

vehicles with dual wheels on an axle). A phase-in period began on October 5, 2005, requiring that 20 percent of MY 2006 light vehicles be equipped with TPMS. This phase-in was stepped up to 70 percent for MY 2007, leading to 100 percent for MY 2008.

Executive Order 12866 requires Federal agencies to evaluate their existing regulations and programs and measure their effectiveness in achieving their objectives. However, since the phase-in of TPMS, there has not been any evaluation of TPMS. The purpose of this survey, Tire Pressure Monitoring System—Special Study (TPMS—SS), is to evaluate whether the frequency of underinflated tires has decreased in vehicles with TPMS in comparison to vehicles of the same age without TPMS. In addition, the survey will collect data on the drivers' familiarity with the type of warning given by their TPMS and the action(s) that they have taken after the warning has been given.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information):* To minimize the survey start-up cost and to provide a trained cadre of data collectors, field data collection will be conducted through the infrastructure of the National Automotive Sampling System (NASS) Crashworthiness Data System (CDS). The NASS CDS consists of 24 Primary Sampling Units (PSUs) that are a probability sample selected from a sample frame of 1,195 PSUs. The sample was selected based on the number of fatal and injury motor vehicle crashes occurring in the PSUs.

Within each of NASS CDS 24 PSUs, 3 eligible gas stations (*i.e.*, gas stations with more than one gas island) will be selected from each of seven randomly eligible Zip codes (*i.e.*, Zip codes with at least 3 gas stations with more than one gas island) for a total of 21 gas stations per PSU. The 21 selected gas stations will be assigned to one of the 21 days of the data collection period.

The universe under study in the National Automotive Sampling System (NASS) Tire Pressure Monitoring System—Special Study (TPMS—SS) consists of passenger vehicles equipped with tire pressure monitoring systems (TPMS) and a set of peer vehicles that are not equipped with TPMS in the continental United States for the model years 2004 and newer. Data to be collected shall include in-person collection of vehicle profile data, tire data, and driver profile data for at least 10,000 passenger vehicles, as well as supplemental data on TPMS use for 600 of these vehicles. For an additional 450 passenger vehicles, supplemental data

on TPMS use will be collected from the driver via one of the following 3 methods: (1) Filling out a hard copy survey form; (2) Completing the form on-line; or (3) Being called back by the field researcher at a later date.

Additionally, each respondent will receive a card on which the NASS Data Collectors will have recorded the Manufacturers Recommended Tire Pressure and the Tire Pressure the Data Collectors read for each of the vehicle's tires. Consequently, the respondent is receiving benefit in return for his/her participation.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting From the Collection of Information:* NHTSA estimates that the average time to collect vehicle, tire, and driver data will be slightly over 10 minutes for each interview (or a total of 1750 hours) for the 10,000 respondents plus an additional 10 minutes each (or a total of 175 hours) for the 1,050 respondents who will be asked supplemental questions on TPMS use. Consequently, the total respondent burden hours is estimated to be 1,925 hours.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

**James F. Simons,**

*Director, Office of Regulatory Analysis and Evaluation.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Forty-Eighth Meeting, RTCA Special Committee 186: Automatic Dependent Surveillance-Broadcast (ADS-B)

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 186 Automatic Dependent Surveillance-Broadcast (ADS-B) meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 186 Automatic Dependent Surveillance-Broadcast (ADS-B).

**DATES:** The meeting will be held June 2-5, 2009, at 9 a.m. on June 2-4 and on June 5th starting at 8 a.m. at RTCA and 2 p.m. in Europe (WebEx and Phone Bridge information to be provided).

**ADDRESSES:** RTCA Conference Rooms at 1828 L Street, NW., Suite 805, Washington, DC 20036.

**Note:** Any meeting day(s) for the Requirements Focus Group (RFG), RAD

FRAC, will be announced at a later date \* \* \* as required \* \* \* based on the FRAC comments received.

**FOR FURTHER INFORMATION CONTACT:** (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington DC, 20036, (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 186 meeting. The agenda will include:

June 2, Specific Working Group Sessions:

- RTCA—All Day, WG-1—ATSA SURF 1A, ARINC Room.

June 3, Specific Working Group Sessions:

- RTCA—All Day, WG-1—ATSA SURF 1A, ARINC Room.

- RTCA—All Day, WG-5, UAT MOPS, MacIntosh-NBAA Room & Hilton-ATA Room.

Feb. 4, Specific Working Group Sessions:

- RTCA—All Day, WG-1—ATSA SURF 1A, ARINC Room .

- RTCA—All Day, WG-5, UAT MOPS, MacIntosh-NBAA Room & Hilton-ATA Room.

June 5, Joint RTCA SC-186/ EUROCAE WG-51: (*Starting at 2 p.m. in Europe and 8 a.m. at RTCA*)

- Opening Plenary (Chairman's Introductory Remarks, Review of Meeting Agenda.
- Review/Approval of the Forty-Seventh Meeting Summary, RTCA Paper No. 110-09/SC186-281.
- Consider for Approval—New Document—*Safety and Performance Requirements (SPR) Standard for ADS-B-RAD*, RTCA Paper No. 106-09/SC186-279.
- Discussion—1090 Extended Squitter MOPS—Revision.
- Review of EUROCAE WG-51 Activities.
- FAA Surveillance and Broadcast Services (SBS) Program—Status.
- Date, Place and Time of Next Meeting.
- Working Group Reports.
- WG-1—Operations and Implementation.
- WG-2—TIS-B MASPS.
- WG-3—1090 MHz MOPS.
- WG-4—Application Technical Requirements.
- WG-5—UAT MOPS.
- RFG—Requirements Focus Group.
- Wake vortex ad-hoc group report and recommended action plan.
- ADS-B ITP coordination with SC-214 for data link requirements.
- New Business.

- Other Business.
- Review Action Items/Work Programs.

- Adjourn Plenary.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the “**FOR FURTHER INFORMATION CONTACT**” section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 7, 2009.

**Francisco Estrada C.,**

*RTCA Advisory Committee.*

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Fort Worth Alliance Airport, Fort Worth, TX

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that revision two of the future noise exposure map submitted by the city of Fort Worth for Fort Worth Alliance Airport under the provisions of 49 U.S.C. 47501 *et. seq* (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 is in compliance with applicable requirements.

**DATES: Effective Date:** The effective date of the FAA’s determination on the future noise exposure map is May 5, 2009.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA Southwest Region, Mr. Paul Blackford ASW 652b, 2601 Meacham Blvd. Fort Worth, Texas 76137, (817) 222–5607.

**SUPPLEMENTARY INFORMATION:** This notice announces that FAA finds, effective May 5, 2009, the second revision of the future noise exposure map submitted for Fort Worth Alliance Airport is in compliance with applicable requirements of Part 150. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft

operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the future noise exposure map (second revision) and accompanying documentation submitted by the city of Fort Worth. The documentation that constitutes the “future noise exposure map” as defined in section 150.7 of Part 150 includes: Section 5.0, and Exhibits 5.1–5.6. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on May 5, 2008.

FAA’s determination on an airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA’s review of noise exposure maps.

Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator

that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA’s evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas; Mr. Kent Penney, Airport Systems Director, City of Fort Worth, Aviation Department, 4201 N. Main St., Suite 200, Fort Worth, Texas. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, May 5, 2009.

**Edward Agnew,**

*Acting Manager, Airports Division.*

[FR Doc. E9–11155 Filed 5–13–09; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD–2009 0046]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel KROEZIN.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket MARAD–2009–0046 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S. vessel builder or a business that uses U.S.-flag vessels in