

to ensure that this review cycle occurs. As a result, the FAA is proposing a different approach to the certification basis of transport airships and their modifications and would like comments on the following:

The FAA is proposing that a transport airship type design approval be of limited duration. At the end of this duration, aircraft in service could continue to be operated, but the airship could not be manufactured because the design approval would have lapsed. A new or revised type approval would be needed for a manufacturer to continue or resume production. The new or revised type approval would then be to the most current airworthiness criteria. This could mean that transport airships in continuing production may need to be updated to meet the most current (updated) airworthiness criteria. Using the most current airworthiness criteria would also apply to design approvals granted for the modification of transport airships.

When the criteria are updated, the revision effective date may need to define an effective date that includes a reasonable time for transport airship manufacturers and modifiers to comply with the updated criteria. Changes to the airworthiness criteria for transport airships would only be applied retroactively to previously manufactured airships if required by the changed criteria to address a safety of flight issue by issuance of an airworthiness directive.

**ADDRESSES:** Copies of the proposed airworthiness criteria for transport category airships may be requested from the following: Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust Street, Room 301, Kansas City, MO 64106. The proposed airworthiness criteria will be available on the Internet within the next two weeks at the following address: [http://www.faa.gov/programs\\_rsvp2/smart/ faa\\_home\\_page /certification/ aircraft/small\\_ airplane\\_directorate \\_news\\_proposed.html](http://www.faa.gov/programs_rsvp2/smart/ faa_home_page /certification/ aircraft/small_ airplane_directorate _news_proposed.html). Send all comments on the proposed airworthiness criteria for transport category airships to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

**FOR FURTHER INFORMATION CONTACT:** Mike Reyer or Karl Schletzbaum, Federal Aviation Administration, Small Airplane Directorate, Regulations & Policy, ACE-111, 901 Locust Street, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4131 (M. Reyer); or (816) 329-4146 (K. Schletzbaum); fax:

(816) 329-4090; e-mail: [karl.schletzbaum@faa.gov](mailto:karl.schletzbaum@faa.gov) or [michael.reyer@faa.gov](mailto:michael.reyer@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

We invite your comments on the proposed airworthiness criteria for transport category airships. Send any data or views as you may desire. Identify the proposed transport category airship airworthiness criteria on your comments, and if you submit your comments in writing, send two copies of your comments to the above address. The Small Airplane Directorate will consider all communications received on or before the closing date for comments. We may change the proposal referred to in this notice because of the comments received.

You may also send comments to the following Internet address: [9-ACE-airships@faa.gov](mailto:9-ACE-airships@faa.gov). Comments sent by fax or the Internet must contain "Comments to proposed transport category airship airworthiness criteria" in the subject line. You do not need to send two copies if you fax your comments or send them through the Internet. If you send comments over the Internet as an attached electronic file, format it in either Microsoft Word 97 for Windows or ASCII text. State what specific change you are seeking to the proposed airworthiness criteria and include justification (for example, reasons or data) for each request.

Issued in Kansas City, Missouri on September 28, 2001.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 01-25083 Filed 10-4-01; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Maritime Administration**

#### **Voluntary Intermodal Sealift Agreement (VISA)/Joint Planning Advisory Group (JPAG)**

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Synopsis of September 19, 2001 meeting with VISA participants.

On September 19, 2001, a Voluntary Intermodal Sealift Agreement (VISA) Joint Planning Advisory Group (JPAG) meeting was held via video telephonic conference (VTC). The sites connected by the VTC were the Military Sealift Command headquarters, Washington, DC, the Military Traffic Management Command, Alexandria, Virginia, and the

U.S. Transportation Command, Scott Air Force Base, Illinois.

Meeting attendance was by invitation only, due to the classified nature of the information discussed and the requirement for a government-issued security clearance. Of the 53 U.S.-flag carrier corporate participants enrolled in VISA at the time of the meeting, 17 cleared carrier representative companies participated in the JPAG VTC. In addition, JPAG attendance included representatives from the Department of Defense and the Maritime Administration (MARAD).

The purpose of the JPAG was to update VISA participants about sealift operations in response to the terrorist attacks of September 11, 2001. The meeting convened at 2:00 p.m. EDT and adjourned at 3:30 p.m.

The full text of the VISA program is published in 66 FR 10938-10947, dated February 20, 2001. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of September 19, 2001, the following commercial U.S.-flag vessel operators were enrolled in VISA with MARAD: Alaska Cargo Transport, Inc., American Automar, Inc., American President Lines, Ltd., American Roll-On Roll-Off Carrier, LLC, American Ship Management, L.L.C., Automar International Car Carrier, Inc., Beyel Brothers Inc., Caribe USA, Inc., Central Gulf Lines, Inc., Cook Inlet Marine, Crowley Liner Services, Inc., Crowley Marine Services, Inc., CSX Lines, LLC, E-Ships, Inc., Farrell Lines Incorporated, First American Bulk Carrier Corp., First Ocean Bulk Carrier-I, LLC, First Ocean Bulk Carrier-III, LLC, Foss Maritime Company, Gimrock Maritime, Inc., Liberty Shipping Group Limited Partnership, Lockwood Brothers, Inc., Lykes Lines Limited, LLC, Lynden Incorporated, Maersk Line, Limited, Matson Navigation Company, Inc., Maybank Navigation Company, LLC, McAllister Towing and Transportation Co., Inc., Moby Marine Corporation, NPR, Inc., Ocean Marine Shipping, Inc., Odyssea Shipping Line, LLC, OSG Carriers, Inc., Resolve Towing & Salvage, Inc., Samson Tug & Barge Company, Inc., Sea Star Line, LLC, Seacor Marine International Inc., Sealift Inc., Signet Maritime Corporation, Smith Maritime, STEA Corporation, Stevens Towing Co., Superior Marine Services, Inc., Totem Ocean Trailer Express, Inc., Trailer Bridge, Inc., TransAtlantic Lines LLC, Trico Marine Operators, Inc., Troika International, Ltd., U.S. Ship Management, Inc., Van Ommeren Shipping (USA) LLC,

Waterman Steamship Corporation, and Weeks Marine, Inc.

**CONTACT PERSON FOR ADDITIONAL**

**INFORMATION:** Mr. William F. Trost, Acting Director, Office of Sealift Support, (202) 366-2323.

By order of the Maritime Administrator.

Dated: October 1, 2001.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 01-24973 Filed 10-4-01; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

[U.S. DOT Docket Number NHTSA-2001-10735]

**Reports, Forms, and Record keeping Requirements**

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

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before December 4, 2001.

**ADDRESSES:** Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance Number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Gregory Rymarz, NHTSA 400 Seventh Street, SW., Room 5208, NPP-22, Washington, DC 20590. Mr. Gregory Rymarz's telephone number is (202) 366-2570.

Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

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

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

**Title:** Highway Crash Data Collection for the Evaluation of Antilock Brake Systems (ABS) and Rear Impact Guards on Heavy Vehicles.

**OMB Control Number:** New.

**Affected Public:** State and Local Governments.

**Form Number:** N/A.

**Abstract:** As required by the Government Performance and Results Act of 1993 and Executive Order 12866 (58 FR 51735), NHTSA reviews existing regulations to determine if they are achieving policy goals. Safety Standard 121 (49 CFR 571.121) requires Antilock Brake Systems (ABS) on air-brake equipped truck-tractors manufactured on or after March 1, 1997 and on semi-trailers and single-unit trucks equipped with air brakes and manufactured on or after March 1, 1998. Safety Standards 223 (49 CFR 571.223) and 224 (49 CFR 571.224) set minimum requirements for the geometry, configuration, strength

and energy absorption capability of rear impact guards on full trailers and semi-trailers over 10,000 pounds Gross Vehicle Weight Rating manufactured on, or after, January 26, 1998. NHTSA's Office of Plans and Policy is planning a highway crash data collection effort that will provide adequate information to perform an evaluation of the effectiveness of ABS and rear impact guards for heavy trucks. This study will estimate the actual safety benefits (crashes, injuries, and fatalities avoided) achieved by the standards and provide a basis for assessing whether the standards are functioning as intended. Highway crash data will be analyzed to the extent that the experiences of heavy trucks equipped with ABS and rear impact guards can be compared with the experiences of heavy trucks not so equipped.

**Estimated Annual Burden:** The annual burden is estimated to be 4,373 hours.

**Number of Respondents:** The state police in two states will report information on a total of 15,000 crashes.

Issued on: October 1, 2001.

**William H. Walsh,**

*Associate Administrator for Plans and Policy.*

[FR Doc. 01-24981 Filed 10-4-01; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Finance Docket No. 34093]

**Canadian Pacific Railway Company and Soo Line Corporation—Corporate Family Transaction Exemption—Delaware and Hudson Railway Company, Inc.**

Canadian Pacific Railway Company (CPR), Soo Line Corporation (SLC) and Delaware and Hudson Railway Company, Inc. (DHRC) (collectively CP Parties) have filed a verified notice of exemption under 49 CFR 1180.2(d)(3) to undertake a corporate family transaction, which involves SLC's the acquisition of direct control of DHRC and its indirect control of nonoperating carriers controlled by DHRC.

CPR currently controls Soo Line Railroad Company (Soo) and DHRC. Soo is a direct subsidiary of SLC, which is an indirect subsidiary of CPR. DHRC is controlled directly by D&H Investments, Inc. (DHI), which is also an indirect subsidiary of CPR. Following the proposed corporate reorganization, DHI will no longer exist and DHRC will become a direct corporate subsidiary of SLC. SLC will hold 100 percent of the