

may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: October 18, 2010.

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

**Andrea Pope-Matheson,**  
*Clearance Clerk.*

[FR Doc. 2010-26544 Filed 10-20-10; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 33 (Sub-No. 290X)]

#### Union Pacific Railroad Company— Abandonment Exemption—in Pulaski County, AR

Union Pacific Railroad Company (UP) filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a line of railroad known as the North Little Rock Junction Bridge Line, extending from milepost 343.65 to the end of the line at milepost 343.97, a distance of .32 miles, in North Little Rock, in Pulaski County, Ark. The line traverses United States Postal Service Zip Code 72118.

UP has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of

such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, In Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 20, 2010, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 1, 2010. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 10, 2010, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to UP's representative: Mack H. Shumate, Jr., Senior General Attorney, 101 North Wacker Drive, #1920, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

UP has filed a combined environmental and historic report which addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by October 26, 2010. Interested persons may obtain a copy of the EA by writing

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,500. See 49 CFR 1002.2(f)(25).

to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling OEA, at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), UP shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by UP's filing of a notice of consummation by October 21, 2011, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: October 12, 2010.

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

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

[FR Doc. 2010-26239 Filed 10-20-10; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Research and Innovative Technology Administration

#### Agency Information Collection; Activity Under OMB Review; Omnibus Household Survey Program

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

**ACTION:** Notice.

**SUMMARY:** In accordance with the requirements of section 3506(c) (2) (A) of the Paperwork Reduction Act of 1995, 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 an extension of a currently approved information collection related to the use of and satisfaction with the nation's transportation system. 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 February 2, 2010 (75 FR 5370) and the comment period ended on April 5, 2010. The 60-day notice produced no comments.

**DATES:** Written comments should be submitted by November 22, 2010.

**FOR FURTHER INFORMATION CONTACT:** Dr. Pheny Weidman, OHS Program Manager, BTS, RITA, Department of Transportation, 1200 New Jersey Ave. SE., Room E32-318, Washington, DC 20590. Office hours are from 8:30 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Telephone (202) 366-2817, Fax (202) 493-0568 or e-mail [pheny.weidman@dot.gov](mailto:pheny.weidman@dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Omnibus Household Survey (OHS) Program.

*Type of Request:* Approval of an extension of a currently approved information collection.

*OMB Control Number:* 2139-0012.

*Affected Public:* The target population for the OHS Program is the non-institutionalized population, aged 18 and older, who live in the United States. A national probability sample of households generated using list-assisted random digit dialing (RDD) methodology will be employed by the survey. Individual survey respondents within selected households will be chosen at random.

*Number of Respondents:* 1,500.

*Number of Responses:* 1,500.

*Total Annual Burden:* 625 hours

(Based on previous data collections, we estimate the average time to complete the survey is 25 minutes. 25 minutes  $\times$  1,500 respondents = 37,500 minutes/60 minutes = 625 hours). The estimated average time to complete the survey has increased from the 10 minutes stated for previous data collections to 25 minutes. The increase is largely due to the increase in the length of questionnaire. The survey sample size also will increase from the 1,000 respondents used by previous data collections to 1,500. The increase in sample size is due to the inclusion of questions regarding the safety of public transit. In order to ensure that there will be enough samples to produce reliable estimates for those questions, a total of 500 individuals will be oversampled from selected Metropolitan Statistical Areas that provide public transit services.

*Abstract:* In 2005, Congress passed, and the President signed, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Pub. L. 109-59). SAFETEA-LU contained a number of legislative mandates including

providing data, statistics and analyses to transportation decision-makers. The Research and Innovative Technology Administration, Bureau of Transportation Statistics (RITA/BTS) was tasked to accomplish this legislative mandate under 49 U.S.C. 111 (c) (1). RITA/BTS plans to use the Omnibus Household Survey (OHS) to:

- Assess the public's evaluation of the nation's transportation system in light of the DOT's strategic goals (safety, reduced congestion, global connectivity, environmental stewardship and security, preparedness and response),
- Provide a vehicle for the operating administrations within the DOT as well as other governmental agencies, to survey the public about current transportation issues, and
- Provide national estimates of transportation mode usage.

Each version of the OHS will focus on some subset of topics taken from the list below. Topics may vary from survey to survey since covering all topics in one questionnaire would make the respondent burden unacceptable:

*Choices and frequency of mode use in the month and the week prior to the survey data collection:*

Commercial air;  
Privately owned vehicle;  
Taxi;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak);  
Other modes such as biking and walking.

*Confidence in the safety of the following modes of transportation:*

Commercial air;  
Privately owned vehicle;  
Taxi;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Water transportation (taxis, ferries, ships);  
Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak);  
Other modes such as biking/walking/ferries.

*Confidence in the security procedures for the following modes of transportation:*

Commercial air;  
Charter/general aviation;  
Privately owned vehicle;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Water transportation (taxis, ferries, ships);

Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak).

*Assessment of/satisfaction with security procedures for the following modes of transportation:*

Commercial air;  
Charter/general aviation;  
Rail transit (subway, streetcar, or light rail);  
Commuter rail;  
Water transportation (taxis, ferries, ships);  
Transit (local) and intercity (long distance) bus;  
Intercity Rail (Amtrak).

*Processing through security at:*

Commercial airports;  
Train stations;  
Waterway entry points for ferries, water taxis, cruises.

*Knowledge of current check-in procedures at:*

Commercial airports;  
Train stations;  
Waterway entry points for ferries, water taxis, cruises.

Knowledge of/confidence in the Alien Flight Student Program.

Experiences with transit delays related to suspicious/unattended baggage.

Willingness/tolerance of transportation security risk management procedures.

*Information on journey to work:*

Transportation used (single mode/multiple mode);  
Time required for one-way trip;  
Number of days traveled;  
Assessment of congestion;  
Methods for dealing with congestion;  
Telecommuting information;  
Commuting costs;  
Availability of transportation subsidies.  
Impact of congestion on commute.  
Impact of on-line shopping on passenger and freight travel.  
Impact of accessibility of transportation on livability of communities.

Assessment of/opinions regarding distracted driving behaviors.

*Public Comments Invited:* Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the DOT; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Send comments to the Office of

Information and Regulatory Affairs,  
Office of Management and Budget, 725  
17th Street, NW., Washington, DC  
20503, Attention: BTS Desk Officer.

Issued in Washington, DC on this 14th day  
of October, 2010.

**Steven K. Smith,**

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

[FR Doc. 2010-26488 Filed 10-20-10; 8:45 am]

**BILLING CODE 4910-HY-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Consensus Standards, Standard Practice for Inspection of Airplane Electrical Wiring Systems

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

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

**SUMMARY:** This notice announces the  
availability of consensus standards and  
the Federal Aviation Administration (FAA)  
intention to accept the ASTM  
International's F2696-08 Standard  
Practice for Inspection of Airplane  
Electrical Wiring Systems (Standard  
Practice) as an acceptable means of  
compliance to 14 CFR part 23 sections  
concerning electrical wiring systems. By  
this notice, the FAA finds the standards  
to be acceptable methods and  
procedures for inspection of electrical  
wiring systems for normal, utility,  
acrobatic, and commuter category  
airplanes.

**DATES:** Comments must be received on  
or before November 22, 2010.

**ADDRESSES:** Comments may be mailed  
to: Federal Aviation Administration,  
Small Airplane Directorate, Continued  
Operational Safety, ACE-111, Attention:  
James Brady, Room 301, 901 Locust,  
Kansas City, Missouri 64106, or by  
e-mail to: [james.brady@faa.gov](mailto:james.brady@faa.gov). All  
comments must be marked: Consensus  
Standards Comments, and must specify  
the standard being addressed by ASTM  
F2696-08 Standard Practice for  
Inspection of Airplane Electrical Wiring  
Systems.

#### FOR FURTHER INFORMATION CONTACT:

James Brady, Aerospace Engineer,  
Regulations and Policy Branch (ACE-  
111), Small Airplane Directorate,  
Aircraft Certification Service, Federal  
Aviation Administration, 901 Locust,  
Room 301, Kansas City, Missouri 64106;  
telephone (816) 329-4132; e-mail:  
[james.brady@faa.gov](mailto:james.brady@faa.gov).

**SUPPLEMENTARY INFORMATION:** This  
notice announces the availability of  
consensus standards. The FAA expects  
a suitable consensus standard to be  
reviewed at least every two years. The  
two-year review cycle will result in a  
standard revision or reapproval. A  
standard is issued under a fixed  
designation (*i.e.*, F2696-08); the number  
immediately following the designation  
indicates the year of original adoption  
or, in the case of revision, the year of  
last revision. A number in parentheses  
indicates the year of last reapproval. A  
reapproval indicates a two-year review  
cycle completed with no technical  
changes. A superscript epsilon (ε)  
indicates an editorial change since the  
last revision or reapproval. A notice of  
availability (NOA) will only be issued  
for new or revised standards. Reapproved  
standards issued with no technical  
changes or standards issued with  
editorial changes only (*i.e.*,  
superscript epsilon (ε)) are considered  
accepted by the FAA without need for  
an NOA.

*Comments Invited:* Interested persons  
are invited to submit such written data,  
views, or arguments, as they may desire.  
Communications should identify the  
consensus standard number and be  
submitted to the address specified  
above. All communications received on  
or before the closing date for comments  
will be forwarded to ASTM  
International Committee F39 for  
consideration. The standard may be  
changed in light of the comments  
received. The FAA will address all  
comments received during the recurring  
review of the consensus standard and  
will participate in the consensus  
standard revision process.

*Background:* Under the provisions of  
the revised Office of Management and  
Budget (OMB) Circular A-119, "Federal  
Participation in the Development and  
Use of Voluntary Consensus Standards  
and in Conformity Assessment  
Activities," dated February 10, 1998,  
industry and the FAA have been  
working with ASTM International to  
develop consensus standards for the  
design, fabrication, modification,  
inspection, and maintenance of  
electrical systems installed on normal  
and utility category airplanes.

These consensus standards satisfy the  
FAA's goal for airworthiness  
certification and a verifiable minimum  
safety level for normal, utility, acrobatic,  
and commuter category airplanes.  
Instead of developing airworthiness  
standards through the rulemaking  
process, the FAA participates as a  
member of Committee F39 in  
developing these standards. The use of  
the consensus standard process assures

government and industry discussion  
and agreement on appropriate standards  
for the required level of safety.

#### Consensus Standards in This Notice of Availability

The FAA has reviewed the standards  
presented in this NOA for compliance  
with the regulatory requirements of the  
rule. Any normal, utility, acrobatic, and  
commuter aircraft issued an  
airworthiness certificate, which has  
been designed, manufactured, operated,  
and maintained, in accordance with this  
and previously accepted ASTM  
consensus standards provides the public  
with the appropriate level of safety  
established under the regulations. The  
FAA maintains a listing of all accepted  
standards on the FAA Web site.

The FAA finds the following new  
consensus standards acceptable for  
inspection of the specified aircraft. The  
consensus standard listed below may be  
used unless the FAA publishes a  
specific notification otherwise.

ASTM Designation F2696-08, titled:  
Standard Practice for Inspection of  
Airplane Electrical Wiring Systems.

#### Availability

These consensus standards are  
copyrighted by ASTM International, 100  
Barr Harbor Drive, Post Office Box C700,  
West Conshohocken, PA 19428-2959.  
Individual reprints of this standard  
(single or multiple copies, or special  
compilations and other related technical  
information) may be obtained by  
contacting ASTM at this address, or at  
(610) 832-9585 (phone), (610) 832-9555  
(fax), through [service@astm.org](mailto:service@astm.org) (e-mail),  
or through the ASTM Web site at  
<http://www.astm.org>. To inquire about  
standard content and/or membership or  
about ASTM International Offices  
abroad, contact Daniel Schultz, Staff  
Manager for Committee F39 on Normal  
and Utility Category Airplane Electrical  
Wiring Systems: (610) 832-9716,  
[dschultz@astm.org](mailto:dschultz@astm.org).

Issued in Kansas City, Missouri, on  
October 13, 2010.

**John Colomy,**

*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 2010-26537 Filed 10-20-10; 8:45 am]

**BILLING CODE 4910-13-P**