

accident, city or town in which or most near where the accident occurred, the State in which the accident occurred, driver name, number of injuries, number of fatalities, and whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicles involved in the accident, were released. In addition, the register must contain copies of all accident reports required by State or other governmental entities or insurers. Motor carriers must maintain the required information in the Accident Register for 3 years after the date of the accident.

This IC strengthens FMCSA's ability to assess motor carrier safety performance. These assessments enable FMCSA to direct its enforcement resources to the motor carriers with the weakest safety records, helping those carriers prevent accidents and reduce their severity.

On February 8, 2008, OMB approved FMCSA's estimate for this IC of 32,040 annual burden hours and established an expiration date for this IC of February 28, 2011. Today FMCSA announces its plan to request that OMB approve revision of this estimate to 22,500 annual burden hours.

*Title:* Accident Recordkeeping Requirements.

*OMB Control Number:* 2126-0009.

*Type of Request:* Revision of an ICR.

*Respondents:* Motor carriers engaged in interstate commerce.

*Estimated Number of Respondents:* 500,000.

*Estimated Number of Responses:* 75,000.

*Estimated Time per Response:* 18 minutes.

*Frequency of Response:* On occasion.

*Expiration Date:* February 28, 2011.

*Estimated Total Annual Burden:* 22,500 hours.

Improved FMCSA accident data provides a more accurate estimate of the total responses to this information collection each year: 75,000. The Agency's previous estimate was 106,800 responses. FMCSA retains its prior estimate that a motor carrier requires approximately 18 minutes, on average, to complete the tasks necessary to comply with § 390.15, *i.e.*, collecting the required information about the accident, entering it into the Accident Register and maintaining it and other documents required by § 390.15. Therefore, the annual burden hours for all motor carriers is 22,500 hours (rounded) (75,000 responses × 18 minutes each divided by 60 minutes per hour).

*Definitions:* Each of these definitions can be found at 49 CFR 390.5: "Motor carrier": Any person engaged in a business affecting interstate commerce

who owns or leases a commercial motor vehicle in connection with that business, or assigns employees to operate it. "Commercial motor vehicle": A self-propelled or towed vehicle used on the highways in interstate commerce to transport passengers or property, if the vehicle—(1) Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight of 10,001 pounds, whichever is greater; or (2) Is designed or used to transport more than 8 passengers (including the driver) for compensation; or (3) Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or (4) Is used in transporting material found by the Secretary of Transportation to be hazardous under section 5103 of title 49, United States Code, and transported in a quantity requiring placarding under regulations prescribed by the Secretary under section 5103. "Accident": An occurrence involving a Commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in: (i) A fatality; (ii) bodily injury to a person who, as a result of the injury, receives medical treatment away from the scene of the accident; or (iii) one or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle. The term "accident" does not include: (i) An occurrence involving only boarding or alighting from a stationary motor vehicle or (ii) An occurrence involving only the loading or unloading of cargo.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will summarize or include your comments in the request for OMB's clearance of this information collection.

Issued on: September 2, 2010.

**Kelly Leone,**

*Office Director for Information Technology.*

[FR Doc. 2010-22456 Filed 9-8-10; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2010-0210]

#### Agency Information Collection Activities; Revision of an Approved Information Collection Request: Hazardous Materials Safety Permits

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval and invites public comment. The FMCSA requests approval to revise an existing ICR entitled "Hazardous Materials Safety Permits," due to an increase in the estimated number of annual trips in which permitted hazardous materials (HM) are transported. This ICR requires companies holding permits to develop a communications plan that allows for the periodic tracking of the shipment. A record of the communications that includes the time of the call and location of the shipment may be kept by either the driver (*e.g.*, recorded in the log book) or the company. These records must be kept, either physically or electronically, for at least six months at the company's principal place of business or readily available to the employees at the company's principal place of business. This ICR is being revised due to an increase in the estimated number of annual trips in which permitted HM is transported resulting in change to the total information collection burden for maintaining a daily communication record.

**DATES:** We must receive your comments on or before November 8, 2010.

**ADDRESSES:** You may submit comments bearing the Federal Docket Management System (FDMS) Docket Number FMCSA-2010-0210 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200

New Jersey Avenue, SE., Washington DC 20590-0001 between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal Holidays.

Each submission must include the Agency name and the docket number for this Notice. Note that DOT posts without change all comments received to <http://www.regulations.gov>, including any personal information included in a comment. Please see the Privacy Act heading below for further information.

**Docket:** For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The FDMS is available 24 hours each day, 365 days each year. If you want acknowledgement that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting them on-line.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement for the Federal Docket Management System published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Bomgardner, Hazardous Materials Division, Department of Transportation, Federal Motor Carrier Safety Administration, West Building 6th Floor, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: 202-493-0027; e-mail [paul.bomgardner@dot.gov](mailto:paul.bomgardner@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Secretary of Transportation (Secretary) is responsible for implementing regulations to issue safety permits for transporting certain hazardous materials in accordance with 49 U.S.C. 5101 *et seq.* The HM Safety Permit regulations (49 CFR part 385) require carriers to complete a "Combined Motor Carrier Identification Report and HM Permit Application" (Form MCS-150B). The HM Safety Permit regulations also require carriers to have a security program. As part of

the HM Safety Permit regulations, carriers are required to develop and maintain route plans so that law enforcement officials can verify the correct location of the HM shipment. The FMCSA requires companies holding permits to develop a communications plan that allows for the periodic tracking of the shipment. This information covers the record of communications that includes the time of the call and location of the shipment. The records may be kept by either the driver (e.g., recorded in the log book) or the company. These records must be kept, either physically or electronically, for at least six months at the company's principal place of business or be readily available to employees at the company's principal place of business.

**Title:** Hazardous Materials Safety Permits.

**OMB Control Number:** 2126-0030.

**Type of Request:** Revision of a currently-approved information collection.

**Respondents:** 1,425 motor carriers that transport permitted HM and complete the Form MCS-150B.

**Frequency:** On occasion.

**Estimated Average Burden per Response:** 5 minutes. The communication between motor carriers and their drivers must take place at least two times per day and it is estimated that it will take 5 minutes to maintain a daily communication record for each driver.

**Estimated Total Annual Burden Hours:** 350,000 hours [4.2 million trips × 5 minutes/60 minutes per record = 350,000].

##### Public Comments Invited

You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will summarize or include your comments in the request for OMB's clearance of this information collection.

Issued on: September 2, 2010.

**Kelly Leone,**

*Director, Office of Information Technology.*

[FR Doc. 2010-22464 Filed 9-8-10; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: NOTAM Realignment User Survey

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. In accordance with FAA Order JO 1030.4, ATO SysOps Services SMS Oversight, the FAA ATO System Operations Management, Safety Assurance Group (SAG) is conducting a comprehensive assessment of the Notice to Airmen (NOTAM) Realignment Phase 1 (NRP-1) process to determine if unacceptable hazards exist within the National Airspace System (NAS). Essential to the assessment is a survey of airline and corporate pilots and dispatchers as well as airport operators and general aviation pilots. The SAG survey will be compared with results of a similar survey conducted in 2008 by the FAA Office of Safety (AJS).

**DATES:** Written comments should be submitted by November 8, 2010.

**FOR FURTHER INFORMATION CONTACT:** Carla Scott on (202) 267-9895, or by e-mail at: [Carla.Scott@faa.gov](mailto:Carla.Scott@faa.gov).

**SUPPLEMENTARY INFORMATION:** *OMB Control Number:* 2120-XXXX.

**Title:** NOTAM Realignment User Survey.

**Form Numbers:** There are no FAA forms associated with this collection.

**Type of Review:** Clearance of a new information collection.

**Background:** Results of the SOSM SAG NOTAM Realignment Phase 1 (NRP-1) Assessment will be used to establish the status of identified hazards and ensure no new hazards have been introduced into the NAS. In addition to on-site visits, the SOSM SAG audit team has prepared three surveys mirroring those sent by the Safety Support and Independent Assessment (SSIA) as part of an investigation conducted in 2008. One survey is directed externally to general aviation pilots, airport operations staff and airline pilots and dispatchers. This Paperwork Reduction Act submission only concerns the external survey directed to users of the National Airspace System (NAS).