

vehicle manufacturers report wheelbase, track width and footprint measurements for each vehicle configuration in their annual CAFE reports starting in model year (MY) 2008 for light trucks and MY 2011 for passenger cars.

To validate manufacturer's reported vehicle wheelbase, track width and footprint information, NHTSA issued a TP indicating the methods that will be used to physically measure these corresponding dimensions.

**Workshops:** To enable interested parties and NHTSA personnel to discuss the questions concerning TP-216a and TP-537, NHTSA believes that it would be desirable to hold two technical workshops and demonstrations on these test procedures. The scope of these workshops is strictly limited to issues surrounding implementation of OVSC Laboratory Test Procedure TP-216a and TP-537. TP-216a and 537 are posted on the NHTSA Web site at <http://www.dot.gov> (under "Test Procedures" on the "Vehicles and Equipment" page).

**Agenda for the workshops and demonstrations:** The workshops will be held one or two days during the week of June 22, 2009. The agenda includes technical discussions about the execution of the compliance tests, lunch (to be paid for by each participant), and physical test demonstrations. The following is a preliminary agenda for the workshops.

#### FMVSS No. 216a Workshop and Demonstration

- I. Check-In
- II. Welcome and Introductory Remarks
- III. FMVSS No. 216a Final Rule Highlights
- IV. OVSC Test Procedure TP-216a Content
- V. Discussion of Technical Issues With Test Procedure
- VI. Physical Demonstration of Roof Crush Test
- VII. Questions & Answers

#### Part 537 Workshop and Demonstration

- I. Check-In
- II. Welcome and Introductory Remarks
- III. CAFE Program Highlights
- IV. OVSC Test Procedure TP-537 Content
- V. Discussion of Technical Issues With Test Procedure
- VI. Physical Demonstration of Foot Print Determination
- VII. Questions & Answers

**Submission of Agenda Items:** Written suggestions regarding test procedure technical issues to be included in the agenda(s) should be submitted to the address below and must be received by the agency on or before June 8, 2009. You may submit comments identified

by DOT DMS Docket Number NHTSA 2009-0068 by any of the following methods:

- **Web site:** <http://www.regulations.gov>. Follow the instructions for submitting comments on the DOT electronic docket site.
- **Fax:** 1-202-493-2251.
- **Mail:** Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Ave., SE., West Building, Room W12-140, Washington, DC 20590-0001.
- **Hand Delivery:** Room W12-140 on the Ground Level of the West Building, 1200 New Jersey Ave., SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the Online instructions for submitting comments.

**Instructions:** All submissions must include the agency name and docket number for this technical workshop notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

**Docket:** For access to the docket to read comments received, go to <http://www.regulations.gov> at any time or to Room W12-140 on the ground level of the West Building, 1200 New Jersey Ave., SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**To Register for this Workshop:** Each person wishing to participate in one or both of the workshops must register with NHTSA by June 8, 2009. You can register by contacting Mr. Rae Tyson (for media representatives), Will Otero (for Congressional members), Ms. Maritza Marshall or Ms. Elena Sonsev (for all other interested parties) on or before June 8, 2009; contact information for Mr. Rae Tyson, Mr. Otero, Ms. Marshall and Ms. Sonsev is listed above. To register, you must provide NHTSA with the name, title, organizational affiliation (if applicable), contact information (mailing address, phone numbers (Voice and fax), and email address), and specify if available lunch will be purchased. Food options on site are limited. Participants may purchase lunch in cash upon check-in each day. Ms. Marshall or Ms. Sonsev will have information about the lunch options and associated costs at time of registration. Due to space limitations, NHTSA may have to limit the number of participants per organization.

You will be contacted only if this meeting is postponed or cancelled.

Issued: May 15, 2009.

**Harry Thompson,**

*Acting Director, Office of Vehicle Safety Compliance.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of the Final Environmental Impact Statement (Final EIS) and the ANILCA Section 810 Analysis of Impacts to Subsistence Resources for Proposed Improvement Activities at the Sitka Rocky Gutierrez Airport, Sitka, AK

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT). The Bureau of Land Management (BLM), U.S. Army Corps of Engineers (USACE), and National Marine Fisheries Services (NMFS) are cooperating agencies, by virtue of their jurisdictional authority and/or resource management responsibilities.

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969 (NEPA, 42 U.S.C. 4321 *et seq.*) and Council on Environmental Quality regulations (40 CFR part 1500-1508) the Federal Aviation Administration is issuing this notice to advise the public that the Final EIS for Proposed Improvement Activities at the Sitka Rocky Gutierrez Airport (SIT) has been prepared and is available for public review. Written requests for copies of the Final EIS can be submitted to the individual listed in the section, **FOR FURTHER INFORMATION CONTACT.**

#### Final EIS Availability and Review

Copies of the Final EIS may be viewed during regular business hours at the following locations:

1. Federal Aviation Administration, Airports Division, 222 W. 7th Avenue #14, Anchorage, AK 99513-7504. (907) 271-5454 or (907) 271-5438.
2. Kettleon Memorial Library, 320 Harbor Drive, Sitka, AK 99835. (907) 747-8708.
3. Alaska Department of Transportation and Public Facilities, 6860 Glacier Highway, Juneau, AK 99811.
4. Downtown Juneau Public Library, 292 Marine Way, Juneau, AK 99801. (907) 586-5249.

The Federal Aviation Administration, Airports Division has a limited number of CDs of the entire Final EIS and the Executive Summary available for public

distribution. Please contact the Federal Aviation Administration at (907) 271-5438 for a copy.

**SUPPLEMENTARY INFORMATION:** The Sitka Rocky Gutierrez Airport Master Plan outlined development goals and projects that are anticipated to be necessary over the next 20 or more years at the Airport. This Final EIS discusses the proposed improvements recommended at the Airport over the next five years, which have the potential to result in significant adverse environmental impacts. The FAA and the State of Alaska Department of Transportation and Public Facilities (DOT & PF) propose the following projects recommended over the next five years at the Airport to meet the identified needs. The major actions assessed in this Final EIS include:

- Improvements to the Runway Safety Area.
- Extension of the Parallel Taxiway.
- Relocation of the Airport Seaplane Pullout.
- Installation of an Approach Lighting System.
- Repairs and Improvements to the Airport Seawall.
- Acquisition of Sufficient Property Rights to Lands Needed for Existing and Future Aviation and Airport Uses.

The proposed Airport improvements would be completed during the 2010-2015 time period and, depending on the alternatives implemented, may result in temporary or long-term impacts to the coastal resources, marine environment and wildlife (including species protected under the Endangered Species Act), water quality, wetlands, historical, architectural, archaeological, and cultural resources, terrestrial wildlife and vegetation, and subsistence.

Section 810 of the Alaska National Lands Conservation Act (ANILCA) requires an evaluation on the effects of alternatives presented in this Final EIS on subsistence activities occurring on public lands in the planning area. The evaluation in the Final EIS indicates that none of the alternatives significantly restrict subsistence activities.

If the transfer of title option is selected for the acquisition of property rights, the lands would change from Federal to State ownership. This would result in the loss of Federal subsistence regulations applying on those lands and the irreversible loss of opportunities for a subsistence priority for rural residents from loss of Federal public lands. A long-term lease or easement would preserve opportunities for a subsistence priority for rural residents by retaining Federal ownership of public lands.

The FAA conducted a public hearing on the Draft EIS October 2, 2008 and

received comments on the Draft EIS through October 14, 2008. The FAA has reviewed and responded to the comments received during the Draft EIS comment period and made revisions to the EIS as appropriate.

**FOR FURTHER INFORMATION CONTACT:** Patricia Sullivan, Environmental Specialist, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue #14, Anchorage, AK 99513-7504. Ms. Sullivan may be contacted during business hours at (907) 271-5454 (phone) and (907) 271-2851 (facsimile).

Issued in Anchorage, Alaska on May 14, 2009.

**Byron K. Huffman,**

*Manager, Airports Division, Alaskan Region.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2009-0148]

#### Pipeline Safety: Potential Low and Variable Yield and Tensile Strength and Chemical Composition Properties in High Strength Line Pipe

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

**ACTION:** Notice; Issuance of Advisory Bulletin.

**SUMMARY:** PHMSA is issuing an advisory bulletin to owners and operators of natural gas pipeline and hazardous liquid pipeline systems. This bulletin advises pipeline system owners and operators of the potential for high grade line pipe installed on projects to exhibit inconsistent chemical and mechanical properties. Yield strength and tensile strength properties that do not meet the line pipe specification minimums have been reported. This advisory bulletin pertains to microalloyed high strength line pipe grades, generally Grade X-70 and above. PHMSA recently reviewed metallurgical testing results from several recent projects indicating pipe joints produced from plate or coil from the same heat may exhibit variable chemical and mechanical properties by as much as 15% lower than the strength values specified by the pipe manufacturer.

**FOR FURTHER INFORMATION CONTACT:** Alan Mayberry by phone at (202) 366-5124 or by e-mail at [alan.mayberry@dot.gov](mailto:alan.mayberry@dot.gov).

**SUPPLEMENTARY INFORMATION:**

## I. Background

The Federal pipeline safety regulations in 49 CFR Parts 192 and 195 require operators of natural gas transmission, distribution pipeline systems, and hazardous liquids pipeline systems to use pipe manufactured by a listed specification in the design of pipelines in accordance with §§ 192.7, 192.55(a), 192.105, and §§ 195.3, 195.106, and 195.112.

During pipeline construction in the late-fall of 2008, several recently installed natural gas transmission pipeline systems experienced field hydrostatic test failures or excessively expanded pipe joints of large diameter, microalloyed high grade line pipe. Metallurgical, mechanical and chemical composition tests of the line pipe in these cases have shown pipe to have yield strengths, tensile strengths and/or chemical compositions that did not meet the requirements of the American Petroleum Institute, Specification for Line Pipe—5L, (API 5L), 43rd edition for the specified pipe grade. API 5L, product specification level (PSL 2), specifies material requirements in Section 6 and inspection and testing standards in Section 9. Even though the pipe supplier provided the pipeline owner or operator with documentation that the pipe that was delivered to the owner met these minimum standards, substandard pipe properties were found in some pipe joints. Specifically, PHMSA was made aware that some of the line pipe that was installed in these projects had yield strengths that were up to 15% below the listed API 5L specification requirements for the specific pipe grade.

Pipeline owners and operators should closely review the manufacturing procedure specifications for the production and rolling of the steel plate or coil that is to be used in the production of new microalloyed high strength line pipe to ensure that pipe steel was properly rolled into steel plate or coil prior to the pipe mill rolling process. Pipeline owners and operators should request detailed manufacturing procedure specifications (MPS) from the pipe manufacturer as a basis for ensuring critical steel processing parameters such as the detailed rolling schedule, including, but not limited to rolling temperature, heating temperature and temperature uniformity, are controlled throughout the steel rolling process.

Mechanical property and chemical composition tests should be conducted throughout the steel making, steel rolling and pipe manufacturing process to ensure uniformity of chemical and