

- Workgroup 6
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presentations—guidelines are as follows: The vendor/product categories sought are under Access Control, Perimeter Intrusion Detection, Biometric Systems/Devices, and Credentialing of employees. Each vendor seeking to present a short (maximum of 15 minutes) presentation to the committee members, will provide the briefing package, slides and supporting documents to Mr. Paul S. Ruwaldt ([paul.ruwaldt@dhs.gov](mailto:paul.ruwaldt@dhs.gov) or [paul.s.ruwaldt@tc.faa.gov](mailto:paul.s.ruwaldt@tc.faa.gov)) by January 4th, 2006, outlining the following:

- If the product is an access control system, sub-system or component of or could be applied to an airport access control system, the vendor is required to submit documentation, in written form, attesting to their understanding of the current DO-230A Airport Access Control Standard requirements and a description of how their product, system, sub-system or component complies with this current standard (this document will be inclusive of how their product(s) would be utilized in an automated access control system suitable for use under the requirements included in 49 CFR subpart 1500 et al.).
- How their product(s) would provide for (or enhance) the security objectives of the airport, and
- How their product(s) would be integrated into an airport comprehensive security system.

It is strongly suggested that the vendors requesting presentation time be fully cognizant of the airline and airport operational requirements as they apply to automated access control systems, perimeter intrusion detection, biometric system applications and credentialing application of employees, as well as the performance requirements of DO-230A and how their product(s) will interface, integrate or fuse (data) with automated access control systems. Further, it is suggested that the vendor be fully aware of how these operational and performance conditions will affect their product(s) and the access control procedures.

In addition, for those products or systems incorporating biometrics, specific reference and discussions will address the Biometric Guidance Package released and approved by the TSA this year.

The vendor presentation must strictly be pertinent to their product(s) and the relevant 49 CFR subpart 1500 et al. requirements for airport access control systems. The vendor must demonstrate their product's suitability to airline and

airport operational access control conditions and illustrate how their product(s) would be deployed in automated access control systems and/or how their product(s) can be integrated into the automated access control systems.

The SC-207 committee emphasizes that this RTCA standard pertains only to airport access control systems, although there may be opportunities for future integration with other airport and federal information and/or communication technologies.

Further, the committee is interested in proven and available COTS technologies and/or products. The committee is not interested in yet untested, developmental concepts, representative products, systems or sub-systems or proprietary systems.

The vendors making presentations will be required to provide soft copies of the material they wish to present to the committee. No material save that provided by the vendor by the 5th of January 2006 will be accepted or received by the Committee during the presentation on January 18th & 19th, 2006.

The presentations provided by the vendors will be collected and made available to the committee members in CD format on the day of the presentation.

It is expected that there will be only a limited presentation opportunity on these two days. Reservations will be made on a first come first served basis.

The Vendor should contact Mr. Ruwaldt via email to express interest in presenting. Once Mr. Ruwaldt receives the material, he will schedule the vendor's presentation time and date. All material must be received before this scheduling can take place.

If the presentation schedule is full for these two days, following consultation with the SC-207 Chairman, an additional presentation date in March could be allocated, however all vendors should not rely on this, and attempt to develop and provide their product(s) presentations as early as possible.

SC-207, in its deliberations for the updated standard DO-230B, is considering requiring that the products, systems, sub-systems and components utilized within airport access control systems, inclusive of perimeter, biometric intrusion detection and surveillance functions should be tested and verified to the requirements defined within the proposed DO-230B Standard.

Any such decision, including the identification of a responsible authority for conducting such verifications (or potential certification of products) will

be taken before the final issuance of DO-230B.

- Closing Plenary Session (Other Business, Establish Agenda, Date and Place for Fourth, Fifth and Sixth Meeting).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on December 14, 2005.

**Natalie Ogletree,**

*FAA General Engineer, RTCA Advisory Committee.*

[FR Doc. 05-24320 Filed 12-20-05; 8:45am]

**BILLING CODE 4910-13-M**

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2005-20930 (PDA-31(F))]

#### Notice of Delay in Processing the Application by American Trucking Associations, Inc. for a Preemption Determination Concerning the District of Columbia Restrictions Regarding Highway Routing of Certain Hazardous Materials

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice.

**SUMMARY:** In accordance with statutory requirements, FMCSA is publishing a notice of delay in processing the American Trucking Associations, Inc.'s (ATA) application for a preemption determination. FMCSA is conducting fact-finding in response to ATA's request, and is delaying issuance of its determination in order to allow time for appropriate consideration of the issues raised by ATA's application.

**FOR FURTHER INFORMATION CONTACT:** James Simmons, Chief, Hazardous Materials Division (MC-ECH), (202) 493-0496; Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., ET, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** ATA applied for an administrative determination that Federal hazardous

material transportation law, 49 U.S.C. 5101 *et seq.*, and FMCSA regulations, 49 CFR part 397, preempt routing requirements contained in the Terrorism Prevention in Hazardous Materials Transportation Emergency Act of 2005 [D.C. Act 16-43, February 15, 2005, 52 CDR 3048] (“DC Act”), passed by the Council of the District of Columbia on February 1, 2005, and signed by the Mayor on February 15, 2005.

FMCSA published notice of ATA’s application in the **Federal Register** on April 20, 2005, at 70 FR 20630. Title 49 U.S.C. 5125(d) requires FMCSA to issue a decision on ATA’s application “within 180 days after the date of the publication of the notice of having received such application, or the Secretary shall publish a statement in the **Federal Register** of the reason why the Secretary’s decision on the application is delayed, along with an estimate of the additional time necessary before the decision is made.”

ATA’s application for a preemption determination is still under consideration by FMCSA. The Agency currently is conducting fact-finding in response to the application. Because of this additional fact-finding, it is impracticable to issue a decision within the 180-day timeframe. In order to allow time for appropriate consideration of the issues raised by ATA’s application, FMCSA delays issuance of its determination, and estimates a decision will be published in the spring of 2006.

Issued on: December 14, 2005.

**Annette M. Sandberg,**

*Administrator.*

[FR Doc. E5-7637 Filed 12-20-05; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2005-23311]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel TI AMO.

**SUMMARY:** As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by

MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-23311 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105-383 and MARAD’s regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’s regulations at 46 CFR part 388.

**DATES:** Submit comments on or before January 20, 2006.

**ADDRESSES:** Comments should refer to docket number MARAD-2005 23311. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Joann Spittle, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5979.

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel TI AMO is:

*Intended Use:* “Pleasure cruises, day sails and longer, licensed skipper plus mate.”

*Geographic Region:* California, USVI, Puerto Rico, FL, NY, ME, MA, NH, RI, and CT depending on time of year.

Dated: December 13, 2005.

By order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. E5-7634 Filed 12-20-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

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

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Synopsis of December 5, 2005 meeting with VISA participants.

The VISA program requires that a notice of the time, place, and nature of each JPAG meeting be published in the **Federal Register**. The program also requires that a list of VISA participants be periodically published in the **Federal Register**. The full text of the VISA program, including these requirements, is published in 70 FR 55947-55955, dated September 23, 2005.

On December 5, 2005, the Maritime Administration (MARAD) and the U.S. Transportation Command co-hosted a meeting of the VISA JPAG at the Military Sealift Command in Washington, DC. Meeting attendance was by invitation only, due to the nature of the information discussed and the need for a government-issued security clearance. Of the 51 U.S.-flag carrier corporate participants enrolled in the VISA program at the time of the meeting, 15 companies whose vessels were modeled in the Department of Defense’s Mobility Capabilities Study (MCS) participated in the meeting. In addition, representatives from MARAD and the Department of Defense attended the meeting.

Richard Haynes, Executive Director for the Military Sealift Command opened the meeting with a welcome to all attendees. Remarks were offered by Earl Boyanton, Jr., Assistant Deputy Under Secretary (Transportation Policy) of the Office of the Under Secretary of Defense, James Caponiti, Associate Administrator for National Security for MARAD and Margaret LeClaire, Deputy Director, Strategy, Plans, Policy and Programs for USTRANSCOM.

Dr. Laura Williams from the Office of the Secretary of Defense (Program Analysis and Evaluation) presented an overview of the overall structure and findings of the Department of Defense’s MCS. Following Ms. Williams’ overview there was an open dialogue about the utilization of commercial sealift in the MCS. As a result of the discussion, industry participants provided DOD many useful comments and suggestions to consider in future analyses, and indicated a willingness to address future requirements as they emerge.

As of December 5, 2005, the following commercial U.S.-flag vessel operators