

8.02, which affect vehicle emission test centers and owners of certain vehicles registered in the County. In the Final Rules Section of this **Federal Register**, the EPA is approving the State's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no significant, material, and adverse comments are received in response to this rule, no further activity is contemplated. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this rule. The EPA will not institute a second comment period on this document. Any parties interested in commenting on this document should do so at this time.

DATES: Written comments must be received on or before October 24, 2002.

ADDRESSES: All comments should be addressed to: Michele Notarianni, Air Planning Branch, U.S. Environmental Protection Agency Region 4, 61 Forsyth Street, SW, Atlanta, Georgia 30303-8960. (404/562-9031 (phone) or notarianni.michele@epa.gov (e-mail).)

Copies of the Commonwealth's submittal are available at the following addresses for inspection during normal business hours:

Environmental Protection Agency, Region 4, Air Planning Branch, 61 Forsyth Street, SW, Atlanta, Georgia 30303-8960. (Michele Notarianni, 404/562-9031, notarianni.michele@epa.gov)

Commonwealth of Kentucky, Division for Air Quality, 803 Schenkel Lane, Frankfort, Kentucky 40601-1403. (502/573-3382)

Air Pollution Control District of Jefferson County, 850 Barrett Avenue—Suite 200, Louisville, Kentucky 40204. (502/574-6000)

FOR FURTHER INFORMATION CONTACT: Michele Notarianni at address listed above or 404/562-9031 (phone) or notarianni.michele@epa.gov (e-mail).

SUPPLEMENTARY INFORMATION: For additional information, see the direct final rule which is published in the Rules Section of this **Federal Register**.

Dated: September 5, 2002.

A. Stanley Meiburg,

Acting Regional Administrator, Region 4.

[FR Doc. 02-24092 Filed 9-23-02; 8:45 am]

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DEPARTMENT OF DEFENSE

GENERAL SERVICES ADMINISTRATION

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

48 CFR Chapters 1, 2, and 5

Federal Acquisition Regulation; Federal Acquisition Regulation Supplements; Contract Closeout

AGENCIES: Department of Defense (DoD), General Services Administration (GSA), and National Aeronautics and Space Administration (NASA).

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council are requesting comments from both Government and industry on how the Federal Acquisition Regulation (FAR), Defense FAR Supplement (DFARS), and General Services Administration Acquisition Regulation (GSAR) can be revised to facilitate timely contract closeout.

DATES: Comments are due on or before November 25, 2002.

ADDRESSES: Interested parties should submit written comments to: General Services Administration, FAR Secretariat (MVA), 1800 F Street, NW., Room 4035, ATTN: Laurie Duarte, Washington, DC 20405.

Address e-mail comments submitted via the Internet to:

ANPR.contractcloseout@gsa.gov.

Please cite ANPR Contract Closeout in all correspondence related to this issue.

FOR FURTHER INFORMATION CONTACT: Mr. Rick Layser at (703) 602-0293.

SUPPLEMENTARY INFORMATION: Although the vast majority of contracts are generally closed timely, there is a backlog of contracts that have not been closed out within the timeframes required by FAR 4.804, Closeout of contract files. The Department of Defense has analyzed the contract closeout process to identify obstacles to timely contract closeout. Many causes of the backlog have been identified and are being focused upon. Some of the causes include process related delays like late submittal of final vouchers, final price redetermination proposals, royalty/ patents submittals and approvals, final audits, overhead rate negotiations, disposition of Government property and classified materials; other causes include lack of contract funding and agency resources.

In this advance notice of proposed rulemaking we are seeking input on whether any FAR, DFARS, or GSAR requirements can be considered for change to help facilitate the contract closeout process. In order to ensure that the FAR, DFARS, and GSAR do not unduly impede timely closeout of contracts, an interagency team has been established that will review the FAR, DFARS, and GSAR relating to contract closeout to determine what changes, if any, can be made to facilitate timely contract closeout. FAR, DFARS, and GSAR requirements relating to contract closeout that are not required by statute, not needed to ensure adequately standardized Government business practices, or not needed to protect the public interest will be considered for revision or elimination.

Dated: September 18, 2002.

Al Matera,

Director, Acquisition Policy Division.

[FR Doc. 02-24173 Filed 9-23-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[DOT Docket No. NHTSA-02-12845]

RIN 2127-AH71

Federal Motor Vehicle Safety Standards; Accelerator Control Systems; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); correction.

SUMMARY: This document corrects the proposed regulatory text to a proposed rule published in the **Federal Register** of July 23, 2002 (67 FR 48117), regarding the Federal motor vehicle safety standard for accelerator control systems. This correction provides correct references in four places to provisions in the test procedures. The comments to the proposed rule were due by September 23, 2002. Because of the changes in this correction document, we extend the comment period to October 7, 2002.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than October 7, 2002.

ADDRESSES: You should mention the docket number of this document in your comments and submit your comments

in writing to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC, 20590.

You may call the Docket at 202-366-9324. You may visit the Docket from 10 a.m. to 5 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: For non-legal issues, you may call Mr. Michael Pyne, Office of Crash Avoidance Standards at (202) 366-4171. His FAX number is (202) 493-2739.

For legal issues, you may call Ms. Dorothy Nakama, Office of the Chief Counsel at (202) 366-2992. Her FAX number is (202) 366-3820.

You may send mail to both of these officials at National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC, 20590.

Correction

In the proposed rule document 02-18477, beginning on page 48129 in the issue of Tuesday, July 23, 2002, make the following corrections:

§ 571.124 [Corrected]

1. On page 48129, in the second column, in § 571.124, in paragraph S6.4.4, in the seventh line, correct “S6.4.8” to read “S6.4.6”.
2. On the same page, in the second column, in § 571.124, in paragraph S6.4.7, in the fourth line, correct “S6.4.6” to read “S6.4.5.1”.
3. On the same page, in the second column, in § 571.124, in paragraph S6.4.8, in the first line, correct “S6.4.9” to read “S6.4.7”.
4. On the same page, in the second column, in § 571.124, in paragraph S6.4.8, in the sixth line, correct “S6.4.7” to read “S6.4.5.2”.

Issued on: September 18, 2002.

Noble N. Bowie,

Acting Associate Administrator for Rulemaking.

[FR Doc. 02-24123 Filed 9-23-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA 02-13393; Notice 1]

RIN 2127-AI71

Federal Motor Vehicle Safety Standards; Occupant Crash Protection

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of proposed rulemaking; response to petitions for rulemaking.

SUMMARY: This document responds to petitions for rulemaking from the Alliance of Automobile Manufacturers, Toyota, and DaimlerChrysler requesting changes in the advanced air bag final rule that we published in May 2000. The requirements of that rule are being phased in during two stages, the first of which takes place from September 1, 2003 to August 31, 2006.

In response to the petitions, we are proposing in this document to reduce the percentage of vehicles that must comply with the advanced air bag requirements during the first year of the phase-in, *i.e.*, from September 1, 2003 through August 31, 2004, from 35 percent to 20 percent. This proposed change reflects the technical challenges being faced by the vehicle manufacturers in meeting the new requirements and the fact that two of the automotive suppliers have dropped plans to offer devices that suppress the passenger air bag when a child is present. We are otherwise either denying the petitions or, as to certain requests, dismissing them because the agency has subsequently considered or is considering the same requests in the context of another rulemaking proceeding.

In addition, in response to a petition for rulemaking from Porsche, we are considering possible adjustments in the alternative phase-in requirements available to limited line manufacturers.

DATES: You should submit your comments early enough to ensure that Docket Management receives them not later than October 24, 2002.

ADDRESSES: You may submit your comments in writing to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. Alternatively, you may submit your comments electronically by logging onto the Docket Management System (DMS) Web site at <http://dms.dot.gov>. Click on “Help & Information” or “Help/Info” to view instructions for filing your comments electronically. Regardless of how you submit your comments, you should mention the docket number of this document.

FOR FURTHER INFORMATION CONTACT: The following persons at the National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC, 20590:

For technical issues:

Mr. Louis Molino, Office of Crashworthiness Standards, NPS-11, telephone (202) 366-2264, facsimile (202) 493-2739.

For legal issues:

Mr. Edward Glancy, Office of the Chief Counsel, NCC-20, telephone (202) 366-2992, facsimile (202) 366-3820.

SUPPLEMENTARY INFORMATION:

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I. Background: The Advanced Air Bag Final Rule

On May 12, 2000, we published in the **Federal Register** (65 FR 30680) a rule to require advanced air bags. (Docket No. NHTSA 00-7013; Notice 1.) The rule amended Standard No. 208, *Occupant Crash Protection*, to require that future air bags be designed so that, compared to current air bags, they create less risk of serious air bag-induced injuries, particularly for small women and young children, and provide improved frontal crash protection for all occupants, by means that include advanced air bag technology.

To achieve these goals, the rule added a wide variety of new requirements, test procedures, and injury criteria, based on the use of an assortment of new dummies. Among other things, it replaced the current optional sled test with a rigid barrier crash test for assessing the protection of unbelted occupants.

The issuance of the rule completed the implementation of our 1996 comprehensive plan for reducing air bag risks. It was also required by the Transportation Equity Act for the 21st Century (TEA 21), which was enacted in 1998. That Act required us to issue a rule amending Standard No. 208:

to improve occupant protection for occupants of different sizes, belted and unbelted, under Federal Motor Vehicle Safety Standard No. 208, while minimizing the risk to infants, children, and other occupants