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Janet A. Long,
Air Force Federal Register Liaison Officer.
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DEPARTMENT OF DEFENSE

Department of the Air Force

Revised Performance Review Boards List of 2000 Members

Below is a revised list of individuals who are eligible to serve on the Performance Review Boards for the Department of the Air Force in accordance with the Air Force Senior Executive Appraisal and Awards System.

Secretariat

Mr. Ronald L. Orr
Maj Gen James E. Sherrard III
Mr. Frank Tuck
Mr. Gary M. Erickson
Ms. Susan A. O’Neal
Mr. Harlan G. Wilder
Air Staff and “Others”
Mr. William A. Davidson
Mr. Gene L. Hathenbruck
Maj Gen Larry Northington
Mr. James C. Barone
Ms. Mary Lou Keener
Mr. Anthony J. DeLuca
Air Force Materiel Command
Lt Gen Charles H. Coolidge, Jr.
Brig Gen Wilber D. Pearson, Jr.
Mr. Harry E. Schulte
Ms. Cathlynn B. Sparks
Mr. Gregory W. Den Herder

Janet A. Long,
Air Force Federal Register Liaison Officer.
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DEPARTMENT OF DEFENSE

Department of the Army

Proposed Mandatory Use of USBank’s PowerTrack System by DOD Freight Carriers

AGENCY: Military Traffic Management Command, DoD.

ACTION: Notice.

SUMMARY: The Military Traffic Management Command (MTMC), as the Department of Defense (DOD) Traffic Manager for surface and surface intermodal traffic management services, proposes the mandatory use of PowerTrack as a transaction and payment system for all DOD freight carriers.

DATES: Comments must be submitted on or before October 3, 2000. Proposed effective dates for mandatory use of PowerTrack are: November 30, 2000 for air (includes small package express freight shipments), barge, pipeline, rail and sealift carries, and December 31, 2000, or all Guaranteed Traffic carriers.

ADDRESSES: Comments may be sent as follows: by fax: 703–428–3397 attn: Jerome Colton by e-mail: coltonj@mtmc.army.mil by mail or courier to: Headquarters, Military Traffic Management Command, ATTN: MTOP–MRM (Jerome Colton), Hoffman Building II, 200 Stovall Street, Alexandria, VA 22332–5000.

FOR FURTHER INFORMATION CONTACT: Mr. Jerome Colton at 703–428–2384, e-mail moneypennyk@mtmc.army.mil.

SUPPLEMENTARY INFORMATION: A notice announcing the DOD Management Reform Memorandum #15 (MRM15) directed reengineering of the DOD transportation documentation and financial processes was published in the **Federal Register**, Vol. 64, No. 14, p. 3488, Friday, Jan 22, 1999. Through a joint effort, the DOD transportation and financial communities, in conjunction with the commercial transportation industry, have developed an electronic acquisition and payment process, which uses commercial documentation to procure and pay for transportation services. Over the past three years, DOD, in conjunction with the commercial transportation industry, has taken several major steps toward adopting transportation industry commercial practices. Specifically, the DOD is eliminating government unique documentation, including freight Government Bills of Lading and military manifests for commercial Sealift movement. Several prototypes have been conducted with commercial carriers. These prototypes tested the reengineered process in a demanding but controlled environment. Based on the success of the prototypes, Dr. John J. Hamre, Deputy Secretary of Defense, directed the implementation of PowerTrack service for commercial transportation of freight movements within the United States, worldwide air movements, and Sealift intermodal service. PowerTrack, a product of US Bank, Inc., is an online payment and transaction system that is projected to reduce the payment cycle from an average of 60 days to 3 days from notification that service has been performed. PowerTrack effectively supports up-front pricing, facilitates the exchange of electronic information between shipper and carrier, and provides an automated payment and

reconciliation tool. These changes will streamline procedures, reduce paperwork, and eliminates the need for Government payment centers dedicated to paying transportation services.

PowerTrack is now being used for the majority of DOD’s freight shipments both in terms of number of shipments and in terms of dollar value. Today over 300 commercial carriers utilize PowerTrack. These carriers haul approximately 95% of DOD’s freight traffic. Based on the success of the MRM 15 reengineering initiative, DOD wishes to expedite implementation of PowerTrack to all commercial carriers doing business with DOD. Accordingly, it is proposed that effective November 30, 2000, all remaining carriers, to include, air express, air freight, barge, pipeline, rail and sealift carriers wishing to transport freight for the DOD must have an agreement with US Bank and be PowerTrack certified for the electronic payment of commercial transportation services. It is important that interested carriers begin the PowerTrack signup process by calling US Bank at 1–800–417–1844. Additional information on PowerTrack is available at www.usbank.com/powertrack.

If the proposed schedule implementing mandatory use of PowerTrack is adopted, the following actions will be taken effective:

November 30, 2000—For all carriers in the categories listed above that are not PowerTrack capable, their voluntary and negotiated rate tenders on file will be placed in a nonuse status. Carriers with non-binding contracts will not be used for DOD freight movements. MTMC will work with carriers to modify those contracts that do not contain the PowerTrack requirement in an effort to meet the November 30, 2000 implementation date.

December 31, 2000—For carriers participating in Guaranteed Traffic (GT) movements, carriers that are not PowerTrack capable will not be considered for GT awards beyond this date. Carriers that are not PowerTrack capable but are currently performing under GT awards will be allowed to continue performance until expiration of the contract period. MTMC may, with the carrier’s agreement, extend a GT award if required for operational reasons. Only those carriers that are PowerTrack certified will be eligible for the extension of Guaranteed awards after December 31, 2000.

Regulatory Flexibility Act

This change is not considered rule making within the meaning of the Regulatory Flexibility Act, 5 U.S.C. 601–612.

Paperwork Reduction Act

The Paperwork Reduction Act, 44 USC 3501 *et seq.*, does not apply because no information collection requirements or recordkeeping responsibilities are imposed on offerors, contractors, or members of the public.

Thomas Hicks,

Assistant Deputy Chief of Staff for Operations and Plans.

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BILLING CODE 3710-08-M

DEPARTMENT OF DEFENSE**Department of the Army****Prospective Grant of Exclusive Patent License**

AGENCY: U.S. Army Soldier and Biological Chemical Command, U.S. Army, DoD.

ACTION: Notice.

SUMMARY: In accordance with the provisions of 35 U.S.C. 209(c)(1) and 37 CFR Part 404.7(a)(1)(i), SBCCOM hereby gives notice that it is contemplating the grant of an exclusive license in the United States to practice the invention embodied in U.S. Provisional Patent Application 60/184,376 entitled: "Automated Decision-Aid System for Hazardous Incidents (ADASHI)" to Optimetrics, Inc.

The Automated Decision-Aid System for Hazardous Incidents (ADASHI) is a unique computer-based integrated decision-aid support system for improving tactical response to a hazardous incident. ADASHI effectively integrates the specific technical functions required to control a hazardous event involving chemical, biological or radiological (CBR) materials. ADASHI will automatically monitor most aspects of the CBR event, whether it be a "What if?" simulated event for training purposes or a real event. ADASHI can also be utilized as an "over the shoulder" decision-support system to aid incident commanders in making better, more timely decisions by rapidly processing the multi-variant input data and providing critical information to that commander in a high-stress environment.

FOR FURTHER INFORMATION CONTACT: Mr. Bob Gross, Technology Transfer Office, U.S. Army SBCCOM, ATTN: AMSSB-RAS-C, 5183 Blackhawk Road (Bldg E3330/245), APG MD 21010-5423; Phone: (410) 436-5387 or E-mail: rigross@sbccom.apgea.army.mil.

SUPPLEMENTARY INFORMATION: The prospective exclusive license will be

royalty bearing and will comply with the terms and conditions of 35 U.S.C. 209 and 37 CFR 404.7. The prospective exclusive license may be granted, unless within sixty days from the date of this published Notice, SBCCOM receives written evidence and argument to establish that the grant of the license would not be consistent with the requirements of 35 U.S.C. 209 and 37 CFR 404.7.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE**Department of the Army****Draft Integrated Total Army Personnel Data Base (ITAPDB) Data Element Standard Version 1.0 (V1.0)**

AGENCY: Deputy Chief of Staff for Personnel, U.S. Army, DoD.

ACTION: Notice (Request for comments).

SUMMARY: The Department of the Army, Office of the Deputy Chief of Staff for Personnel announces a draft Integrated Total Army Personnel Data Base (ITAPDB) Data Standard Version 1.0 (V1.0), dated 3 August 2000. Comments are invited on: (a) Ways to enhance the quality and clarity of the information contained therein; and (b) ways to establish a common set of data element standards that will enable the Army to eliminate redundant data, ensure commonality of information, reduce data conversion cost, and align with DoD development initiatives.

DATES: Consideration will be given to all comments received by September 5, 2000. All comments received within 30 days of publication of this notice will be considered before any decision on whether to adopt this proposal.

ADDRESSES: Written comments and recommendations on the proposed information collection should be sent to Director, Information Systems, Office of the Deputy Chief of Staff for Personnel, ATTN: DAPE-ZXI (Ms. Golden Giddings/Ms. Angela McCoy), 300 Army Pentagon, Washington, DC 20310.

Consideration will be given to all comments received within 30 days of the date of publication of this notice. E-mail address for Ms. Giddings is giddigl@hqda.army.mil and for Ms. McCoy is mccoyak@hqda.army.mil.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Oestreich, (703) 325-8877, oestreip@perscom.army.mil.

SUPPLEMENTARY INFORMATION: The ITAPDB establishes data element standards that will be shared among Army Information systems horizontally between Army communities and vertically between field level and DA human resource information systems. Establishing a common set of data element standards enables the Army to eliminate redundant data, ensure commonality of information, reduce data conversion costs, and align with DoD development initiatives. As ITAPDB Data Element Standard evolves, it will apply to intelligence, operations, fire support, logistics, safety, transportation, human resource, military police, medical, dental, finance, chaplain, legal, post operation, civilian personnel, moral and welfare, recreation, force management, education center, inspector general and contractor support mission areas as it pertains to people related exchange of information or data.

This standard is essential to achieve effective and efficient system interoperability among systems that support all Army human resources—soldier, civilian, or contractor in active or retired status.

Individuals desiring a copy of the draft ITAPDB Data Element Standard Version 1.0 should e-mail or write to Ms. Giddings or Mr. Oestreich at the above addresses.

Robert D. Buckstad,

Colonel, U.S. Army, Director, Information Systems.

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DEPARTMENT OF DEFENSE**Department of the Army, Corps of Engineers****Intent To Prepare a Draft Environmental Impact Statement (DEIS) for Improvements to the Corpus Christi Ship Channel Near Corpus Christi, Texas as Published in House Document 99, 90th Congress, Second Session**

AGENCY: U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The proposed action to be addressed in the Draft EIS is to evaluate several deepening and widening alternatives to improve a deep-draft navigation channel that connects harbor facilities in the Corpus Christi area with the Gulf of Mexico. The study will focus on circulation and salinity changes associated with an improved channel