Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590. You may also send comments electronically via the Internet at *http://www.regulations.gov.* All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at *http://www.regulations.gov.*

**FOR FURTHER INFORMATION CONTACT:** Joann Spittle, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue, SE., Room W21–203, Washington, DC 20590. Telephone 202–366–5979, E-mail *Joann.Spittle@dot.gov.*

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel KAINANI is:

*Intended Commercial Use of Vessel:* "The Vessel will be used for charter targeting groups of people in their mid twenties to late thirties. I am hoping that the vessel will be chartered per stateroom."

*Geographic Region:* "Alaska, California, Washington, Oregon, Hawaii, Florida, Puerto Rico."

**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 (Volume 65, Number 70; Pages 19477–78).

By Order of the Maritime Administrator.

Dated: May 17, 2011.

**Christine Gurland,**

*Secretary, Maritime Administration.*

[FR Doc. 2011–12697 Filed 5–23–11; 8:45 am]

**BILLING CODE 4910–81–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[U.S. DOT Docket No. NHTSA–2011–0018]**

### Reports, Forms, and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on February 11, 2011 (76 FR 7897–7898).

**DATES:** Comments must be submitted on or before June 23, 2011.

**FOR FURTHER INFORMATION CONTACT:** Ms. Laurie Flaherty, Program Analyst, Office of Emergency Medical Services, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., NTI–140, W44–322, Washington, DC 20590, (202) 366–2705 or via e-mail at *laurie.flaherty@dot.gov.*

**SUPPLEMENTARY INFORMATION:**

**National Highway Traffic Safety Administration**

*Title:* National 9–1–1 Profile Database as part of the National 9–1–1 Program.

*OMB Number:* 2127 New.

*Type of Request:* New information collection Requirement.

*Abstract:* NHTSA is proposing to collect and aggregate information from state level reporting entities that can be used to measure the progress of 9–1–1 authorities across the country in enhancing their existing operations and migrating to more advanced—Internet-Protocol-enabled emergency networks. The data will be maintained in a "National 9–1–1 Profile Database." One of the objectives of the National 9–1–1 Program is to develop, collect, and disseminate information concerning practices, procedures, and technology used in the implementation of E9–1–1 services and to support 9–1–1 Public Safety Answering Points (PSAPs) and related state and local public safety agencies for 9–1–1 deployment and operations. The National 9–1–1 profile database can be used to follow the progress of 9–1–1 authorities in enhancing their existing systems and implementing next-generation networks for more advanced systems.

The goal of the data collection process is to support a national 9–1–1 profile that will be used to help accurately measure and depict the current status and planned capabilities of 9–1–1 systems across the United States. Evaluations, based upon the data collected, will help draw attention to key roadblocks and solutions in the deployment process and to target possible future activities and resources consistent with the goals of the program. The information in aggregated form will be available to state and local stakeholders in the public safety community.

*Affected Public:* Under this proposed effort, NHTSA would specifically request reporting entities to voluntarily collect and annually report the data described above utilizing the described web-based data collection tool. Reporting entities are state level 9–1–1 program officials, and the data reported will reflect state-level aggregated data. Where a state statute has not established a state-level 9–1–1 program, the authorized entity is the state E9–1–1 Coordinator designated under 47 U.S.C. 942(b)(3)(A)(ii).

The total number of respondents is identified at fifty-six (56), including the fifty states and the six U.S. Territories of Guam, U.S. Minor Outlying Islands, American Samoa, Mariana Islands, U.S. Virgin Islands, and Puerto Rico.

*Estimated Total Annual Burden:* NHTSA estimates that the time required to annually report the data described utilizing the web-based tool will be three hours (2 hours of preparation, 1 hour of entry to Web site) per reporting entity, for a total of 168 hours for all entities.

The respondents would not incur any reporting costs from the information collection beyond the time it takes to gather the information, prepare it for reporting and then populate the web-based data collection tool. The respondents also would not incur any recordkeeping burden or recordkeeping costs from the information collection.

Send comments within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW., Washington, DC 20503, Attention: NHTSA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if

OMB receives it within 30 days of publication.

**Jeffrey P. Michael,**

*Associate Administrator for Research and Program Development.*

[FR Doc. 2011–12757 Filed 5–23–11; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[Docket No. NHTSA–2010–0095; Notice 2]**

### Volkswagen Group of America, Inc., Grant of Petition for Decision of Inconsequential Noncompliance

Volkswagen Group of America, Inc. (Volkswagen),[1] has determined that certain 2009 Model Year (MY) passenger cars and multipurpose passenger vehicles (MPV) equipped with indirect Tire Pressure Monitoring Systems (TPMS), do not fully comply with paragraph S4.4 of Federal Motor Vehicle Safety Standard (FMVSS) No. 138, *Tire Pressure Monitoring Systems.* Specifically, Volkswagen estimated that approximately 58,292 2009 MY Audi A6 and S6 model passenger cars, 2010 MY Audi A6, S6, A5, A5 Cabrio, S5, S5 Cabrio, A4 and S4 passenger cars, and 2010 MY Audi Q5 MPV's with indirect TPMS manufactured between October 17, 2008 and April 27, 2010 are affected (hereafter referred to as "noncompliant vehicles"). Volkswagen filed a report dated June, 30, 2010 pursuant to 49 CFR Part 573, *Defect and Noncompliance Responsibility and Reports.*

Pursuant to 49 U.S.C. 30118(d) and 30120(h), and 49 CFR part 556, Volkswagen has petitioned for an exemption from the notification and remedy requirements of the National Traffic and Motor Vehicle Safety Act as amended and recodified, 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety. Notice of receipt of Volkswagen's petition was published, with a 30-day public comment period, on August 11, 2010, in the **Federal Register** (75 FR 48740). One comment was received from Schrader Electronics, Ltd. (Schrader), a manufacturer of direct-type TPMS systems.[2]

For further information on Volkswagen's petition or this decision, contact Mr. John Finneran, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–0645, facsimile (202) 366–5930.

Volkswagen reported that the noncompliance was brought to its attention on October 15, 2009 and June 8, 2010, by the NHTSA's Office of Vehicle Safety Compliance (OVSC) regarding the results of OVSC's compliance test of a 2009 MY Audi A6 model passenger car to FMVSS No. 138 requirements.

On June 3, 2009, OVSC conducted compliance tests on a MY 2009 Audi A6 four-door passenger car (Audi A6). The Audi A6 was tested to determine compliance with FMVSS No. 138, Tire pressure monitoring systems (TPMS). During testing, it was discovered that the Audi A6's low tire pressure/TPMS malfunction telltale (TPMS combination telltale) failed to remain illuminated as required by FMVSS No. 138.

During the FMVSS No. 138 compliance test of the Audi A6, the agency simulated a system malfunction by installing a smaller test vehicle tire using the procedures in paragraph S6 of FMVSS No. 138. The test of the Audi A6 transpired without incident until after OVSC cycled the ignition off, waited five minutes, cycled the ignition on, and then began to drive the vehicle. The TPMS combination telltale's illumination sequence repeated, as required in FMVSS 4.4(c)(2). The Audi A6 was then driven back to the test facility to replace the incompatible tire. When the Audi A6 was driven at speeds below 12.5 mph, the TPMS combination telltale extinguished while the incompatible tire was still mounted on the vehicle.[3]

According to 49 CFR 571.138, S4.4(c)(2), the TPMS combination telltale must remain continuously illuminated as long as the malfunction exists. Therefore, the premature extinguishment of the TPMS combination telltale is in contravention of 49 CFR 571.138 S4.4(c)(2), because the underlying cause of the malfunction, an incompatible tire mounted on the Audi A6, had not been corrected.

**Volkswagen's Analysis of Noncompliance**

After reviewing OVSC's test results Volkswagen determined that a noncompliance with FMVSS No. 138 existed in the OVSC tested vehicle as well as the other 2009 and 2010 MY vehicles. Volkswagen stated that the TPMS combination telltale does not remain illuminated during all scenarios required by paragraph S4.4 of FMVSS No. 138. Volkswagen also explained that there is an interrelationship between the TPMS and Electronic Stability Control System (ESC) in the noncompliant vehicles.

Volkswagen stated that when NHTSA tested the Audi A6 by driving it with three of the originally installed 245/40R18 tires and one incompatible 215/35ZR18 tire (7% smaller in diameter), the A6's ESC System (Audi's name for ESC is "Electronic Stability Program") initially detected a malfunction and illuminated the ESC malfunction indicator telltale lamp (ESC telltale lamp). That ESC malfunction detection will also cause the TPMS combination telltale to flash for 60–90 seconds. Both telltale lamps will then remain illuminated during the rest of the ignition cycle independent of vehicle speed. When the ignition is subsequently cycled, both the ESC and TPMS combination telltale lamps will re-illuminate. The nonconforming scenario occurs when the vehicle is maintained at a speed range between 6.2–12.5 miles per hour (mph) for approximately 0.2 mile. Under these conditions, the ESC malfunction logic code could be cleared from the control system, which causes the ESC and TPMS combination telltale lamps to extinguish. If the 6.2–12.5 mph speed range is maintained for a longer period of time after the ESC and TPMS combination telltale lamps extinguish (about 5 minutes), the TPMS acts independently of the ESC. The TPMS will recognize the incompatible tire and set the TPMS malfunction logic code and re-illuminate the TPMS combination telltale lamp. The TPMS combination telltale lamp will stay illuminated independent of any ESC malfunctions and perform as described above for as long as the incompatible tire is mounted.

Volkswagen argues that this noncompliance is inconsequential to motor vehicle safety, and makes several arguments. First, after the TPMS combination telltale lamp is extinguished, as described above, it will immediately re-illuminate if the vehicle is accelerated to a speed above 12.5 mph, and remain on throughout the ignition cycle regardless of the vehicle's speed. Second, the TPMS combination telltale lamp would re-illuminate within about 5 minutes if the speed under 12.5 mph and over 6.2 mph was maintained. Third, given this condition, the function of the TPMS combination telltale lamp would never lead to a "flicker" of the

[1] Volkswagen Group of America, Inc. (Volkswagen) is a vehicle manufacturer incorporated under the laws of the state of New Jersey.

[2] To view the petition, all supporting documents and the comment, log onto the Federal Docket Management System Web site at: *http://www.regulations.gov/*. Then follow the online search instructions to locate docket number "NHTSA–2010–0095."

[3] Incidentally, the Electronic Stability Control malfunction telltale also extinguished.