

the public to enter comments on any **Federal Register** notice issued by any agency. Follow the instructions for submitting comments.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management System, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590.

Hand Delivery: DOT Docket Management System, Room W12-140, on the ground floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: Identify the Docket ID at the beginning of your comments. If you submit your comments by mail, submit two copies. If you wish to receive confirmation that PHMSA has received your comments, include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>. **Note:** Comments will be posted without changes or edits to <http://www.regulations.gov> including any personal information provided. Please see the Privacy Act heading below for additional information.

Privacy Act Statement: Anyone may search the electronic form of all comments received for any of our dockets. The Privacy Notice for comment submissions may be reviewed at <http://www.regulations.gov>. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477) or you may visit <http://DocketsInfo.dot.gov>.

Information on Services for Individuals with Disabilities: PHMSA is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, please contact Christie Murray at (202) 366-4996, or via e-mail at christie.murray@dot.gov by close of business June 18, 2010.

Preliminary Workshop Agenda:

(1) Opening Remarks by PHMSA.

(2) Chronology of Public Awareness (PHMSA)—(timeline of public awareness and clearinghouse).

(3) PHMSA observations (Discuss inspection findings, inspection/enforcement guidance material and path forward on conducting effectiveness inspections).

(4) National Association of Pipeline Safety Representatives (NAPSR) Perspectives.

(5) Public Perspective, Pipeline Safety Trust.

(6) National Transportation Safety Board Recommendations.

(7) Pipeline Trade Association Observations (High level discussion

about member company challenges with implementing and evaluating effectiveness).

- American Gas Association
- American Public Gas Association
- Association of Oil Pipelines
- American Petroleum Institute
- Interstate Natural Gas Association of America

(8) Question & Answer Period.

(9) Lessons Learned Panel Discussion, Pipeline Operators (Identify what implementation strategies have worked well, discuss challenges faced by the pipeline industry).

- Hazardous Liquid
- Gas Transmission/Gathering
- Natural Gas Distribution

(10) Group Discussion (To address Web cast online questions and facilitate an open discussion).

(11) Wrap up/closing (PHMSA/NAPSR).

(12) Refer to the registration Web site for a more detailed agenda and Webcast information: <http://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=65&nocache=9351>.

Issued in Washington, DC, on June 2, 2010.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

[FR Doc. 2010-13791 Filed 6-8-10; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2010-29]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before July 1, 2010.

ADDRESSES: You may send comments identified by Docket Number FAA-2010-0468 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov>

and follow the instructions for sending your comments electronically.

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

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for 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).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Peter L. Rouse, Aerospace Engineer, Standards Office (ACE-111), Small Airplane Directorate, Aircraft Certification Service, FAA; telephone number (816) 329-4135, fax number (816) 329-4090, e-mail at peter.rouse@faa.gov.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on June 4, 2010.

Pamela Hamilton-Powell,
Director, Office of Rulemaking.

Petition for Exemption

[Docket No. FAA-2010-0468]

Petitioner: Air Tractor, Inc.

Section of 14 CFR Affected: 14 CFR 23.1001.

Description of Relief Sought: To allow Air Tractor Inc. to modify ten model AT-802s with fuselage fuel tanks without meeting the fuel jettison maximum weight demonstration, fuel discharges clear of any part of the aircraft, and fuel or fumes do not enter any parts of the airplane requirements

in § 23.1001(b), (c)(2), and (c)(3). Air Tractor, Inc. proposes conducting the maximum weight demonstration at 13,000 pounds or more versus the model AT 802 certificated weight of 16,000 pounds because the agricultural hopper removal will reduce the weight of the modified model AT-802. Air Tractor, Inc. also proposes using red dye water instead of fuel for the jettison test to conserve resources.

[FR Doc. 2010-13816 Filed 6-8-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2010-0065]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before August 9, 2010.

ADDRESSES: Direct all written comments to the U.S. Department of Transportation Dockets, 1200 New Jersey Ave., SE., W46-474, Washington, DC 20590. Docket No. NHTSA-2010-0065.

FOR FURTHER INFORMATION CONTACT: Angela Eichelberger, Ph.D., Office of Behavioral Safety Research (NTI-132), 1200 New Jersey Avenue, SE., Washington, DC 20590. Dr. Eichelberger's telephone number is (202) 366-5586 and her e-mail is angela.eichelberger@dot.gov.

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 comments on the following proposed collections of information:

Title: National Child Restraint Use Special Study (NCRUSS).

Type of Request: Reinstatement with change of a previously approved collection.

OMB Control Number: 2127-0577.

Form Number: This collection of information uses no standard forms.

Requested Expiration Date of Approval: 3 years from the date of OMB approval (estimated March 30, 2014).

Summary of the Collection of Information: The National Highway Traffic Safety Administration (NHTSA) proposes to collect observational data on correct and incorrect use of child restraint systems in passenger vehicles, as well as interview information from drivers about their knowledge and perceptions of child restraint systems. The primary population for observation will be restrained and unrestrained child passengers riding in any seating position in passenger vehicles. Participation in the study will be voluntary. Interviews with drivers who agree to participate will be used to obtain the following data: demographic information on occupants, the driver's knowledge about the specific CRS in the vehicle, and the driver's general knowledge and experience with different types of restraint systems. While the interview is being conducted, a trained observer will collect

information about the CRS in the vehicle, including the type of restraint that is used, the type of installation (seat belt or LATCH), how the CRS is installed, harness use, and seat belt fit. The observer will not remove the child or CRS from the vehicle. At the conclusion of the survey, respondents will receive information on child passenger safety and specific information regarding the locations of inspection stations and seat check events that are available in the area.

Description of the Need for the Information and Proposed Use of the Information: The National Highway Traffic Safety Administration (NHTSA) was established by the Highway Safety Act of 1966 (23 U.S.C. 101) to carry out a Congressional mandate to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle crashes on our Nation's highways. In support of this mission, NHTSA proposes to conduct information collections to assess the levels of child restraint system use and misuse for children riding in passenger vehicles, and to examine whether the levels of use and/or misuse are related to any specific characteristics of the drivers, their passengers and/or their vehicles. Previous studies have shown that there is a gap between recommended child restraint use and observed use. Actions have been taken by NHTSA to close the gap. In March 1999, NHTSA published a final rule establishing a uniform child restraint attachment system known as LATCH, Lower Anchors and Tethers for Children (Federal Motor Vehicles Safety Standard 213, Child Restraint Systems and FMVSS 225, Child Restraint Anchorage Systems), in order to provide another, easier method of attaching a child restraint to the vehicle. This new collection of data is necessary in order to evaluate the effectiveness of FMVSS 225 and FMVSS 213, as well as to obtain an up to date snapshot of child restraint use and misuse across the United States. This information will be used in assessing what additional actions NHTSA should take to improve child passenger safety. In addition, NHTSA will publish the findings of this research study to provide information to States, localities, and other interested organizations in support of their efforts to reduce and prevent injuries among child occupants.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information): NHTSA anticipates conducting approximately 5,000 observations of children in passenger vehicles and interviews with