

- Form Working Group 3: VHF Data Link 2 MOPS work continues

August 15

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August 16

- Plenary Reconvenes (Review Status of Working Groups 2 and 3)
 - Review of Relevant International Activities (AMCP Working Groups, Working Group 47 Status and Issues)
 - Report on Digital Activities (NEXCOM Aviation Rulemaking Committee [NARC], AEEC SAI work, Others as appropriate)
 - Closing Session (Other Business, Establish Agenda for Next Meeting, Date and Place of Next Meeting)
 - Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 25, 2001.

Janice L. Peters,

FAA Special Assistant, RTCA Advisory Committee.

[FR Doc. 01-19159 Filed 7-31-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 198: Next-Generation Air/Ground Communications System (NEXCOM)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 198 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 198: Next-Generation Air/Ground Communications system (NEXCOM).

DATES: The meeting will be held on August 15, 2001, starting at 9:00 a.m.

ADDRESSES: The meeting will be held at ARINC, 2551 Riva Road, Building 6, Room 6A1, Annapolis, MD 21401.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 198 meeting. The agenda will include:

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- Opening Session (Welcome and Introductory Remarks, Review Minutes of Previous Meeting)
 - Review and Discuss Comments on the Final Draft of the Document: *Response to the Report of the Chairman's Committee on NEXCOM*
 - Review Position Papers for Working Group 2 (Principles of Operation)
 - Review Draft of WG-2 and Receive Plenary Session Comments
 - Closing Session (Review Status of Action Items, Date and Place of Next Meeting)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

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Janice L. Peters,

FAA Special Assistant RTCA Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement (VISA)

AGENCY: Maritime Administration, DOT.

ACTION: Notice of open season for enrollment in fiscal year (FY) 2002 VISA Program.

Introduction

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950, as amended (DPA), which provides for voluntary agreements for emergency preparedness programs. VISA was approved for a two year term on January 30, 1997, and published in the **Federal Register** on February 13, 1997, (62 FR 6837). Approval was extended through February 13, 2003, and published in the **Federal Register** on February 20, 2001 (66 FR 10938).

As implemented, VISA is open to U.S.-flag vessel operators of militarily useful vessels, including bareboat charter operators if satisfactory signed agreements are in place committing the assets of the owner to the bareboat charterer for purposes of VISA. By order of the Maritime Administrator on August 4, 1997, participation of U.S.-flag deepwater tug/barge operators in VISA was encouraged. Time, voyage, and space charterers are not considered U.S.-flag vessel operators for purposes of VISA eligibility.

VISA Concept

The mission of VISA is to provide commercial sealift and intermodal shipping services and systems, including vessels, vessel space, intermodal systems and equipment, terminal facilities, and related management services, to the Department of Defense (DOD), as necessary, to meet national defense contingency requirements or national emergencies.

VISA provides for the staged, time-phased availability of participants' shipping services/systems to meet contingency requirements through prenegotiated contracts between the Government and participants. Such arrangements are jointly planned with the Maritime Administration (MARAD), U.S. Transportation Command (USTRANSCOM), and participants in peacetime to allow effective and best valued use of commercial sealift capacity, to provide DOD assured contingency access, and to minimize commercial disruption, whenever possible.

VISA Stages I and II provide for prenegotiated contracts between the DOD and participants to provide sealift capacity to meet all projected DOD contingency requirements. These contracts are executed in accordance with approved DOD contracting methodologies. VISA Stage III will provide for additional capacity to the DOD when Stage I and II commitments or volunteered capacity are insufficient to meet contingency requirements, and adequate shipping services from non-participants are not available through established DOD contracting practices or U.S. Government treaty agreements.

FY 2002 VISA Enrollment Open Season

The purpose of this notice is to invite interested, qualified U.S.-flag vessel operators that are not currently enrolled in the VISA program to participate in the program for FY 2002 (October 1, 2001 through September 30, 2002). Current participants in the VISA program are not required to apply for FY 2002 reenrollment, as VISA

participation will be automatically extended for FY 2002. This is the fourth annual enrollment period since the commencement of VISA. The annual enrollment was initiated because VISA has been fully integrated into DOD's priority for award of cargo to VISA participants. It is necessary to link the VISA enrollment cycle with DOD's peacetime cargo contracting cycle.

New VISA applicants are required to submit their applications for the FY 2002 VISA program as described in this Notice no later than August 31, 2001. This alignment of VISA enrollment and eligibility for VISA priority will solidify the linkage between commitment of contingency assets by VISA participants and receiving VISA priority consideration for the award of FY 2002 DOD peacetime cargo.

This is the only planned enrollment period for carriers to join VISA and derive benefits for DOD peacetime contracts during FY 2002. The only exception to this open season period for VISA enrollment will be for a non-VISA carrier that reflags a vessel into U.S. registry. That carrier may submit an application to participate in the VISA program at any time upon completion of reflagging.

Advantages of Peacetime Participation

Because enrollment of carriers in VISA provides the DOD with assured access to sealift services during contingencies based on a level of commitment, as well as a mechanism for joint planning, the DOD awards peacetime cargo contracts to VISA participants on a priority basis. This applies to liner trades and charter contracts alike. Award of DOD cargoes to meet DOD peacetime and contingency requirements is made on the basis of the following priorities:

- U.S.-flag vessel capacity operated by VISA participants, and U.S.-flag Vessel Sharing Agreement (VSA) capacity held by VISA participants.
- U.S.-flag vessel capacity operated by non-participants.
- Combination U.S.-flag/foreign-flag vessel capacity operated by VISA participants, and combination U.S.-flag/foreign-flag VSA capacity held by VISA participants.
- Combination U.S.-flag/foreign-flag vessel capacity operated by non-participants.
- U.S.-owned or operated foreign-flag vessel capacity and VSA capacity held by VISA participants.
- U.S.-owned or operated foreign-flag vessel capacity and VSA capacity held by non-participants.
- Foreign-owned or operated foreign-flag vessel capacity of non-participants.

Participants

Any U.S.-flag vessel operator organized under the laws of a state of the United States, or the District of Columbia, who is able and willing to commit militarily useful sealift assets and assume the related consequential risks of commercial disruption, may be eligible to participate in the VISA program. While vessel brokers and agents play an important role as a conduit to locate and secure appropriate vessels for the carriage of DOD cargo, they may not become participants in the VISA program due to lack of requisite vessel ownership or operation. However, brokers and agents should encourage the carriers they represent to join the program.

Commitment

Any U.S.-flag vessel operator desiring to receive priority consideration in the award of DOD peacetime contracts must commit no less than 50 percent of its total U.S.-flag militarily useful capacity in Stage III of the VISA program. A participant desiring to bid on DOD peacetime contracts will be required to provide commitment levels to meet DOD-established Stages I and/or II minimum percentages of the participant's military useful, oceangoing U.S.-flag fleet capacity on an annual basis. The USTRANSCOM and MARAD will coordinate to ensure that the amount of sealift assets committed to Stages I and II will not have an adverse national economic impact. To minimize domestic commercial disruption, participants operating vessels exclusively in the domestic Jones Act trades are not required to commit the capacity of those U.S. domestic trading vessels to VISA Stages I and II. Overall VISA commitment requirements are based on annual enrollment.

In order to protect a U.S.-flag vessel operator's market share during contingency activation, VISA allows participants to join with other vessel operators in Carrier Coordination Agreements (CCA's) to satisfy commercial or DOD requirements. VISA provides a defense against antitrust laws in accordance with the DPA. CCA's must be submitted to MARAD for coordination with the Department of Justice for approval, before they can be utilized.

Compensation

In addition to receiving priority in the award of DOD peacetime cargo, a participant will receive compensation during contingency activation. During enrollment, each participant may choose a compensation methodology

which is commensurate with risk and service provided. The compensation methodology selection will be completed with the appropriate DOD agency.

Enrollment

New applicants may enroll by obtaining a VISA application package (Form MA-1020 (OMB Approval No. 2133-0532)) from the Director, Office of Sealift Support, at the address indicated below. Form MA-1020 includes instructions for completing and submitting the application, blank VISA Application forms and a request for information regarding the operations and U.S. citizenship of the applicant company. A copy of the February 20, 2001 VISA will also be provided with the package. This information is needed in order to assist MARAD in making a determination of the applicant's eligibility. An applicant company must be able to provide an affidavit that demonstrates that the company is a citizen of the United States, at least for purposes of vessel documentation, within the meaning of 46 U.S.C., section 12102, and that it owns, or bareboat charters and controls, oceangoing, militarily useful vessel(s) for purposes of committing assets to VISA. As previously mentioned, VISA applicants must return the completed VISA application documents to MARAD not later than August 31, 2001. Once MARAD has reviewed the application and determined VISA eligibility, MARAD will sign the VISA application document which completes the eligibility phase of the VISA enrollment process.

In addition, the applicant will be required to enter into a contingency contract with the DOD. For the FY 2002 VISA open season, and prior to being enrolled in VISA, eligible VISA applicants will be required to execute a joint VISA Enrollment Contract (VEC) with the DOD [Military Traffic Management Command (MTMC) and Military Sealift Command (MSC)] which will specify the participant's Stage III commitment for FY 2002. Once the VEC is completed, the applicant completes the DOD contracting process by executing a Drytime Contingency Contract (DCC) with MSC (for Charter Operators) and/or as applicable, a VISA Contingency Contract (VCC) with MTMC (for Liner Operators). Upon completion of the DOD contingency contract(s), the Maritime Administrator will confirm the participant's enrollment by letter agreement, with a copy to all appropriate parties.

FOR ADDITIONAL INFORMATION AND APPLICATIONS CONTACT: Frances M. Olsen, Chief, Division of Sealift Programs, U.S. Maritime Administration, Room 7307, 400 Seventh Street, SW, Washington, DC 20590. Telephone (202) 366-2323. Fax (202) 493-2180. Other information about the VISA can be found on MARAD's Internet Web Page at <http://www.marad.dot.gov>.

By Order of the Maritime Administrator:
Dated: July 27, 2001.

Murray A. Bloom,

Acting Secretary, Maritime Administration.
[FR Doc. 01-19196 Filed 7-31-01; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Record Keeping Requirements; Subject: Uniform Safety Program Cost Summary Form for Highway Safety Plan; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Notice; Correction.

SUMMARY: NHTSA published a document in the **Federal Register** of July 24, 2001, 66 FR 38449, concerning request for public comment on proposed collection of information. The document contained an incorrect docket number.

The purpose of this notice is to notify the public of this error so comments are submitted to the correct docket number.

FOR FURTHER INFORMATION CONTACT:
Walter Culbreath, 202-366-1566.

Correction: In the **Federal Register** of July 24, 2001, in FR Doc. 01-18402, on page 38449, in the third column at the bottom of the page, correct the "Docket Number" to read:

[U.S. DOT Docket Number NHTSA-2001-10113]

Issued on: July 27, 2001.

Herman L. Simms,

Associate Administrator for Administration.
[FR Doc. 01-19201 Filed 7-31-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-7965]

Denial of Petition for Import Eligibility for 1999-2000 Porsche GT3 Passenger Cars

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Denial of petition for import eligibility for 1999-2000 Porsche 911 GT3 passenger cars (GT3).

DISCUSSION: This document sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(1)(A). The petition, which was submitted by Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("WETL")(Registered Importer 90-005), requested NHTSA to decide that GT3's that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States. In the petition, WETL contended that these vehicles are eligible for importation on the basis that (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 1999-2000 Porsche 911 passenger car (911)), and (2) they are capable of being readily altered to conform to the standards.

NHTSA published a notice in the **Federal Register** on October 6, 2000, (65 FR 59889) that contained a thorough description of the petition, and solicited public comments upon it. In a letter dated November 13, 2000, Porsche Cars North America, Inc. (Porsche), the United States representative of the vehicle's foreign manufacturer, commented that GT3's are ineligible for importation because they are not substantially similar to vehicles that were originally manufactured and certified for sale in the United States and are not capable of being readily altered to conform to the standards. Specifically, Porsche observed that the GT3s that are the subject of the petition are equipped with (1) a fuel tank of 90 liters volume compared to 64 liters for the 911 certified for the U.S. market, (2) a 3.6 liter engine for the GT3 compared to the 3.4 liter engine for the 911, (3) a different cooling and lubrication system than the 911, and (4) a different suspension system than the 911.

Porsche also stated that parts of the GT3 have not been subjected to any certification testing for compliance with the FMVSS. Specifically, Porsche observed that the GT3 does not comply with the following FMVSS in the following ways:

FMVSS 102 Transmission shift lever sequence, starter interlock, and transmission braking effect. The importer has not submitted any changes to achieve compliance with this standard.

FMVSS 103 Windshield Defrosting and Defogging System. The engine of the GT3 is very different from that of the 911 models that were manufactured and certified for sale in the United States. The cooling circuits of both engines differ significantly. As a result, the heating system of the GT3 is different from that of the 911. The GT3 has not been tested for compliance with this standard.

FMVSS 105 Hydraulic and electric brake systems and FMVSS 135 Passenger Car Brake Systems. The braking system of the GT3 is significantly different from that of the 911. The braking system of the GT3 has not undergone any testing to establish compliance with this standard.

FMVSS 106 Brake hoses. The GT3 uses brake hoses that differ from those of the 911. The brake hoses of the GT3 have not been tested for compliance with this standard.

FMVSS 201 Occupant protection in interior impact. The GT3 does not comply with this standard when equipped with the original rollbar.

FMVSS 202 Head restraints. The GT3 can be ordered with an optional bucket seat. This seat has not been tested for compliance with this standard. In a vehicle equipped with this optional bucket seat, one seat belt anchorage is different, and this anchorage has not been tested for compliance with FMVSS 210 Seat Belt Assembly Anchorages.

FMVSS 208 Occupant crash protection. The air bag system of the GT3 has different structural elements that the 911 (larger fuel tank, different suspension, less weight). The GT3's air bag system has not been tested for compliance with this standard.

FMVSS 209 Seat belt assemblies. The GT3's seatbelts do not comply with this standard.

FMVSS 214 Side impact protection. The GT3 has a different suspension system than the 911. The GT3 is 40 mm lower than the 911 and this lower suspension has a significant influence on side impact protection. The GT3 has not undergone any compliance testing for this standard. The proposed modifications by the petitioner will not