidance in the preparation of the environmental analysis.

Issued in Des Plaines, Illinois, on July 13, 2010.

Virginia Marcks,

Manager, Infrastructure Engineering Center, Chicago, AJW-C14D, Federal Aviation Administration.

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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 a Proposed Airport Traffic Control Tower and Base Building at Kalamazoo/Battle Creek International Airport, Portage City, MI

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 a Proposed Airport Traffic Control Tower and Base Building at Kalamazoo/Battle Creek International Airport, Portage City, Michigan.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the FAA has prepared, and approved on April 16, 2010, a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) based on the Final Environmental Assessment (Final EA) for a Proposed Airport Traffic Control Tower (ATCT) with Associated Base Building at Kalamazoo/Battle Creek International Airport (AZO), Portage City, Michigan. 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 it was signed on April 9, 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 a new ATCT at AZO. The ATCT would be located on vacant land in the northeast quadrant of AZO, east of main Runway 17/35 and between Runways 23 and 27. The ATCT site will occupy approximately 9.28 acres, and is 857 feet above mean sea level. The new ATCT will be a Low Activity Level facility with a 395-square-foot cab accommodating two operational positions and two support positions. The new ATCT will improve visibility of airport surfaces, have the capability to meet future operational and administrative expansion requirements, and increase the efficient functionality of the facility. In addition to the ATCT, the Final EA evaluated the construction and operation of a new 20,000-square-foot standard design Terminal Radar Approach Control Facility/Base Building conforming to the guidelines of the Terminal Facilities Design Standards for Base Building and Environmental Support Buildings with modified space designations and minor room sizing. The Base Building would meet current and future administrative space requirements. The project also includes, and the Final EA evaluated, construction of a paved parking area next to the Base Building, relocation of a portion of the existing airport perimeter road approximately 40 feet to the west of its current location, construction of a new paved access drive from East Kilgore Road to the ATCT site, construction of a 10-foot fence around the entire facility and a new fence from East Kilgore Road to the facility, Dopplerization of the Very High Frequency Omni-Directional Range facility, lease of the ATCT parcel from the airport, approval of Federal funding for the project, and update of the Airport Layout Plan.

The Final EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." In addition, FAA Order 5050.4B, "National

Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions" has been used as guidance in the preparation of the environmental analysis.

Issued in Des Plaines, Illinois, on July 13, 2010.

Virginia Marcks,

Manager, Infrastructure Engineering Center, Chicago, AJW-C14D, Federal Aviation Administration.

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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 Airport Development at Sawyer County Airport, Hayward, WI

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 Airport Development at Sawyer County Airport, Hayward, Wisconsin.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the FAA has prepared, and approved on May 16, 2010, a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) based on the Final Environmental Assessment (Final EA) for the Proposed Airport Development at Sawyer County Airport, Hayward, Wisconsin. The FAA prepared the Final EA in accordance with the National Environmental Policy Act and the FAA's regulations and guidelines for environmental documents. The Final EA was reviewed and evaluated by the FAA, and was accepted on February 16, 2010 as a Federal document by the FAA's Responsible Federal Official. 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 Proposed Airport Development at Sawyer County Airport

(HYR) in Hayward, Wisconsin. The Proposed Airport Development would increase aviation safety by adding an Instrument Landing System (ILS) to HYR, which would allow aircraft to land under certain conditions when the weather conditions are poor (*i.e.*, rain, snow, fog, *etc.*). The establishment of an ILS at HYR would also allow the airport to serve as an alternate for other area airports that do not have precision instrument approach capabilities, as there are no airports within 58 miles that are equipped with an ILS.

The FAA and the Wisconsin Department of Transportation Bureau of Aeronautics (WisDOT BOA) jointly prepared the Final EA, pursuant to the requirements of the National Environmental Policy Act and the Wisconsin Environmental Policy Act, respectively. A joint Federal-State EA was prepared since the Proposed Airport Development includes both Federal actions and State block program actions. Actions for the proposed airport development would be taken by the FAA or WisDOT BOA.

Specific construction activities of the Proposed Airport Development include: demolition of approximately 6,435 feet of Airport Road; construction of approximately 6,405 feet of relocated Airport Road; installation of ILS components on the north end of Runway 20; construction of access roads and equipment shelter buildings; construction of the parallel taxiway/ramp expansion on the west side of the runway; obstruction removal, including clearing 27.7 acres of conifer swamp, 11.3 acres of lowland hardwoods swamp, and 10.3 acres of shrub-carr; acquisition of 66 acres of land; and relocation and/or removal of Runway 20 navigational aids.

The Final EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." In addition, FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions" has been used as guidance in the preparation of the environmental analysis.

Issued in Des Plaines, Illinois, on July 13, 2010.

Virginia Marcks,

Manager, Infrastructure Engineering Center, Chicago, AJW-C14D, Federal Aviation Administration.

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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

July 16, 2010.

The Department of the Treasury will submit the following public information collection requirements 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. A copy of the submissions may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury PRA Clearance Officer, Department of the Treasury, 1750 Pennsylvania Avenue, NW., Suite 11010, Washington, DC 20220.

DATES: Written comments should be received on or before August 23, 2010 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545-0041.

Type of Review: Revision of a currently approved collection.

Title: Corporation Dissolution or Liquidation.

Form: 966.

Abstract: Form 966 is filed by a corporation whose shareholders have agreed to liquidate the corporation. As a result of the liquidation, the shareholders receive the property of the corporation in exchange for their stock. The IRS uses Form 966 to determine if the liquidation election was properly made and if any taxes are due on the transfers of property.

Respondents: Private Sector; Businesses or other for-profits.

Estimated Total Burden Hours: 209,820 hours.

OMB Number: 1545-0181.

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

Title: Application for Extension of Time to File a Return and/or Pay U.S. Estate (and Generation-Skipping Transfer) Taxes.

Form: 4768.

Abstract: Form 4768 is used by estates to request an extension of time to file an estate (and GST) tax return and/or to pay the estate (and GST) taxes and to explain why the extension should be granted. IRS uses the information to decide whether the extension should be granted.

Respondents: Individuals or Households.

Estimated Total Burden Hours: 30,710 hours.

OMB Number: 1545-0242.

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

Title: Gas Guzzler Tax.

Form: 6197.

Abstract: Form 6197 is used to compute the gas guzzler tax on automobiles whose fuel economy does not meet certain standard for fuel economy. The tax is reported quarterly of Form 720. Form 6197 is filed each quarter with Form 720 for manufacturers. Individuals can make a one-time filing if they import a gas guzzler auto for personal use. The IRS uses the information to verify computation of the tax and compliance with the law.

Respondents: Private Sector; Businesses or other for-profits.

Estimated Total Burden Hours: 4,659 hours.

OMB Number: 1545-0704.

Type of Review: Revision of a currently approved collection.

Title: Information Return of U.S. Persons with Respect To Certain Foreign Corporations.

Form: 5471.

Abstract: Form 5471 and related schedules are used by U.S. persons that have an interest in a foreign corporation. The form is used to report income from the foreign corporation. The form and schedules are used to satisfy the reporting requirements of sections 6035, 6038 and 6046 and the regulations there under pertaining to the involvement of U.S. persons with certain foreign corporations.

Respondents: Private Sector; Businesses or other for-profits.

Estimated Total Burden Hours: 4,280,244 hours.

OMB Number: 1545-1564.

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

Title: REG-103330-97 (Final) (T.D. 8839) IRS Adoption Taxpayer Identification Numbers.

Abstract: The regulations provide rules for obtaining IRS adoption taxpayer identification numbers (ATINs), which are used to identify children placed for adoption. To obtain an ATIN, a prospective adoptive parent must file Form W-7A. The regulations assist prospective adoptive parents in claiming tax benefits with respect to these children.

Respondents: Individuals or Households.

Estimated Total Burden Hours: 1 hour.

OMB Number: 1545-1595.

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