

proposes to take, to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The director of the Boise Air Terminal/Gowen Field submitted to the FAA on September 9, 2004, NEM's, descriptions and other documentation that were produced during the Boise Air Terminal/Gowen Field FAR Part 150 Study dated July 2004. It was requested that the FAA review this material as the NEM's, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the NEM's and related descriptions submitted by the director of the Boise Air Terminal/Gowen Field. The specific documentation determined to constitute the NEM's includes the following from the *Boise Air Terminal/Gowen Field FAR Part 150 Study of July 2004*:

- Figure 5-1, Existing Noise Exposure Map, 2004
- Figure 5-2, Future Noise Exposure Map, 2009
- Tables(s) 2.17 and 2.18, Summary of Annual Activity for 2003 and 2008
- Table 5.1 at page 5.2, Existing and Future Noise Exposure Map with Existing and Future Land Use, presents estimates of the number of persons residing within the day/night noise level 60 through 75 noise contours
- Figures 3-1 and 3-2 present Flight Tracks
- Pages 9-1 through 9-3 present the Record of Consultation during the study
- Appendix F presents Revised Consultation

The FAA has determined that these maps for the Boise Air Terminal/Gowen Field are in compliance with applicable requirements. This determination is effective on August 12, 2005. The FAA's determination on an airport operator's NEM's 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 constitute a commitment to approve a noise compatibility program or funds the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a NEM's 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 interpreting the NEM's 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 the FAA's review of NEM's. 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 who 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. The FAA has formally received the noise compatibility program for Boise Air Terminal/Gowen Field, also effective on August 12, 2005. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before February 13, 2006.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. The FAA will consider all comments, other than those properly addressed to local land use authorities, to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
Airports Division, 1601 Lind Avenue,  
SW., Suite 315, Renton, Washington.

Seattle Airports District Office, 1601 Lind Ave., SW., Suite 250, Seattle, Washington.

Boise Air Terminal/Gowen Field, 3201 Airport Way, Boise, Idaho.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, August 12, 2005.

**Lowell H. Johnson,**

*Manager, Airports Division, Northwest Mountain Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. ANM-113-04-032]

#### Certification of an In-seat Video System

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

**ACTION:** Notice of final policy.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of final policy on certification of an in-seat video system.

**DATES:** This final policy was issued by the Transport Airplane Directorate on August 12, 2005.

**FOR FURTHER INFORMATION CONTACT:** John Piccola, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Standardization Branch, ANM-113; 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (425) 227-1509; fax (425) 227-1232; e-mail: [john.piccola@faa.gov](mailto:john.piccola@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

##### Disposition of Comments

A notice of proposed policy was published in the **Federal Register** on December 3, 2004 (69 FR 70303). Two (2) commenters responded to the request for comments.

##### Background

Based on data industry has presented to the FAA, in-seat video system designs have matured to the point that dedicated testing is not required per 14 CFR 25.601. This policy recommends the use of Aerospace Recommended Practice (ARP) 5475 when abuse load tests are required. This policy adds analysis or inspection as valid means of compliance, in lieu of test. The FAA

also clarifies questions that have arisen regarding previously released policy on this subject.

The final policy as well as the disposition of public comments received are available on the Internet at the following address: <http://airweb.faa.gov.rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington on August 12, 2005.

**Ali Bahrami,**

Manager, Transport Airplane Directorate,  
Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-22027]

#### Notice of Technical Workshop and Demonstration—Wednesday, September 21, 2005

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

**ACTION:** Notice of technical workshop and demonstration.

**SUMMARY:** This notice announces that NHTSA will hold a compliance test program workshop to discuss and demonstrate the Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure (TP) for the agency's safety standard for tire pressure monitoring systems (TPMS). Vehicle manufacturers, tier-one TPMS suppliers, TPMS component manufacturers, and other interested persons with technical knowledge of TPMS who wish to participate in the workshop are asked to pre-register and are invited to submit related technical issues for discussion at the meeting.

**DATES:** *Workshop:* The workshop and demonstration of the test procedure will be held on September 21, 2005 from 8:30 a.m. to 5 p.m. (If a second day is needed, the workshop will extend into September 22, 2005.)

*Pre-registration:* Persons wishing to participate in the workshop should contact NHTSA at the address or electronic mail listed below by August 31, 2005. (Due to space limitations, NHTSA may have to limit the number of participants per organization.)

*Submission of Agenda Issues:* Written suggestions regarding technical issues to be included in the agenda should be

submitted to the address below and must be received by the agency on or before August 31, 2005.

**ADDRESSES:** *Workshop:* The workshop and demonstration will be held in San Angelo, Texas near the OVSC San Angelo Test Facility. Directions to the meeting location and a final agenda will be sent to registered participants.

*Submission of Agenda Issues:* You may submit comments identified by DOT DMS Docket Number NHTSA 2005-22027 by any of the following methods:

- *Web site:* <http://dms.dot.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, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

- *Federal eRulemaking Portal:* Go to <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://dms.dot.gov>, including any personal information provided.

*Docket:* For access to the docket to read comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** For technical issues, contact Theresa Lacuesta, Office of Vehicle Safety Compliance, NVS-221, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590, telephone (202) 366-2319, facsimile (202) 366-3081, electronic mail "[tlacuesta@nhtsa.dot.gov](mailto:tlacuesta@nhtsa.dot.gov)". For registration, contact Lorri Hamn at the same address, telephone (202) 366-9896, facsimile (202) 493-2266, electronic mail "[lhamn@nhtsa.dot.gov](mailto:lhamn@nhtsa.dot.gov)".

**SUPPLEMENTARY INFORMATION:** On April 8, 2005, NHTSA published a final rule establishing Federal Motor Vehicle Safety Standard (FMVSS) No. 138, *Tire Pressure Monitoring Systems* (70 FR 18136). This final rule requires new

passenger cars, multi-purpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 4,536 kg (10,000 pounds) or less, except those with dual wheels on an axle, to be equipped with a TPMS to alert the driver when one or more of the vehicle's tires, up to a total of all four tires, is significantly under-inflated. Specifically, the TPMS must be capable of detecting when the pressure in one or more of the vehicle's tires is 25 percent or more below the vehicle manufacturer's recommended cold inflation pressure or a minimum activation pressure specified in the standard, whichever is higher. As reflected in the final rule, FMVSS No. 138 is a performance standard. Petitions for reconsideration of the final rule have been received and may be viewed on DOT Web site <http://dms.dot.gov>, (reference docket number NHTSA-2005-20586). The scope of this workshop is strictly limited to issues surrounding implementation of OVSC Laboratory Test Procedure TP-138, including subsequent amendments, if any, resulting from the agency's response to petitions for reconsideration. TP-138 is posted on the NHTSA Web site at <http://www.nhtsa.dot.gov> (under "Test Procedures" on the Vehicles and Equipment page).

To enable interested parties and NHTSA personnel to discuss the questions concerning TP-138, NHTSA believes that it would be desirable to hold a technical workshop and demonstration on the test procedure. As noted above, persons wishing to participate in the workshop are requested to notify Lori Hamn by facsimile, mail or electronic mail no later than August 31, 2005. Prospective attendees should indicate their name, title, and organizational affiliation. Once the agency compiles a list of all prospective attendees, NHTSA will determine whether the number of participants per organization must be limited due to space constraints.

In order to facilitate discussions, the agency requests that interested parties submit written suggestions regarding topics pertaining to TP-138 for inclusion in the agenda for this workshop. Copies of all written submissions and the final agenda will be placed in the docket for this notice. The agency will include as many of the suggested topics in the final agenda as appropriate. The following is a preliminary agenda for the workshop.

#### Agenda

The workshop will begin at 8:30 a.m. on September 21, 2005 and conclude by 5 p.m. The agency has not decided if