

third-party proceedings and negotiations.

5. Represents or coordinates SSA representation in unfair labor practice complaints before the Federal Labor Relations Authority, bargaining matters before the Federal Mediation and Conciliation Service impasse proceedings before the Federal Services Impasses Panel, national-level grievances before arbitrators, management-initiated actions under appeal to the Merit Systems Protection Board and employee claims before unemployment compensation boards.

6. Provides technical advice and assistance to SSA management on non-bargaining unit SSA grievances.

7. Facilitates issues and generates guidance at the national, regional and local levels. Provides training and assists in resolving issues at all levels.

Dated: January 2, 2003.

Reginald F. Wells,

Deputy Commissioner for Human Resources.

[FR Doc. 03-764 Filed 1-14-03; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for renewal and comment. The ICR describes the nature of the information collection and its expected cost and burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 20, 2002 [67 FR, page 59326]. No comments were received.

DATES: Comments must be submitted on or before February 14, 2003 to: Attention DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Jack Schmidt, Competition and Policy Analysis Division, Office of Aviation Analysis; Office of the Secretary, U.S. Department of Transportation, 400 7th

Street, SW., Washington, DC 20590-0002, Telephone (202) 366-5420.

SUPPLEMENTARY INFORMATION: Office of the Secretary (OST).

Title: Passenger Manifest Information.

OMB Control Number: 2105-0534.

Affected Public: U.S. and foreign direct air carriers.

Annual Estimated Burden: 1.05 million hours.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on January 9, 2003.

Michael A. Robinson,

Clearance Officer, Department of Transportation.

[FR Doc. 03-825 Filed 1-14-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended) this notice announces the Department of Transportation's (DOT) intention to request an extension without change for a currently approved information collection.

DATES: Comments on this notice must be received by February 14, 2003: attention DOT/OST Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Mrs. Roberta Fede, Committee Management Officer, Executive Secretariat, Office of the Secretary, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Telephone (202) 366-9764.

SUPPLEMENTARY INFORMATION:

Title: Advisory Committee Candidate Biographical Information Request, DOT F1120.1.

OMB Control Number: 2105-0009.

Affected Public: Individuals who have contacted DOT to indicate an interest in appointment to an advisory committee and individuals who have been recommended for membership on an advisory committee. Only one collection is expected per individual.

Annual Estimated Burden: 35 hours.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on January 9, 2003.

Michael A. Robinson,

Information Resource Management, Department of Transportation.

[FR Doc. 03-826 Filed 1-14-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Privacy Act of 1974: System of Records

AGENCY: Office of the Secretary, DOT.

ACTION: Notice to amend a system of records.

SUMMARY: DOT intends to establish a system of record under the Privacy Act of 1974.

EFFECTIVE DATE: February 24, 2003. If no comments are received, the proposal will become effective on the above date. If comments are received, the comments will be considered and, where adopted, the documents will be republished with changes.

FOR FURTHER INFORMATION CONTACT: Yvonne L. Coates, Department of Transportation, Office of the Secretary, 400 7th Street, SW., Washington, DC 20590, (202) 366-6964 (telephone), (202) 366-7024 (fax), Yvonne.Coates@ost.dot.gov (Internet address).

SUPPLEMENTARY INFORMATION: The Department of Transportation system of

records notice subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended, has been published in the **Federal Register** and is available from the above mentioned address.

DOT/TSA 010

SECURITY CLASSIFICATION:

Classified, sensitive.

SYSTEM NAME:

Aviation Security Screening Records.

SYSTEM LOCATION:

Records are maintained at the Office of National Risk Assessment, Transportation Security Administration (TSA), 400 7th Street, SW., Washington, DC 20590.

CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Individuals traveling to, from, or within the United States (U.S.) by passenger air transportation; individuals who are deemed to pose a possible risk to transportation or national security, a possible risk of air piracy or terrorism, or a potential threat to airline or passenger safety, aviation safety, civil aviation, or national security.

CATEGORIES OF RECORDS IN THE SYSTEM:

Passenger Name Records (PNRs) and associated data; reservation and manifest information of passenger carriers and, in the case of individuals who are deemed to pose a possible risk to transportation security, record categories may include: risk assessment reports; financial and transactional data; public source information; proprietary data; and information from law enforcement and intelligence sources.

AUTHORITY FOR MAINTENANCE OF THE SYSTEM:

49 U.S.C. 114, 44901, and 44903.

PURPOSE(S):

The system will be used to facilitate the conduct of an aviation security-screening program, including risk assessments to ensure aviation security.

ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

Information may be disclosed from this system as follows:

(1) To appropriate Federal, State, territorial, tribal, local, international, or foreign agencies responsible for investigating or prosecuting the violations of, or for enforcing or implementing, a statute, rule, regulation, order, or license, where TSA becomes aware of an indication of a violation or potential violation of civil or criminal law or regulation.

(2) To contractors, grantees, experts, consultants, agents and other non-

Federal employees performing or working on a contract, service, grant, cooperative agreement, or other assignment from the Federal government for the purpose of providing consulting, data processing, clerical, or other functions to assist TSA in any function relevant to the purpose of the system.

(3) To Federal, State, territorial, tribal, and local law enforcement and regulatory agencies—foreign, international, and domestic—in response to queries regarding persons who may pose a risk to transportation or national security; a risk of air piracy or terrorism or a threat to airline or passenger safety; or a threat to aviation safety, civil aviation, or national security.

(4) To individuals and organizations, in the course of enforcement efforts, to the extent necessary to elicit information pertinent to the investigation, prosecution, or enforcement of civil or criminal statutes, rules, regulations or orders regarding persons who may pose a risk to transportation or national security; a risk of air piracy or terrorism or a threat to airline or passenger safety; or a threat to aviation safety, civil aviation, or national security.

(5) To a Federal, State, or local agency, where such agency has requested information relevant or necessary for the hiring or retention of an individual, or issuance of a security clearance, license, contract, grant, or other benefit.

(6) To the news media in accordance with the guidelines contained in 28 CFR 50.2, which relate to civil and criminal proceedings.

(7) To the Department of State, or other Federal agencies concerned with visas and immigration, and to agencies in the Intelligence Community, to further those agencies' efforts with respect to persons who may pose a risk to transportation or national security; a risk of air piracy or terrorism or a threat to airline or passenger safety; or a threat to aviation safety, civil aviation, or national security.

(8) To international and foreign governmental authorities in accordance with law and formal or informal international agreements.

(9) In proceedings before any court, administrative, adjudicative, or tribunal body before which TSA appears, when (a) TSA or (b) any employee of TSA in his/her official capacity, or (c) any employee of TSA in his/her individual capacity where TSA has agreed to represent the employee, or (d) the U.S. or any agency thereof, where TSA determines that the proceeding is likely

to affect the U.S., is a party to the proceeding or has an interest in such proceeding, and TSA determines that use of such records is relevant and necessary in the proceeding, provided, however, that in each case, TSA determines that disclosure of the records in the proceeding is a use of the information contained in the records that is compatible with the purpose for which the records were collected.

(10) To airports and aircraft operators, to the extent the disclosure is deemed required in the interests of transportation security.

(11) To the National Archives and Records Administration (NARA) in connection with records management inspections conducted under the authority of 44 U.S.C. 2904 and 2906.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

Records are stored on computer at the Office of National Risk Assessment in a secure facility. The records are stored on magnetic disc, tape, digital media, and CD-ROM, and may be retained in hard copy format in secure file folders. The computer system from which records could be accessed is policy and security based with real-time auditing.

RETRIEVABILITY:

Data are retrievable by the name or other identifying information of the individual, such as flight information.

SAFEGUARDS:

Information in this system is safeguarded in accordance with applicable rules and policies, including the Department's automated systems security and access policies. The computer system from which records could be accessed is policy and security based, meaning the access is limited to those individuals who require it to perform their official duties. It also maintains real-time auditing of individuals who access the system. Classified information is appropriately stored in a secured facility, databases, and containers and in accordance with other applicable requirements, including those pertaining to classified documents.

RETENTION AND DISPOSAL:

A request is pending for NARA approval for the retention and disposal of records in this system. For individuals who are deemed to pose a possible risk to transportation security, TSA is requesting that those records may be maintained for up to 50 years. For all other individuals, those records

will be purged after completion of the individual's air travel to which the record relates.

SYSTEM MANAGER(S) AND ADDRESS:

Director, Office of National Risk Assessment, TSA, 400 7th St., SW., Washington, DC 20590.

NOTIFICATION PROCEDURES:

None. Pursuant to 5 U.S.C. 552a(k), this system of records may not be accessed for purposes of determining if the system contains a record pertaining to a particular individual.

RECORD ACCESS PROCEDURES:

Although the system is exempt from record access procedures pursuant to 5 U.S.C. 552a(k), U.S. citizens and Permanent Resident aliens may request access to records containing information they provided by sending a written request to the System Manager. In the case of air passengers, this data is contained in the passenger name record (PNR). The request must identify the system from which the individual is seeking records, and include a general description of the records sought, the requester's full name, current address and date and place of birth. The request must be signed and either notarized or submitted under penalty of perjury.

CONTESTING RECORD PROCEDURES:

U.S. Citizens or Permanent Resident Aliens who wish to contest, or seek amendment of, records containing information they provided, which is maintained in the system, should direct their written requests to the system manager listed above. Requests should clearly and concisely state what information is being contested, the reason(s) for contesting it, and the proposed amendment to the record. The request must also contain the requester's full name, current address and date and place of birth. The request must be signed and either notarized or submitted under penalty of perjury.

RECORD SOURCE CATEGORIES:

This system contains investigative material compiled for law enforcement purposes whose sources need not be reported.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

This system is exempt from 5 U.S.C. 552a(c)(3), (d), (e)(1), (e)(4)(G), (H) and (I), and (f) of the Privacy Act pursuant to 5 U.S.C. 552a(k)(1) and (k)(2).

Dated: January 8, 2003.

Yvonne L. Coates,

Privacy Act Coordinator.

[FR Doc. 03-827 Filed 1-14-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Standardization of the Requirements of Airworthiness Directives that Mandate Supplemental Structural Inspection Documents

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting which is being held by the Federal Aviation Administration (FAA) to present its views and hear comments from the public concerning issues regarding standardization of the requirements of airworthiness directives for certain transport category airplanes that mandate Supplemental Structural Inspection Documents (SSID) and that address the treatment of repairs, alterations, and modifications of those certain transport category airplanes.

DATES: The meeting will be held in Seattle, Washington, on February 27, 2003, beginning at 8:30 a.m.

REGISTRATION: Registration will begin at approximately 7:30 a.m. on Thursday, February 27, 2003. Persons planning to attend the meeting are encouraged to pre-register by contacting the person identified later in this notice as the contact for further information.

ADDRESSES: The meeting will be held at the Seattle Marriott Sea-Tac, 3201 South 176th Street, Seattle, WA 98188; telephone (206) 241-2000. A block of guest rooms has been reserved for the meeting at the Seattle Marriott at a group rate. This block of rooms will be held until February 6, 2003. Persons planning on attending the meeting should contact the hotel directly for reservations and identify themselves as participants in the FAA Public Technical Conference to ensure proper credit.

FOR FURTHER INFORMATION CONTACT:

Brent Bandley, Aerospace Engineer, FAA, Airframe Branch, ANM-120L, Transport Airplane Directorate, Aircraft Certification Service, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; telephone (562) 627-5237; facsimile (562) 627-5210.

SUPPLEMENTARY INFORMATION: In October 1991, Congress enacted Title IV of Public Law 102-143, the Aging Aircraft Safety Act (AASA) of 1991, to address aging aircraft concerns. That Act instructed the FAA administrator to prescribe regulations that will ensure the continuing airworthiness of aging aircraft. As one of several responses to the AASA, the FAA issued the Aging

Airplane Safety Rule (AASR) on December 6, 2002. The applicability of that rule addresses airplanes that are operated under part 121 of the Federal Aviation Regulations (14 CFR part 121), all U.S. registered multi-engine airplanes operated under part 129 of the Federal Aviation Regulations (14 CFR part 129), and all multi-engine airplanes used in scheduled operations under part 135 of the Federal Aviation Regulations (14 CFR part 135). The AASR requires the maintenance programs of those airplanes to include damage tolerance-based inspections and procedures that include all major structural repairs, alterations, and modifications (RAMs). These procedures must be established and incorporated within four years after December 8, 2003, the effective date of the AASR.

Independently of the AASR, the FAA issued AD 98-11-03 R1 (64 FR 989, January 7, 1999) for Boeing Model 727 series airplanes and AD-98-11-04 R1 (64 FR 987, January 7, 1999) for Boeing Model 737 series airplanes on December 30, 1998. Those ADs mandated later revisions of the Boeing Supplemental Structural Inspection Documents (SSID) and specifically address RAMs. Those ADs also require operators to develop damage tolerance inspection programs for all RAMs affecting principal structural elements, thereby fulfilling the intent of the AASR for those airplanes.

However, since the issuance of the SSID ADs for the Boeing Model 727 and 737 series airplanes, several problems have arisen. The FAA received many requests for alternative methods of compliance (AMOCs) to approve various inspection methods and intervals for RAMs. In the process of reviewing these requests, the FAA noted that operators were having difficulties in addressing RAMs in order to comply with those ADs. Additionally, operators were concerned that the McDonnell Douglas SSID ADs and the Boeing 727/737 SSID ADs were not standardized with regard to the treatment of RAMs. This became a concern because many of the airplane operators have a mixed fleet of Boeing and McDonnell Douglas airplanes and now had to essentially implement two different SSID programs with no apparent reason for the difference between the programs. Therefore, in April 2000 the Transport Airplane Directorate chartered a SSID Team to develop recommendations to standardize the SSID ADs regarding the treatment of RAMs. The report can be accessed at <http://www.faa.gov/certification/aircraft/transport.htm>.