

(e) Any person present may give feedback on the products to be presented. Feedback on the proposed products will be captured through discussion between FAA personnel and any persons attending the meeting. The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(f) An official verbatim transcript or minutes of the informal meeting will not be made. However, a list of the attendees, a digest of discussions during the meeting and an action item list will be produced. Any person attending may receive a copy of the written information upon request to the information contact, above.

(g) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback may also be submitted to FAA personnel for up to seven (7) days after the close of the meeting.

Agenda

- (a) Opening Remarks and Discussion of meeting Procedures
- (b) Briefing on AWT Process
- (c) Briefing on Weather Products
- (d) Request for User Input
- (e) Closing Comments

Issued in Washington, DC, on August 20, 2001.

Frances Sherertz,

Deputy Director, Aerospace Weather Policy and Standards Staff.

[FR Doc. 01-21509 Filed 8-24-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2001-10478; Notice No. 01-10]

RIN 2120-AH45

Proposed Guidance for the Use of Binding Arbitration Under the Administrative Dispute Resolution Act of 1996

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed guidance and request for comments.

SUMMARY: The Office of Dispute Resolution for Acquisition (ODAR) of the FAA, a modal administration of the United States Department of Transportation, proposes to use binding arbitration among other alternative dispute resolution (ADR) techniques for

purposes of resolving bid protests and contract disputes relating to procurements and contracts under the FAA Acquisition Management System. The Guidance, which is set forth in full on the Internet at <http://www.faa.gov/agc/guidnce.htm>, was developed pursuant to the Administrative Dispute Resolution Act (ADRA) of 1996, Pub. L. 104-320 (October 19, 1996), 5 U.S.C. 571-583. In accordance with Section 575 of the ADRA, the FAA has submitted the Guidance to the Attorney General for consultation. The Attorney General has informed the FAA that he concurs in the Guidance.

DATES: Comments must be received on or before September 26, 2001.

ADDRESSES: Comments on the Guidance may be delivered, mailed, or sent by facsimile to the FAA Office of Dispute Resolution for Acquisition, AGC-70, Room 8332, 400 7th Street, SW., Washington, DC 20590, facsimile number (202) 366-7400. Comments may also be submitted electronically to the following Internet address: marie.collins@faa.gov. Comments may be examined in Room 8332, between 10:00 a.m. and 4:00 p.m., weekdays except federal holidays.

FOR FURTHER INFORMATION CONTACT:

Marie A. Collins, Dispute Resolution Office, FAA Office of Dispute Resolution for Acquisition, AGC-70, Room 8332, Federal Aviation Administration, 400 7th Street, SW., Washington, DC 20590, telephone number (202) 366-6400.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the finalization of the Guidance by submitting such written comments, views, or arguments as they may desire. All comments received will be available for public inspection before and after the comment closing date. All comments received on or before the closing date will be considered by the FAA. Late-filed comments will be considered to the extent practicable. The Guidance referenced in this notice may be changed in light of the comments received.

Availability of the Guidance

This notice and request for comments merely identifies the Guidance. A complete copy of the Guidance may be downloaded from the Internet at the FAA Website at <http://www.faa.gov/agc/guidnce.htm>, or may be obtained from the ODRA directly.

Background

In the ADRA of 1996, Congress authorizes federal agencies to utilize binding arbitration to resolve administrative disputes, provided that conditions specified in the ADRA are satisfied. Among other things, the ADRA requires that interested agencies develop and issue guidance on the appropriate use of arbitration. In accordance with Section 575 of the ADRA, the FAA Guidance for use of binding arbitration to resolve government contract disputes was developed in consultation with the Attorney General. The FAA has been informed by the Department of Justice that the Attorney General concurs in the Guidance.

The Guidance satisfies the requirements regarding binding arbitration specified by the ADRA of 1996; and addresses use of binding arbitration in a manner consistent with the FAA dispute resolution process and the ODRA's procedural rules, 14 CFR 17.

Issued in Washington, DC, on August 22, 2001.

David G. Leitch,
Chief Counsel.

[FR Doc. 01-21617 Filed 8-24-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement No. ANM-01-111-165]

Certification of In-seat Power Supply Systems

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed policy statement; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of a proposed policy statement that clarifies current FAA policy with respect to certification of in-seat power supply systems.

DATES: Send your comments on or before September 26, 2001.

ADDRESSES: Address your comments to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT:

Stephen Slotte, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Airplane and Flight Crew Interface Branch, ANM-111, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425)227-2315; fax (425)227-1320; e-mail: steve.slotte@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy statement is available on the Internet at the following address: <http://www.faa.gov/avr/air/anm/draftpolicy/interim.htm>. If you do not have access to the Internet, you can obtain a copy of the policy statement by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy statement. We will accept your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to Policy Statement ANM-01-111-165."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.
- For each issue, state what specific change you are requesting to the proposed general statement of policy.
- Include justification, reasons, or data for each change you are requesting.

We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the proposed policy because of the comments received.

Background

The policy contained in the memorandum should be applied to all transport airplane programs for an acceptable method of compliance with 14 CFR part 25 for inseat power supply systems (ISPSS) installations.

This policy covers the approval of low voltage and high voltage systems. Nominal output voltages differing from the typical voltage values specified above may also be considered for approval using the guidelines specified in this policy.

This policy does not cover the approval of the use of such portable electrical devices or any interconnecting means used to power such equipment onboard an aircraft.

Issued in Renton, Washington, on August 16, 2001.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-21615 Filed 8-24-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9548; Notice 2]

Bridgestone/Firestone, Inc., Grant of Application for Decision That Noncompliance Is Inconsequential to Motor Vehicle Safety

Bridgestone/Firestone, Inc. (Bridgestone) has determined that approximately 442,479 tires of various sizes and types do not meet the labeling requirements mandated by Federal Motor Vehicle Safety Standard (FMVSS) No. 109, "New Pneumatic Tires." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Bridgestone petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports."

Notice of receipt of the application was published on May 8, 2001, with a 30-day comment period (66 FR 23316). NHTSA received no comments on this application.

The petition covers multiple sizes and types of tires produced in Bridgestone's Wilson, North Carolina, plant during the last week of 2000 and the first week of 2001. The 442,479 affected tires were marked with the incorrect DOT week/year in the DOT serial, the numbering scheme specified for tire manufacture date in 49 CFR Part 574.5, "Tire Identification and Record Keeping, Tire Identification Requirements."

According to Bridgestone, some tires produced during the last production week of 2000 (December 31, 2000 through January 6, 2001) were incorrectly marked with a date of 0101. The correct marking of the four-digit date code for that week is 5300. The remaining noncompliant tires were incorrectly marked 0201 for the week of January 7, 2001 through January 13, 2001. The correct marking for that production week is 0101.

Bridgestone stated that the noncompliance is inconsequential to motor vehicle safety because all affected tires meet all requirements of 49 CFR 571.109, except paragraph S4.3, *Labeling Requirements*. Also, according to Bridgestone, the erroneous date of manufacture marked on the tires can still be used by the company to identify the tires in the event of a recall, which is the primary purpose for the date of manufacture labeling requirement.

The agency believes that the true measure of inconsequentiality to motor vehicle safety in this case is the effect of the noncompliance on the ability of

the tire manufacturer to identify the tires in the event of recall. In this case, the manufacturer did not omit any of the information required by FMVSS No. 109 or the 49 CFR part 574.5, but labeled the date code portion of the tire identification incorrectly. Additionally, the manufacturer's report to the agency (49 CFR Part 573, "Defect and Noncompliance Reports") indicated that the noncompliant tires are documented in the company's records. Based on the information provided by Bridgestone, the agency believes the information included on the tire identification label and the manufacturer's tire production records is sufficient to insure that these tires can be identified in the event of a recall.

In consideration of the foregoing, NHTSA has decided that the applicant has met its burden of persuasion, and that the noncompliance is inconsequential to motor vehicle safety. Accordingly, Bridgestone's application is granted and the company is exempted from providing the notification of the noncompliance that would be required by 49 U.S.C. 30118, and from remedying the noncompliance, as would be required by 49 U.S.C. 30120.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: August 21, 2001.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 01-21546 Filed 8-24-01; 8:45 am]

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DEPARTMENT OF THE TREASURY

Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service

AGENCY: Departmental Offices, Treasury.

ACTION: Notice of meeting.

SUMMARY: This notice announces the date, time, and location for the quarterly meeting of the Treasury Advisory Committee on Commercial Operations (COAC), and the provisional agenda for consideration by the Committee.

DATES: The next meeting of the Treasury Advisory Committee on Commercial Operations of the U.S. Customs Service will be held on Friday, September 14, 2001 at 9:00 a.m. in Detroit, MI. The duration of the meeting will be approximately four hours.

FOR FURTHER INFORMATION CONTACT: Gordana S. Earp, Deputy Director, Tariff and Trade Affairs (Enforcement), Office of the Under Secretary (Enforcement), Telephone: (202) 622-0336.