

accompanied by a non-confidential summary thereof.

Frederick L. Montgomery,
Chairman, Trade Policy Staff Committee.
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DEPARTMENT OF TRANSPORTATION

Privacy Act of 1974; Notice To Add a System of Records

AGENCY: Operating Administrations, Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: The Department of Transportation is proposing to add a system of records to its inventory of system of records notices subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended.

EFFECTIVE DATE: January 20, 1998.

FOR FURTHER INFORMATION CONTACT: Crystal M. Bush at (202) 366-9713 (Telephone), (202) 366-7066 (Fax), crystal.bush@ost.dot.gov (Internet Address).

SUPPLEMENTARY INFORMATION: The purpose is to establish a system of records to collect and manage the data needed to provide a nationwide pool of vessel and vessel owner information that will help in identification and recovery of stolen vessels and deter vessel theft and fraud.

The new system of records report, as required by 5 U.S.C. 552a(r) of the Privacy Act of 1974, as amended, was submitted on December 2, 1997 to the Committee on Government Reform and Oversight of the House of Representatives, the Committee on Governmental Affairs of the Senate, and the Office of Management and Budget.

DOT/CG 590

SYSTEM NAME:

Vessel Identification System (VIS).

SECURITY CLASSIFICATION:

VIS is unclassified, sensitive.

SYSTEM LOCATION:

United States Coast Guard (USCG), Operations Systems Center, 175 Murrall Drive, Martinsburg, WV 25401.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals with established relationship(s)/association to vessels that are state-numbered and/or titled and U.S. Coast Guard-documented, and that are included in the Vessel Identification System (VIS). Specifically, owners or agents of such vessels, as well as lienholders.

CATEGORIES OF RECORDS IN THE SYSTEM:

a. Records containing vessel identification information and vessel characteristics on state-numbered and/or titled vessels or Coast Guard-documented vessels including: vessel name (if Coast Guard-documented), make of vessel or name of vessel builder, manufacturer year/year vessel built, vessel model year, title number, Coast Guard official number, certificate of number assigned by the state including expiration date, hull identification number, length of vessel, type of vessel, hull type, propulsion type, fuel type, primary use, endorsements (if Coast Guard documented), and hauling port name endorsements (if Coast Guard documented).

b. Records containing personal information including: name of each owner, address of principal place of residence of at least one owner, mailing address if different than the principal place of residence, and either an owner's social security number, date of birth and driver's license number, or other individual identifier. If a vessel owner is a business, the business address and taxpayer identification number will be included.

c. Records containing lienholder and insurance information including: name of lienholder, and city and state of principal place of residence or business of each lienholder.

d. Records containing law enforcement information including: law enforcement status code (stolen, recovered, lost, destroyed, or abandoned), law enforcement hold, reporting agency, originating case number, National Crime Information Center (NCIC) number, VIS user identification, incident location, last sighted date/time/location, law enforcement contact and phone number, and hours of operations.

e. Records containing vessel registration information including: registration and, if applicable title number including effective and expiration date, issuing authority, and, for Coast Guard documented vessels, the official number.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

46 U.S.C. 12501-07.

PURPOSE(S):

The primary purpose of VIS is to provide a nationwide pool of state-numbered and/or titled and U.S. Coast Guard-documented vessels that will assist in identification and recovery of stolen vessels, deter vessel theft and fraud, and other purposes relating to the ownership of vessels.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

a. Federal, state and local law enforcement officials for law enforcement purposes including the recovery and return of stolen property and to deter vessel theft and fraud.

b. Federal and state numbering and titling officials for the purposes of tracking, registering and titling vessels.

c. National Crime Information Center data contained in VIS will only be released to National Crime Information Center authorized users.

d. Disclosure may be made to agency contractors who have been engaged to assist the agency in the performance of a contract service or other activity related to this system of records and who need to have access to the records in order to perform the activity. Recipients shall be required to comply with the requirements of the Privacy Act of 1974, as amended, 5 U.S.C. 552a.

e. See DOT Prefatory Statement of General Routine Uses.

DISCLOSURE TO CONSUMER REPORTING AGENCIES:

Not applicable.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Storage of all records is in an automated database operated and maintained by the U.S. Coast Guard.

RETRIEVABILITY:

Records are retrieved by:

- a. Vessel hull identification number (HIN).
- b. State certificate of number.
- c. Title number.
- d. U.S. Coast Guard official number.
- e. USCG vessel name and hauling port.
- f. Vessel owner or business name.
- g. Vessel owner's social security number or alternate identifier (e.g., DOB, driver's license number, or taxpayer identification number).

SAFEGUARDS:

The VIS falls under the guidelines of the United States Coast Guard Operations System Center (OSC) in Martinsburg, WV. This computer facility has its own approved System Security Plan, which provides that:

- a. The system will be maintained in a secure computer room with access restricted to authorized personnel only.
- b. Access to the building must be authorized and is limited.
- c. VIS will support different access levels for fields in the same record. These levels will allow different classes

of users access to specific information as governed by Federal privacy laws.

d. VIS will control access by requiring that users provide a valid account name and password. VIS will contain a function that tracks system usage for other authorized users (i.e., non-participating states, commercial institutions, and private individuals). VIS will require users to change access control identifiers at six month intervals.

The U.S. Coast Guard will operate the VIS in consonance with Federal security regulations, policy, procedures, standards and guidance for implementing the Automated Information Systems Security Program.

e. Only authorized DOT personnel and authorized U.S. Government contractors conducting system maintenance may access VIS records.

f. Access to records are password protected and the scope of access for each password is limited to the official need of each individual authorized access.

g. Additional protection is afforded by the use of password security, data encryption, and the use of a secure network, National Law Enforcement Telecommunications System (NLETS).

RETENTION AND DISPOSAL:

a. Records of active cases will be retained until they become inactive; inactive cases will be archived and retained for 50 years. Records will be selected to be archived into an off-line file for any vessel that has been inactive for a period of 10 years. A vessel is inactive when the State number and/or Coast Guard Document have expired with the exception of the vessels that have a law enforcement hold and vessels with a law enforcement status of stolen.

b. Daily backups shall be performed automatically. The backups will be comprised of weekly full backups followed by daily incremental backups; a log of transactions is maintained daily for recovery purposes.

c. Copies of backups are stored at an off-site location.

SYSTEM MANAGER(S) AND ADDRESS:

Department of Transportation, United States Coast Guard Headquarters, Information Resource Division, System Development Division (G-MRI-3), 2100 2nd Street, SW, Washington, DC 20593-0001.

NOTIFICATION PROCEDURE:

Submit a written request noting the information desired and for what purpose the information will be used. The request must be signed by the

individual or his/her legal representative. Send the request to: USCG Headquarters, Commandant (G-SII), 2100 2nd Street, SW., Washington, DC 20593-0001.

RECORD ACCESS PROCEDURES:

Same as Notification Procedures.

CONTESTING RECORD PROCEDURES:

Same as Notification Procedures.

RECORD SOURCE CATEGORIES:

All information entered into the VIS is gathered from participating states and the National Crime Information Center (NCIC) in the course of normal routine business. VIS information will be accessible through the Coast Guard Data Network (CGDN), National Law Enforcement Telecommunications System (NLETS), the Internet, and dial-up modem. VIS shall also interface with the Coast Guard's existing Merchant Vessel Documentation System (MVDS) DOT/CG 591 to provide participating states with information on USCG documented vessels and interface with the Motorboat Registration System to provide participating states with information on vessels registered by the Coast Guard for the state of Alaska.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

Portions of this system of records may be exempt from disclosure under the provisions of 5 U.S.C. 552a(k)(2). However, in specific cases where maintenance of information results in the denial of a right, privileges or benefits to which the individual is entitled, the information will be released in accordance with section (k)(2). This provides in part that material compiled for law enforcement purposes may be withheld from disclosure to the extent the identity of the source of the information would be revealed by disclosing the investigatory record, and the source has received an express promise that his/her identity would be held in confidence. Additionally, material received prior to 27 September 1974 will be withheld, if the source received an implied promise that his/her identity would be held in confidence.

Dated: November 19, 1997.

Eugene K. Taylor, Jr.,

*Director, Information Resource Management,
Department of Transportation.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues; New Tasks

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of new tasks assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Stewart R. Miller, Manager, Transport Standards Staff, ANM-110, FAA, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056, telephone (425) 227-2190, fax (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine issues. These issues involve the airworthiness standards for transport category airplanes in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135. The corresponding European airworthiness standards for transport category airplanes are contained in Joint Aviation Requirements (JAR)-25, JAR-E, and JAR-P, respectively. The corresponding Canadian Standards are contained in Chapters 525, 533, and 535 respectively.

The Tasks

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization tasks:

Task 1. As a short-term project, consider the need for a regulation that requires installation of ice detectors, aerodynamic performance monitors, or another acceptable means to warn