

order on stainless steel sheet and strip in coils from Mexico (identified as cases 6 through 11 in the Annex to Mexico's request), and any subsequent amendments to the same, in which margins of dumping for cash deposit purposes and assessment amounts are calculated using simple zeroing;

(ii) The 2005 and 2010 five-year "sunset" reviews of the antidumping order on stainless steel sheet and strip in coils from Mexico (identified as cases 12 and 13 in the Annex to Mexico's request), and any subsequent amendments to the same, in which the USDOC relied upon margins of dumping calculated using simple zeroing;

(iii) All other subsequent closely connected measures taken by the United States in relation to the antidumping order on stainless steel sheet and strip in coils from Mexico in which USDOC calculated, or relied upon, margins of dumping calculated using simple zeroing or model zeroing, including the negative "absence of dumping" revocation determinations pursuant made in the 7th and 9th administrative reviews (identified as cases 7 and 9 in the Annex to Mexico's request), and any subsequent amendments to the same; and

(iv) Any other determinations and measures that derive mechanically from the measures described in paragraphs (i) to (iii) that bear a close nexus to the referenced five originally challenged administrative reviews including any instructions and notices issued pursuant thereto, and any subsequent amendments to the same.

Finally, Mexico alleges that U.S. measures taken to comply, if and to the extent they exist, are inconsistent with Articles 2.1, 2.4, 9.3, 11.2, and 11.3 of the Antidumping Agreement and Articles II:1(a), II:1(b), VI:1, and VI:2 of the GATT 1994.

#### Public Comment: Requirements for Submissions

Interested persons are invited to submit written comments concerning the issues raised in this dispute. Persons may submit public comments electronically to <http://www.regulations.gov> docket number USTR-2010-0025. If you are unable to submit comments using <http://www.regulations.gov>, please contact Sandy McKinzy at (202) 395-9483 to arrange for an alternative method of transmission.

To submit comments via <http://www.regulations.gov>, enter docket number USTR-2010-0025 on the home page and click "search." The site will provide a search-results page listing all

documents associated with this docket. Find a reference to this notice by selecting "Notice" under "Document Type" on the left side of the search results page, and click on the link entitled "Submit a Comment." (For further information on using the <http://www.regulations.gov> Web site, please consult the resources provided on the Web site by clicking on the "Help" link at the top of the home page.)

The <http://www.regulations.gov> Web site provides the option of providing comments by filling in a "Type Comment and Upload File" field, or by attaching a document. It is expected that most comments will be provided in an attached document. If a document is attached, it is necessary and sufficient to type "See attached" in the "Type Comment and Upload File" field.

A person requesting that information contained in a comment submitted by that person be treated as business confidential information must certify that such information is business confidential and would not customarily be released to the public by the submitter. Business confidential information must be clearly designated as such and the submission must be marked "BUSINESS CONFIDENTIAL" at the top and bottom of the cover page and each succeeding page. Any comment containing business confidential information must be submitted by fax to Sandy McKinzy at (202) 395-3640. A non-confidential summary of the confidential information must be submitted to <http://www.regulations.gov>. The non-confidential summary will be placed in the docket and open to public inspection.

Information or advice contained in a comment submitted, other than business confidential information, may be determined by USTR to be confidential in accordance with section 135(g)(2) of the Trade Act of 1974 (19 U.S.C. 2155(g)(2)). If the submitter believes that information or advice may qualify as such, the submitter—

- (1) Must clearly so designate the information or advice;
  - (2) Must clearly mark the material as "SUBMITTED IN CONFIDENCE" at the top and bottom of the cover page and each succeeding page; and
  - (3) Must provide a non-confidential summary of the information or advice.
- Any comment containing confidential information must be submitted by fax to Sandy McKinzy at (202) 395-3640. A non-confidential summary of the confidential information must be submitted to [www.regulations.gov](http://www.regulations.gov). The non-confidential summary will be

placed in the docket and open to public inspection.

USTR will maintain a docket on this dispute settlement proceeding accessible to the public. The public file will include non-confidential comments received by USTR from the public with respect to the dispute. If a dispute settlement panel is convened or in the event of an appeal from such a panel, the U.S. submissions, any non-confidential submissions, or non-confidential summaries of submissions, received from other participants in the dispute, will be made available to the public on USTR's Web site at <http://www.ustr.gov>, and the report of the panel, and, if applicable, the report of the Appellate Body, will be available on the Web site of the World Trade Organization, <http://www.wto.org>.

Comments will be placed in the docket and open to public inspection pursuant to 15 CFR 2006.13, except confidential business information exempt from public inspection in accordance with 15 CFR 2006.15 or information determined by USTR to be confidential in accordance with 19 U.S.C. 2155(g)(2). Comments open to public inspection may be viewed on the <http://www.regulations.gov> Web site.

**Steven F. Fabry,**

*Assistant United States Trade Representative for Monitoring and Enforcement.*

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BILLING CODE 3190-W1-P

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2010-0126]

#### Reports, Forms and Record Keeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of proposed extension, without change, of a currently approved collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, the agency must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. In compliance with the Paperwork Reduction Act of 1995, this notice

describes one collection of information for which NHTSA intends to seek OMB approval, relating to confidential business information.

**DATES:** Comments must be submitted on or before December 13, 2010.

**ADDRESSES:** You may submit comments to the docket number identified in the heading of this document by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., between 9 am and 5 pm Eastern Time, Monday through Friday, except Federal holidays.
- *Fax:* (202) 493-2251.

Regardless of how you submit your comments, please be sure to mention the docket number of this document and cite OMB Clearance No. 2127-0025, "49 CFR Part 512, Confidential Business Information."

You may call the Docket at (202) 366-9322.

Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act discussion below.

*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 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 (65 FR 19477-78).

**FOR FURTHER INFORMATION CONTACT:** For questions contact Nicholas Englund in the Office of the Chief Counsel at the National Highway Traffic Safety Administration, telephone (202) 366-5263.

**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 comment on the following extension of clearance for a currently approved collection of information:

#### **Confidential Business Information**

*Type of Request*—Extension of clearance.

*OMB Clearance Number*—2127-0025.

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

*Requested Expiration Date of Approval*—Three (3) years from the date of approval of the collection.

*Summary of the Collection of Information*—Persons who submit information to the agency and seek to have the agency withhold some or all of that information from disclosure under the Freedom of Information Act ("FOIA"), 5 U.S.C. 552, must provide the agency with sufficient support that justifies the confidential treatment of that information. In addition, a request for confidential treatment must be accompanied by: (1) A complete copy of the submission; (2) a copy of the submission containing only those portions for which confidentiality is not sought with the confidential portions redacted; and (3) either a second complete copy of the submission or alternatively those portions of the submission that contain the information for which confidentiality is sought. Furthermore, the requestor must submit a completed certification as provided in 49 CFR Part 512, Appendix A. See generally 49 CFR Part 512 (NHTSA Confidential Business Information regulations).

Part 512 ensures that information submitted under a claim of confidentiality is properly evaluated in an efficient manner under prevailing

legal standards and, where appropriate, accorded confidential treatment. To facilitate the evaluation process, in their requests for confidential treatment, submitters of information may make reference to certain limited classes of information that are presumptively treated as confidential, such as blueprints and engineering drawings, future specific model plans (under limited conditions), and future vehicle production or sales figures for specific models (under limited conditions). Further, most early warning reporting (EWR) data are confidential under class determinations provided in 49 CFR Part 512, with the exception of information on death, injury, and property damage claims and notices, which would be handled on an individual basis according to the procedures of Part 512 and are, therefore, covered by this notice. 72 FR 59434 (Oct. 19, 2007).

*Description of the Need for the Information and Use of the Information*—NHTSA receives confidential information for use in its activities, which include investigations, rulemaking actions, program planning and management, and program evaluation. The information is needed to ensure the agency has sufficient relevant information for decision-making in connection with these activities. Some of this information is submitted voluntarily, as in rulemaking, and some is submitted in response to compulsory information requests, as in investigations.

*Description of the Likely Respondents, Including Estimated Number and Proposed Frequency of Response to the Collection of Information*—This collection of information applies to entities that submit to the agency information that the entities wish to have withheld from disclosure under the FOIA. Thus, the collection of information applies to entities that are subject to laws administered by the agency or agency regulations and are under an obligation to provide information to the agency. It also includes entities that voluntarily submit information to the agency. Such entities would include manufacturers of motor vehicles and of motor vehicle equipment. Importers are considered to be manufacturers. It may also include other entities that are involved with motor vehicles or motor vehicle equipment but are not manufacturers.

*Estimate of the Total Annual Reporting and Recordkeeping Burdens Resulting from the Collection of Information*—3,600 hours.

The agency receives requests for confidential treatment that vary in size from requests that ask the agency to

withhold as little as a portion of one page to multiple boxes of documents. NHTSA estimates that it will take on average approximately eight (8) hours for an entity to prepare a submission requesting confidential treatment. This estimate will vary based on the size of the submission, with smaller and voluntary submissions taking considerably less time to prepare. The agency based this estimate on the volume of requests received over the past three years.

NHTSA estimates that it will receive approximately 450 requests for confidential treatment annually. This figure is based on the average number of requests received over the past three years. We selected this period because it provides an estimate based on incoming requests for the most recent three years. The agency estimates that the total burden for this information collection will be approximately 3,600 hours, which is based on the number of requests (450) multiplied by the estimated number of hours to prepare each submission (8 hours).

Since nothing in the rule requires those persons who request confidential treatment pursuant to Part 512 to keep copies of any records or requests submitted to us, recordkeeping costs imposed would be zero hours and zero costs.

**Authority:** 44 U.S.C. 3506; delegation of authority at 49 CFR 1.50.

Issued on: October 4, 2010.

**O. Kevin Vincent,**  
Chief Counsel.

[FR Doc. 2010-25485 Filed 10-8-10; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Cancellation of Preparation of Environmental Impact Statement for the Tucson International Airport, Tucson, Pima County, AZ

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

**ACTION:** Notice of cancellation of preparation of environmental impact statement.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it has decided to discontinue preparation of an Environmental Impact Statement (EIS) for the proposed relocation of Runway 11R/29L and associated development at Tucson International Airport. The FAA's decision to discontinue preparation of the EIS is based upon the results from a planning

effort completed by the Tucson Airport Authority (TAA), the owner and operator of the airport. This planning effort revealed the project purpose and need has changed significantly. As a result, FAA has determined the new runway proposal at Tucson International Airport is not ripe for decision at this time.

**FOR FURTHER INFORMATION CONTACT:** Roxana Hernandez, Environmental Protection Specialist, Federal Aviation Administration, Western-Pacific Region, Los Angeles Airports District Office, P.O. Box 92007, Los Angeles, CA 90009-2007, Telephone: (310) 725-3614.

**SUPPLEMENTARY INFORMATION:** On October 13, 2005, the FAA, published in the **Federal Register** a Notice of Intent to prepare an Environmental Impact Statement (EIS) and hold a Public Scoping Meeting at Tucson International Airport (Volume 70, Number 197, FR 59800-59801). The EIS and Public Scoping Meeting were to address the proposed relocation of Runway 11R/29L and associated development at airport.

In 2005, the FAA based its decision to prepare the EIS on the procedures described in FAA Order 5050.4A, *Airport Environmental Handbook*, and FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. FAA also based its decision to prepare a federal EIS primarily on TAA's proposal to relocate Runway 11R/29L, 450 feet to the southwest, creating a centerline to centerline separation of 1,156 feet between the existing Runway 11L/29R. The length of the relocated Runway 11R/29L would have been 11,000 feet long by 150 feet wide.

Recently, the TAA completed a planning effort that revealed that the project's purpose and need changed significantly. Therefore, when the TAA submits a new Airport Layout Plan with a revised project depicted on it, the FAA will determine the appropriate National Environmental Policy Act (NEPA) documentation necessary to assess the environmental effects of those improvements pursuant to FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*.

Issued in Hawthorne, California on September 30, 2010.

**Debbie Roth,**

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Davis County, UT

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed transportation improvements in Davis County, Utah.

**FOR FURTHER INFORMATION CONTACT:** Edward Woolford, Environmental Program Manager, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118, Telephone: (801) 955-3500, e-mail [Edward.Woolford@dot.gov](mailto:Edward.Woolford@dot.gov); or Charles Mace, Project Manager, Utah Department of Transportation, Region One Office, 166 West Southwell Street, Ogden, UT 84404-4194, Telephone: (801) 620-1685, e-mail [cmace@utah.gov](mailto:cmace@utah.gov).

**SUPPLEMENTARY INFORMATION:** FHWA, in cooperation with the Utah Department of Transportation (UDOT), will prepare an EIS on a proposal to address current and projected traffic demand on 1800 North (SR-37) in the cities of Clinton and Sunset in Davis County, Utah. The proposed project area extends from 2000 West to I-15 along 1800 North, a distance of approximately 2 miles. Transportation improvements in this area are needed to address current and projected 2040 traffic demand along the existing two-lane 1800 North corridor, provide better east-west access, and improve safety.

The FHWA will consider a reasonable range of alternatives that meet the project purpose and need and are based on agency and public input. These alternatives include: (1) Taking no action; (2) using alternate travel modes; (3) upgrading and adding lanes to the existing roadway network, including 1800 North; (4) a grade separation at the Union Pacific Railroad crossing on 1800 North; (5) a new interchange on I-15 at 1800 North; (6) improving adjacent interchanges on I-15; (7) combinations of any of the above; and (8) other feasible alternatives identified during the scoping process.

A Coordination Plan is being prepared to define the agency and public participation procedure for the environmental review process. The plan will outline how agencies and the public will provide input during the scoping process, the development of the