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address: [9-awa-avr-design@faa.gov](mailto:9-awa-avr-design@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

Shortly after the September 11 events, the FAA announced the establishment of the Enhanced Airplane Security Program for airplanes with operating certificates issued under part 119 that conduct operations under part 121 as passenger carrying operations in common carriage ([http://www2.airweb.faa.gov/airplane\\_security/announce.htm](http://www2.airweb.faa.gov/airplane_security/announce.htm)). The objective of the program is to enhance safety by improving flightdeck security on airplanes meeting the criteria as recommended by the Secretary of Transportation's Rapid Response Team on Aircraft Security. The program specifically authorizes the funds for security enhancements to the flightcrew compartment door, as well as transponder modifications and video cameras in the cabin.

The program required that all participants report their progress against a set of goals, identifying modifications by airplane types, the date when modified airplanes are returned to service, and the actual cost of work on a per aircraft basis, including labor and materials. Participants are required to maintain for 3 years accounting and financial records reflecting all project costs with supporting documents and records that will be sufficient for financial audit.

To ensure the funding is appropriately used, the FAA announced that funding would be dependent on the level of modification, i.e., from level 1-simple modification to level 5-installation of new doors, and that funding would be distributed as follows: 30% when the design is authorized, 40% after completion of the first airplane installation, and the final 30% after the modifications are installed in the last airplane.

##### Related Activity

In the 7 months since the initial funding announcement, the FAA mandated short-term security enhancements to the flightdeck compartment door in SFAR 92-3 (67 FR 2112, January 15, 2002) and retrofit installation of reinforced doors in Amendments 25-106 and 121-288 (67 FR 2118). The retrofit requires that the reinforced doors be installed by April 9, 2003. These rules eliminated the need to distinguish between the level 1 through level 5 modifications described above.

These levels are no longer a part of the program.

In its economic evaluation of the door retrofit requirement, the FAA estimated that the direct cost of the reinforced door alone would be at least \$17,000 per aircraft. The SFAR 92-3 enhancements are believed to have cost operators several thousand dollars more per aircraft. Congress appropriated \$100 million to assist the operators in making the modifications. Based on that amount, the FAA has decided to reimburse \$13,200 of cost for each of the 7,000 affected aircraft. If funding remains available or becomes available, the FAA may increase the amount of the reimbursement. Because the expenditures will exceed the funds available per aircraft, the FAA has decided that this change in its funding strategy is necessary.

For operators that have already submitted an application and received notification from the FAA, nothing else is required. The FAA will contact you if further information is needed. Operators that have not yet applied for reimbursement may apply using the simplified applications form located at: [http://www2.airweb.faa.gov/airplane\\_security/announce.htm](http://www2.airweb.faa.gov/airplane_security/announce.htm).

Prior to receiving funding, each operator will have to commit to spending the entire reimbursed amount on the mandated door modifications. Operators will also be required to substantiate the actual level of expenditures per airplane made under this program.

Issued in Washington, DC, on June 26, 2002.

**John J. Hickey,**

*Director, Aircraft Certification Service.*

[FR Doc. 02-16499 Filed 7-1-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee to discuss rotocraft issues.

**DATES:** The meeting will be held on Thursday, July 18, 2002, at 1 p.m. Central Standard Time (CST).

**ADDRESSES:** Persons in the Fort Worth, Texas area can participate in the teleconference in the FAA Regional

Office, ASW-100, Workroom E, 4th Floor, 2601 Meacham Blvd., Fort Worth, Texas, 76137. Those people in the Washington DC metropolitan area can come to the FAA headquarters building, 800 Independence Ave., Conference Room in Room 810, Washington DC, to access to teleconference at 2 p.m. Eastern Standard Time (EST). Persons interested in participating in the teleconference in the FAA headquarters building please contact Angela Anderson at telephone (202) 267-9681, e-mail [angela.anderson@faa.gov](mailto:angela.anderson@faa.gov).

#### FOR FURTHER INFORMATION CONTACT:

Mary Ann Phillips, FAA, Rotorcraft Directorate, ASW-111, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222-5124, e-mail [mary.ann.phillips@faa.gov](mailto:mary.ann.phillips@faa.gov).

**SUPPLEMENTARY INFORMATION:** The referenced meeting is announced pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 11). The agenda will include discussion of name clarification for the Fatigue Evaluation of Metallic Rotorcraft Structure Working Group and the presentation of the following two notices of proposed rulemaking (NPRMs) to request legal and economic drafting support:

- Damage Tolerance and Fatigue Evaluation of Metallic Rotorcraft Structure
- Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structure

This meeting was previously scheduled to occur on June 25, 2002. However, due to a telecommunications equipment failure, that meeting was cancelled and is now being rescheduled. Attendance is open to the public but will be limited to the space available on the telephone conferencing system. The telephone number for participating in the teleconference will be available by contracting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

The public must make arrangements to present oral statements at the meeting. Written statements may be presented to the committee at any time by providing 16 copies to the Assistant Chair at least 7 days prior to the meeting. Copies of the NPRMs that will be presented may be obtained by contacting Mary Ann Phillips at (817) 222-5124 or by emailing her at: [mary.ann.phillis@faa.gov](mailto:mary.ann.phillis@faa.gov).

If you are in need as assistance or require a reasonable accommodation for the meeting, please contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. In addition, sign and oral interpretation, as well as a

listening device, can be made available at the meeting if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington DC, on June 26, 2002.

**Anthony F. Fazio,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 02-16646 Filed 7-1-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34117]

#### **Pemiscot County Port Authority—Construction Exemption “Pemiscot County, MO**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of exemption.

**SUMMARY:** Under 49 U.S.C. 10502, the Board conditionally exempts from the prior approval requirements of 49 U.S.C. 10901 the construction by Pemiscot County Port Authority (Pemiscot) of a 5-mile line of railroad between milepost 212.32 at Hayti, MO, and milepost 217.22 at Pemiscot's existing intermodal port facility in Pemiscot County, MO.

**DATES:** The exemption will not become effective until the environmental review process is completed. Once that process is completed, the Board will issue a further decision addressing the environmental matters and establishing an exemption effective date at that time, if appropriate. Petitions to reopen must be filed by July 22, 2002.

**ADDRESSES:** Send pleadings, referring to STB Finance Docket No. 34117, to: (1) Surface Transportation Board, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001; and (2) John D. Heffner, 555 Twelfth Street, NW., Suite 950N, Washington, DC 20004.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon (202) 565-1600. [TDD for the hearing impaired: 1-800-877-8339.]

#### **SUPPLEMENTARY INFORMATION:**

Additional information is contained in the Board's decision. To purchase a copy of the full decision write to, call, or pick up in person from: Dā 2 Dā Legal Copy Service, Suite 405, 1925 K Street, NW., Washington, DC 20006.

Telephone: (202) 293-7776. [TDD for the hearing impaired: 1-800-877-8339.]

Board decisions and notices are available on our website at “<http://WWW.STB.DOT.GOV>.”

Decided: June 25, 2002.

By the Board, Chairman Morgan and Vice Chairman Burkes.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 02-16455 Filed 7-2-02; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF THE TREASURY

### **Departmental Offices: Proposed Collections; Comment Requests**

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork burdens, invites the general public and other Federal agencies to comment on an information collection that is due for renewed approval by the Office of Management and Budget. The Office of Program Services within the Department of the Treasury is soliciting comments concerning Treasury International Capital Forms CQ-1 and CQ-2, Financial and Commercial Liabilities to, and Claims on, Unaffiliated Foreigners.

**DATES:** Written comments should be received on or before September 3, 2002 to be assured of consideration.

**ADDRESSES:** Direct all written comments on international capital transactions and positions to: Department of the Treasury, ATTN: Dwight Wolkow, IP Room 4410 NY, 1500 Pennsylvania Avenue NW., Washington DC 20220. In view of delays in mail delivery due to recent events, please also notify Mr. Wolkow by email ([dwight.wolkow@do.treas.gov](mailto:dwight.wolkow@do.treas.gov)), FAX (202-622-1207) or telephone (202-622-1276).

#### **FOR FURTHER INFORMATION CONTACT:**

Copies of the proposed forms and instructions are available on the Treasury's TIC webpage for forms, <http://www.treas.gov/tic/forms.html>. Requests for additional information should be directed to Mr. Wolkow.

#### **SUPPLEMENTARY INFORMATION: Title:**

Treasury International Capital Form CQ-1, Financial Liabilities to, and Claims on, Foreigners; and Treasury International Capital Form CQ-2, Commercial Liabilities to, and Claims on, Unaffiliated Foreigners.

**OMB Number:** 1505-0024

**Abstract:** Forms CQ-1 and CQ-2 are part of the Treasury International Capital (TIC) reporting system, which is required by law (22 U.S.C. 286f; 22 USC 3103; EO 10033; 31 CFR 128), and is designed to collect timely information on international portfolio capital

movements. Forms CQ-1 and CQ-2 are quarterly reports filed by nonbanking and non-securities broker and dealer enterprises in the U.S. to report their international portfolio transactions with unaffiliated foreigners. This information is necessary for compiling the U.S. balance of payments accounts, for calculating the U.S. international investment position, and for use in formulating U.S. international financial and monetary policies. Current Actions: (a) The exemption level for reporting positions will be raised from \$10 million to \$50 million for Form CQ-1, and from \$10 million to \$25 million for Form CQ-2; (b) The period of time a reporter has to submit reports once the exemption level is exceeded has been changed to the remainder of the current calendar year; (c) For Bank Holding Companies and Financial Holding Companies (BHCs/FHCs), their insurance subsidiaries will continue to file TIC Form CQ-1 reports. (BHCs/FHCs and their other subsidiaries will continue to file TIC-B reports, according to the directions given in the instructions for the TIC B reports); (d) These proposed new C Forms and instructions will be effective as of March 31, 2003; (e) The instructions include a more detailed description of the reporting of liabilities and loans placed overseas; (f) The instructions contain a more detailed description of the reporting of short-term securities (including negotiable CDs); (g) On the revised form, respondents will report brokerage balances. A revised description of brokerage balances is included in the instructions; (h) The revised forms each have four memorandum rows for reporting the amounts contained in the grand totals of each column that are denominated in U.S. dollars, Euros, Pound Sterling, and Yen; (i) Both of the revised forms collect data on remaining maturities of the amounts contained in the grand totals of the two liabilities columns on each form. The maturities are broken down into ten categories; previously, there were two categories. Reporting of maturities will only be required from large reporters (more than \$1 billion in reportable liabilities on Form CQ-1); (j) In Form CQ-1, Part I, Financial Liabilities, the two columns are redefined for reporting of Short-term Negotiable Securities and Other Liabilities; (k) In Form CQ-1, Part II, Financial Claims, the currently reported two columns for dollar denominated and foreign currency denominated deposits have been combined, and the resulting three columns in the revised form capture the reporting of Non-