

- Regulatory issues with implementation of computer modeling.

III. Is There a Fee and How Do I Register for the Public Workshop?

There is a fee to attend the public workshop to defray the costs of meals provided and other expenses. The fee for the public workshop is \$250. The registration process will be handled by BL Seamon. BL Seamon has extensive experience in planning, executing, and organizing educational meetings. Register online at <http://www.blseamon.com>. Although the facility is spacious, registration will be on a first-come, first-served basis.

If you need special accommodations due to a disability, please contact Donna R. Lochner at least 7 days before the public workshop.

IV. Where Can I Find Out More About This Public Workshop?

Background information on the public workshop, registration information, the agenda, information about lodging, and other relevant information will be posted, as it becomes available, on the Internet at <http://www.fda.gov/cdrh/dsma/workshop.html>.

Dated: April 16, 2009.

Daniel G. Schultz,

Director, Center for Devices and Radiological Health.

[FR Doc. E9-9474 Filed 4-27-09; 8:45 am]

BILLING CODE 4160-01-S

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Resources and Services Administration

Part C Early Intervention Services Grant

AGENCY: Health Resources and Services Administration, HHS.

ACTION: Notice of Noncompetitive Replacement Award to Joseph P. Addabbo Family Health Center.

SUMMARY: The Health Resources and Services Administration (HRSA) will be transferring Ryan White HIV/AIDS Part C Early Intervention Services Grant funds (authorized by Title XXVI of the Public Health Service Act) originally awarded to Caritas Health Care, Inc., to the Joseph P. Addabbo Family Health Center in order to ensure continuity of critical HIV medical care and treatment services to clients in Jamaica/Southeast Queens, Borough of Queens, New York City, New York.

SUPPLEMENTARY INFORMATION:

Former Grantee of Record: Caritas Health Care, Inc.

Original Period of Grant Support: July 1, 2006, to June 30, 2011.

Replacement Awardee: Joseph P. Addabbo Family Health Center.

Amount of Replacement Award: \$388,253.

Period of Replacement Award: The period of support for the replacement award is March 1, 2009, to March 31, 2010.

Authority: Section 2651 of the Public Health Service Act, 42 U.S.C. 300ff-51.

CFDA Number: 93.918.

Justification for the Exception to Competition: The former grantee, Caritas Health Care, Inc., notified HRSA that it would not continue providing services after February 28, 2009, as it is ceasing operations. It is critical that there be continuity in the medical care and treatment of approximately 430 low-income patients with HIV/AIDS in the original service area, Jamaica/Southeast Queens, Borough of Queens, New York City, in New York. The Joseph P. Addabbo Family Health Center is located in the same geographical area previously served by Caritas Health Care, Inc., is a current Part C grantee with an established record of providing critical HIV/AIDS care and treatment, and has purchased the St. Dominic's Family Health Center facility, one of the sites where the Ryan White services for Caritas Health Care, Inc., were provided. This temporary replacement award will ensure that there is no disruption of critical care and services to the service population while the service area is re-competed.

This service area will be included in the upcoming competition for the Part C HIV Early Intervention Services competing application process for project periods starting April 1, 2010.

FOR FURTHER INFORMATION CONTACT:

Maria C. Rios, via e-mail mrrios@hrsa.gov, or via telephone, 301-443-0493.

Dated: April 17, 2009.

Mary K. Wakefield,

Administrator.

[FR Doc. E9-9516 Filed 4-24-09; 8:45 am]

BILLING CODE 4165-15-P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Agency Information Collection Activities: Application for Overflight Program/Advance Notice for Aircraft Landings

AGENCY: U.S. Customs and Border Protection (CBP), Department of Homeland Security.

ACTION: 60-day notice and request for comments; extension of an existing collection of information: 1651-0087.

SUMMARY: As part of its continuing effort to reduce paperwork and respondent burden, CBP invites the general public and other Federal agencies to comment on an information collection requirement concerning the Application for Overflight Program/Advance Notice for Aircraft Landings. This request for comment is being made pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)).

DATES: Written comments should be received on or before June 26, 2009, to be assured of consideration.

ADDRESSES: Direct all written comments to the U.S. Customs and Border Protection, *Attn.:* Tracey Denning, Office of Regulations and Rulings, 799 9th Street, NW., 7th Floor, Washington, DC 20229-1177

FOR FURTHER INFORMATION CONTACT:

Requests for additional information should be directed to U.S. Customs and Border Protection, *Attn.:* Tracey Denning, Office of Regulations and Rulings, 799 9th Street, NW., 7th Floor, Washington, DC 20229-1177, Tel. (202) 325-0265.

SUPPLEMENTARY INFORMATION:

CBP invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)). The comments should address: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimates of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology; and (e) the annual costs burden to respondents or record keepers from the collection of information (a total capital/startup costs

and operations and maintenance costs). The comments that are submitted will be summarized and included in the CBP request for Office of Management and Budget (OMB) approval. All comments will become a matter of public record. In this document CBP is soliciting comments concerning the following information collection:

Title: Application for Overflight Program/Advance Notice for Aircraft Landings.

OMB Number: 1651-0087.

Form Number: CBP Forms 442 and 442A.

Abstract: CBP Forms 442 and 442A are used by private flyers to obtain a waiver for landing requirements and normal CBP processing at designated airports along the southern border. The CBP regulations also require owners and operators of some commercial aircraft to request CBP permission to land at least 30 days before the first flight date. In addition, there is a requirement for pilots of private aircraft to submit notice of arrival and notice of departure information through Advance Passenger Information System (APIS) manifests no later than sixty (60) minutes prior to departure for flights arriving in to or departing from the United States.

Current Actions: This submission is being made to extend the expiration date.

Type of Review: Extension with change to the burden hours due to better estimates by CBP regarding time per response.

Affected Public: Individuals.

Estimated Number of Respondents: 760, 655.

Estimated Time per Response: 1.1 minutes.

Estimated Total Annual Burden Hours: 13,928.

Dated: April 20, 2009.

Tracey Denning,

Agency Clearance Officer, Customs and Border Protection.

[FR Doc. E9-9569 Filed 4-24-09; 8:45 am]

BILLING CODE 9111-14-P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Intent To Request Approval From OMB of One New Public Collection of Information: Partnership Survey for Surface Transportation Security Grants Program

AGENCY: Transportation Security Administration, DHS.

ACTION: 60-day notice.

SUMMARY: The Department of Homeland Security (DHS), Transportation Security Administration (TSA), invites public comment on an Information Collection Request (ICR) regarding the Transit Security Grant Program (TSGP) that TSA will submit to the Office of Management and Budget (OMB) for approval in compliance with the Paperwork Reduction Act (PRA). The information collection involves surveying approximately 400 representatives of eligible transit agencies and other organizations that partner with TSA through Regional Transit Security Working Groups (RTSWG's) in order to implement the TSGP. The survey will focus on the goals and practices of this partnership in order to enhance the RTSWG's effectiveness and contribute to its and the TSGP's success.

DATES: Send your comments by June 26, 2009.

ADDRESSES: Comments may be mailed or delivered to Ginger LeMay, PRA Officer, Office of Information Technology, TSA-11, 601 South 12th Street, Arlington, VA 20598-6011.

FOR FURTHER INFORMATION CONTACT: Ginger LeMay, PRA Officer, Office of Information Technology; *telephone:* (571) 227-3616; *e-mail:* ginger.lemay@dhs.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

In accordance with the PRA of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. OMB provides a valid control number for display on an information collection only when it has reviewed and approved it. Therefore, in preparation for OMB review of the following information collection, TSA is soliciting comments on the following:

(1) Whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) The accuracy of the agency's estimate of the burden;

(3) Enhancing the quality, utility, and clarity of the information to be collected; and

(4) Minimizing the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Information Collection Requirement

Background

TSA has the primary Federal responsibility for security in all modes of transportation based primarily upon the authorities provided to it in the Aviation and Transportation Security Act (ATSA) (Pub. L. 107-71, November 19, 2001), the authorities provided to the DHS Secretary in the Implementing Recommendations of the 9/11 Commission Act of 2007 (9/11 Act) (Pub. L. 110-53, August 3, 2007), and delegations to TSA from the DHS Secretary.

As part of this responsibility, TSA has the programmatic lead within DHS for several transportation security grant programs. Specifically, TSA provides transit system subject matter expertise within DHS and determines the primary security architecture for the TSGP program. TSA's subject matter experts have the lead in crafting all selection criteria associated with the grant application review process.

The Federal Emergency Management Agency (FEMA) has the lead for designing and operating the administrative mechanisms needed to manage DHS's core grant programs, including the TSGP. Specifically, FEMA is responsible for ensuring compliance with all relevant Federal grant management requirements and delivering the appropriate grant management tools, financial controls, audits, and program management discipline needed to support the TSGP.

TSA and FEMA serve as *ex officio* members of the RTSWG's and meet with each of the RTSWG's throughout the application process to collaboratively develop project concepts, determine how projects will be selected for funding, and develop detailed cost estimates and investment justifications. TSA, FEMA, and their TSGP security partners (*e.g.*, transit agencies and local law enforcement) work closely at the RTSWG's to establish cooperative agreements in which projects to be funded with grant dollars are selected and refined based on regional risk and security priorities.

TSA employs this collaborative partnership process to assist in ensuring that DHS grant dollars are spent effectively. This includes maximizing the risk reduction to the transit system, while also maintaining a collaborative process. An important part of the collaborative process is how closely a partnership comes to achieving its mission, vision, and goals.