

delivery of cargo, and the processing of passengers at seaports are either not present or not consistently enforced, increasing the risk that violators could quickly remove cargo or contraband. Many ports do not issue identification cards to personnel to restrict the access to vessels, the receipt and delivery of cargo, and the processing of passengers.

- Vessel manifests, import and export, are sometimes deficient for import risk assessment and export control. Information from them is easier to use for drug enforcement and commercial compliance if it is received as electronic data before the arrival of vessels.

- Although the Federal government has established formal structures for coordinating governmental efforts and has developed national strategies to address drug trafficking, terrorism, other domestic and international crime, and to guarantee economic mobility, seaport security per se has not been adequately addressed. Stronger and more focused coordination among agencies and between the public and private sectors to enhance Security is needed.

Topic of Discussion: Security of Marine Transportation Systems

The Coast Guard is conducting this workshop to assess existing MTS security standards and measures to gather ideas on possible improvements. To facilitate discourse during the workshop attendees should, before attending the workshop, evaluate threats to MTS security in such areas as physical security, operational measures, and access control. After recognizing threats to MTS security, the public should evaluate existing MTS security standards and measures to identify vulnerabilities, and then develop possible adjustments to decrease those vulnerabilities. The workshop will provide the public an opportunity to present ideas and to discuss the threats, vulnerabilities, and adjustments to MTS security. In the future we may propose new or amendatory rules that would address issues broached during the workshop.

Three general areas of MTS security, to wit, physical security, operational measures, and access control, will almost certainly arise during the workshop. Persons planning to attend the workshop should be prepared to discuss these general areas as they relate to security, protection, and economic performance of the maritime industry. Workshop attendees will be asked to discuss a host of possible costs and benefits that could result from identifying and addressing physical

security, operational measures, and access-control vulnerabilities.

We request information about all current Federal, State, and local governmental laws, procedures, regulations, and standards that are either functioning or that are planned. We also request industry to provide any current and planned standards and procedures covering the security of vessels and facilities. Finally, we request recommendations toward needed improvement or added regulations. Examples of the types of information we are interested in receiving are:

Physical security. Discussions of the physical security of personnel, ports, facilities, and vessels might include, but are not limited to:

- Measures and standards currently being used at a facility or on board a vessel.
- Criteria for measures and standards at a facility or on board a vessel such as fences, gates, alarms, lighting, antennas, and personnel on watch.
- Security technologies currently used or possible to make ports, facilities, and vessels more secure against the threat or commission of crimes or terrorism.

Operational measures. Discussions of the operational measures for personnel, ports, facilities, and vessels might include, but are not limited to:

- Effectiveness of existing passenger terminals and passenger vessels security plan requirements.
- Effectiveness of existing terminal and security plans for ports, vessels, offshore platforms, and industry.
- Facilities and vessels, other than passenger terminals and passenger vessels regulated in 33 CFR parts 120 and 128, which should have security plans.
- Response plans in place to prevent criminal and terrorist acts and threats.
- Details of measures taken in response to such acts and threats.
- Necessity of MTS security committees and the sharing of intelligence and threat advisories between the Coast Guard and industry.
- Criteria and need for a tracking system for vessels trafficking the navigable waters of the United States.

Access control. Discussions of access control for personnel, passengers, and cargo might include, but are not limited to:

- Criteria and process for background check prior to employment.
- Check points that screen personnel, passengers, cargo, and baggage.
- Additional information, currently used or deemed necessary to document or certificate personnel, facilities, and vessels.

- Types of credentials (such as identification cards, employment cards, and access passes) used to limit access.

Dated: December 10, 2001.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held from January 14–17, 2002, from 8 a.m. to 4 p.m. each day.

ADDRESSES: The meeting will be held at the McCarran International Airport, Main Terminal (Second Floor), Mezzanine Rooms 2 & 3, 5757 Wayne Newton Blvd., Las Vegas, NV 89111.

FOR FURTHER INFORMATION CONTACT: Mr. Eric Harrell, Executive Director, ATPAC, Air Traffic Planning and Procedures, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9155.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the ATPAC to be held January 14 through January 17, 2002, at the McCarran International Airport, Main Terminal (Second Floor), Mezzanine Rooms 2 & 3, 5757 Wayne Newton Blvd., Las Vegas, NV 89111.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.

6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than January 11, 2002. The next quarterly meeting of the FAA ATPAC is planned to be held from April 16–19, 2002, in Washington, DC.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on December 10, 2001.

Eric Harrell,
Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 01-31001 Filed 12-14-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application to a Passenger Facility Charge (PFC) at Albuquerque International Sunport, NM and Use the Revenue at Albuquerque International Sunport and Double Eagle II Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose at Albuquerque Sunport and use the revenue from a PFC at Albuquerque International Sunport and Double Eagle II Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before January 16, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Dewey V. Cave, Manager of Albuquerque International Sunport at the following address: Mr. Dewey V. Cave, Airport Manager, Albuquerque International Sunport, PO Box 9948, Albuquerque, NM 87119-1048.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose the revenue from a PFC at Albuquerque International Sunport (ABQ) and use the revenue at Albuquerque International Sunport (ABQ) and Double Eagle II Airport (AEG) under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 6, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 5, 2002.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.
Proposed charge effective date: May 1, 2002.

Proposed charge expiration date: December 1, 2007.

Total estimated PFC revenue: \$44,483,079.

PFC application number: 02-02-C-00-ABQ.

Brief Description of Proposed Project(s)
Projects To Impose and Use PFC's

1. 1993 Master Plan Update (ABQ)
2. Taxiway E Reconstruction (ABQ)
3. Taxiway A & B Improvements (ABQ)
4. Terminal Apron Expansion (ABQ)
5. Runway 3-21 Extension and Upgrade (ABQ)
6. Runway 12-30 Extension and Reconstruction (ABQ)
7. Double Eagle II Ramp and Runway Improvements (ABQ) & (AEG)

8. Access Road D Construction (ABQ)

9. Sunport Boulevard Construction (ABQ)

10. Air Cargo Apron Expansion (ABQ)

11. PFC Application #1 and #2

Development (ABQ)

Proposed class or classes of air carriers to be exempted from collecting PFC's: FAR Part 135 on demand air Taxi/ Commercial Operator (ATCO) reporting on FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person or Albuquerque International Sunport.

Issued in Fort Worth, Texas on December 6, 2001.

Joseph G. Washington,
Acting Manager, Airports Division.

[FR Doc. 01-31003 Filed 12-14-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2001-11153]

Integrated Modular Avionics (IMA) Hardware Elements.

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Technical Standard Order (TSO) pertaining to integrated modular avionics hardware elements (IMA). The proposed TSO prescribes the criteria for the minimum performance standard (MPS) that IMA hardware element equipment must meet to be identified with the appropriate TSO marking.

DATES: Comments must be received on or before January 16, 2002.

ADDRESSES: Send all comments on the proposed technical standard order to: Technical Programs & Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Room 815, Washington,