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Privacy Act: Anyone is able to search the electronic form of all comments/questions filed in our dockets by the name of the individual submitting the comment or question (or signing the comment, if submitted on behalf of an association, corporation, business entity, 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) or you may visit <http://DocketInfo.dot.gov>.

FOR FURTHER INFORMATION CONTACT: M.J. Fiocco, Office of Research, Development and Technology, Research and Innovative Technology Administration, Telephone Number (202) 366–8018, or E-mail—mj.fiocco@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA–LU) enacted in 2005 called for the U.S. DOT to develop a strategic plan to guide its RD&T activities. The strategic plan being pursued as outlined in this notice addresses this requirement and also responds to feedback from the National Research Council's review (http://onlinepubs.trb.org/onlinepubs/reports/letterreport_usdotrd&tplan.pdf) of an earlier plan, published in 2006, "Transportation Research, Development and Technology Strategic Plan 2006–2010" (http://www.rita.dot.gov/publications/transportation_rd_t_strategic_plan/pdf/entire.pdf), and the recommendations of the GAO report published in 2006, "Transportation Research: Opportunities for Improving the Oversight of DOT's Research Programs and User Satisfaction with Transportation" (<http://www.gao.gov/new.items/d06917.pdf>).

The U.S. DOT, with leadership and coordination from its Research and Innovative Technology Administration (RITA), is engaged in an ongoing collaborative process involving all of the U.S. DOT operating administrations. Two cross-modal bodies participate in this process: the RD&T Planning Council (composed of the heads of the operating administrations, the Under Secretary for Policy, and other senior U.S. DOT leaders) and the RD&T Planning Team, which includes the Associate Administrators for RD&T in each operating administration. Through this **Federal Register** notice, the U.S.

DOT is seeking input from stakeholders including individual citizens, members of the private sector, the academic community, non-governmental organizations, and other interested parties.

Stakeholder suggestions for strategic research direction, research priority areas and performance metrics for research outcomes should be aligned, if possible, with the new key priorities for the Department, that will be set forth in the U.S. DOT's 2010–2015 Strategic Plan (which is still in development) for all federal transportation programs and activities. Other high priority research areas also are invited. Stakeholder suggestions also should provide overall guidance for DOT RD&T activities over the next five years and provide a high level view of appropriate research areas. Suggestions for longer term research needs also are welcome. These DOT key priorities include:

- **Safety—Fostering a safety culture** in our daily work and encouraging our partners, stakeholders and the public to redouble their efforts to reduce transportation-related fatalities and injuries.
- **Livable Communities—Creating livable communities** that provide residents with affordable transportation options to promote increased access to jobs, school, health services, and other activities for our citizens while improving the quality of life in their communities.
- **State of Good Repair—Adequately maintaining and modernizing** our vast, existing infrastructure to maximize its reliability, capacity and performance, to reduce operational and replacement costs and to extend the system's useful life.
- **Economic Competitiveness—Achieving the maximum economic impact** from our transportation investments and lay the groundwork for long-term economic growth and prosperity.
- **Environmental Sustainability—Advancing transportation policies and investments** that reduce carbon emissions and consumption of fossil fuels as well as protecting and enhancing natural resources.

The RD&T strategic planning process is collaborative, cross-modal, and forward looking, focusing on articulating the U.S. DOT's key research priorities with measurable outcomes over the next five years. The process is taking a department-wide, systems-level view of the multimodal transportation system, and is setting strategies to address research areas that stress a multi-modal-oriented perspective as well as a modal-specific and modal-

funded perspective. The strategies described in the plan will be designed to ensure that RD&T resources are invested wisely to achieve measurable improvements in our Nation's transportation system.

Issued in Washington, DC on December 23, 2009.

Robert L. Bertini,

Deputy Administrator.

[FR Doc. E9–30944 Filed 1–7–10; 8:45 am]

BILLING CODE 4910–HY–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Government/Industry Air Traffic Management Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Government/Industry Air Traffic Management Advisory Committee.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Government/Industry Air Traffic Management Advisory Committee.

DATES: The meeting will be held February 11, 2010, from 10 a.m. to 1 p.m.

ADDRESSES: The meeting will be held at FAA Headquarters, 800 Independence Avenue, SW., Bessie Coleman Conference Center (2nd Floor), Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site <http://www.rtca.org>. **METRO:** L'Enfant Plaza Station (Use 7th & Maryland Exit).

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 the Air Traffic Management Advisory Committee meeting. The agenda will include:

- Opening Plenary (Welcome and Introductions)
- Trajectory Operations (TOPs) Work Group Status Report
- NextGen Implementation Work Group (NGIWG) Report, Discussion, and Next Steps
- Airspace Work Group Annual Report and Recommendations
- Closing Plenary (Other Business, Adjourn)

Note: Please arrive in the FAA lobby by 9:30 a.m. to allow ample time for security and check in procedures.

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 December 29, 2009.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 2010-147 Filed 1-7-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2009-0191; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 2005 and 2006 Mercedes Benz S-Class Passenger Cars Manufactured Before September 1, 2006, Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006, are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006, that were not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006,) and they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is February 8, 2010.

ADDRESSES: Comments should refer to the docket and notice numbers above

and be submitted by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- **Hand Delivery or Courier:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- **Fax:** 202-493-2251.

Instructions: Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

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 (65 FR 19477-78).

How to Read Comments submitted to the Docket: You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at <http://www.regulations.gov>.

Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Technologies, LLC ("JK"), of Baltimore, Maryland (Registered Importer 90-006) has petitioned NHTSA to decide whether nonconforming 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006 are eligible for importation into the United States. The vehicles which JK believes are substantially similar are 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006 that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner states that it compared non-U.S. certified 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006 to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

JK submitted information with its petition intended to demonstrate that non-U.S. certified 2005 and 2006 Mercedes Benz S-Class passenger cars manufactured before September 1, 2006, as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2005 and 2006