

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Consensus Standards, Standard Practice for Maintenance 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 F2799-09 Standard Practice for Maintenance 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 maintenance of electrical wiring systems for normal, utility, acrobatic, and commuter category airplanes.

DATE: 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. All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM F2799-09 Standard Practice for Maintenance 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.

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.*, F2799-09); 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 maintenance of the specified aircraft. The consensus standard listed below may be used unless the FAA publishes a specific notification otherwise.

ASTM Designation F2799-09, titled: Standard Practice for Maintenance 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 (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.

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

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-26534 Filed 10-20-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Notice of Final Federal Agency Actions on Proposed Highway in California**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by the California Department of Transportation (Caltrans), pursuant to 23 U.S.C. 327.

SUMMARY: The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans and other Federal agencies that are final within the meaning of 23 U.S.C. 139(J)(1). The actions relate to a proposed highway interchange project, improvements along State Route 163 (SR-163) at the Friars Road Interchange in the County of San Diego, State of

California. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23 U.S.C. 139(I)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before April 19, 2011. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then the shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Kevin Hovey, Senior Environmental Planner, Division of Environmental Analysis, California Department of Transportation, 4050 Taylor Street, San Diego, CA 92110, Regular Office Hours 7 a.m. to 3 p.m., Telephone number 619-688-0240, e-mail Kevin.Hovey@dot.ca.gov.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that Caltrans has taken final agency actions subject to 23 U.S.C. 139(I)(1) by issuing licenses, permits, and approvals for the following project in the State of California: The project is located in the Mission Valley Community of the City of San Diego along SR-163. The proposed project will: Construct new at grade lanes on the west-side of southbound SR-163 approaching Friars Road with connection to westbound Interstate 8/ Hotel Circle North; modify the existing SR-163/Friars Road interchange partial cloverleaf, including the addition of a flyover bridge from Ulric Street to southbound SR-163; widen Friars Road bridge from 6 lanes to 10 lanes with added sidewalks on both sides of the bridge; widen the eastern portion of Friars Road past the northbound SR-163 on-ramp; widen the western portion of Frazee Road immediately north and south of Friars Road; remove the median on Avenida de las Tiendas (south of Friars Road) and restripe the roadway to provide three southbound and three northbound lanes; install or upgrade traffic signals at Friars Road/Ulric Street, Ulric Street/southbound SR-163 on-ramp; Friars Road/northbound SR-163 on-ramp; and Frazee Road/Murray Canyon Road; and construct 15 retaining walls and 9 noise attenuation barriers along SR-163 and Friars Road. The project will be constructed in three phases. The actions by the Federal agencies, and the laws under which such actions were taken, are described

in the project files. The Categorical Exclusion, approved on 09/30/2010, and other project records are available by contacting Caltrans at the addresses provided above.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. Council on Environmental Quality regulations;
2. National Environmental Policy Act (NEPA);
3. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU);
4. Department of Transportation Act of 1966;
5. Federal Aid Highway Act of 1970;
6. Clean Air Act Amendments of 1990;
7. Clean Water Act of 1977 and 1987;
8. Endangered Species Act of 1973;
9. Migratory Bird Treaty Act;
10. Title VI of the Civil Rights Act of 1964;
11. Uniform Relocation Assistance and Real Property Acquisition Act of 1970;
12. National Historic Preservation Act of 1966;
13. Executive Order 11990, Protection of Wetlands;
14. Executive Order 13112, Invasive Species; and
15. Executive Order 11988, Floodplain Management.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(I)(1).

Issued on: October 13th, 2010.

Karen Bobo,

Director, Local Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2010-26662 Filed 10-20-10; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2010-0141; Notice 1]

Mazda North American Operations, Receipt of Petition for Decision of Inconsequential Noncompliance

Mazda North American Operations (MNAO),¹ on behalf of Mazda Motor

¹ Mazda Motor Corporation of Hiroshima, Japan (Mazda) is the manufacturer of the subject vehicles

Corporation of Hiroshima, Japan (Mazda), has determined the lens of the headlamps equipped on certain 2004 through 2009 Mazda RX-8 model passenger cars, manufactured from April 1, 2003, to May 29, 2009, and certain 2006 through 2008 MX-5 model passenger cars, built from May 17, 2005, to November 27, 2008, failed to meet the requirements of paragraph S7.2(b) of Federal Motor Vehicle Safety Standard (FMVSS) No. 108 Lamps, *Reflective Devices, and Associated Equipment*. Mazda has filed an appropriate report pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*, dated December 18, 2009.

Pursuant to 49 U.S.C. 30118(d) and 30120(h) (see implementing rule at 49 CFR part 556), Mazda has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Mazda's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

Mazda estimates approximately 123,000 2004 through 2009 Mazda RX-8 model passenger cars, manufactured from April 1, 2003 to May 29, 2009, and 2006 through 2008 MX-5 model passenger cars, built from May 17, 2005 to November 27, 2008, are affected. All of the affected vehicles were built at Mazda's plant in Hiroshima Japan.

Paragraph 7.2(b) of FMVSS No. 108 requires:

S7.2(b) The lens of each headlamp and of each beam contributor manufactured on or after December 1, 1989, to which paragraph (a) of this section applies shall be marked with the name and/or trademark registered with the U.S. Patent and Trademark Office of the manufacturer of such headlamp or beam contributor, or its importer, or any manufacturer of a vehicle equipped with such headlamp or beam contributor. Nothing in this paragraph shall be construed to authorize the marking of any such name and/or trademark by one who is not the owner, unless the owner has consented to it.

Mazda states that the noncompliance is that the lenses of the headlamps on the affected vehicles are not marked with the name or trademark of the manufacturer of the headlamp, the manufacturer of the vehicle, or the importer of the vehicle.

Mazda was notified by its headlamp manufacturer, Koito Manufacturing Company, Ltd. (Koito) of the apparent

and Mazda North American Operations (MNAO) is the importer of the vehicles as well as the registered agent for Mazda.