

insurance is available, assess the risks for which insurance coverage is being sought, and determine what risks of aircraft operators are customarily covered by insurance. The requested information is included in air carriers' applications for insurance when insurance is not available from private sources. The current estimated annual reporting burden is 68 hours.

5. *2120-0570, Simulator Rule/14 CFR Part 142, Certified Training Centers.* To determine regulatory compliance, there is a need for airmen to maintain records of certain training and recentness of experience; there is a need for training centers to maintain records of students trained, employee qualification and training, and training program approvals. Information is used to determine compliance with airmen certification and testing standards to ensure safety. The current estimated annual reporting burden is 6,000 hours.

6. *2120-0595, Federal Acquisition Administration Acquisition Management System (FAAAMS).* The collection of information requirements arise from various sections of FAAAMS. Pursuant to section 348 of Public Law 104-50, this information is required to carry out the provisions of the newly reformed FAA acquisition process. Information is used to acquire, award, and administer contracts. The current estimated annual reporting burden is 170,073 hours.

7. *2120-0641, Parachute Accident Reporting.* 14 CFR part 105 prescribes the packing of main and auxiliary parachutes used for sport jumping. This information is used by the FAA for recommendations for equipment changes, operating procedures, or training to aid aviation safety inspectors in accident prevention and surveillance. The FAA is better able to monitor trends that lead to accidents/incidents and provide the necessary guidance to avert such tragedies. The current estimated annual reporting burden is 44 hours.

8. *2120-0642, NPRM "Security of Checked Baggage on Flights Within the United States".* In accordance federal regulations governing the security of part 108 air carrier operations and the recommendation of the Department of Justice, air carriers provide information regarding procedures to be used in carrying out their responsibilities under the law to protect persons and property on an aircraft operating in air transportation, intrastate air transportation, and flights to and from the United States against acts of criminal violence and aircraft safety. The current estimated annual reporting burden is 5,045 hours.

9. *2120-0643, Commercial Space Transportation Reusable Launch Vehicle Reentry Licensing Regulations.* The required information, that is, data required for performing a safety review, is used to determine whether applicants satisfy requirements for obtaining a launch license to protect the public from risks associated with reentry operations from a site not operated by or situated on a Federal launch range. The respondents are those applying for a launch site license. The current estimated annual reporting burden is 4,384 hours.

Issued in Washington, DC, on November 6, 2001.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

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

**AGENCY:** Maritime Administration, DOT.

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 20, 2001. No comments were received.

**DATES:** Comments must be submitted on or before December 14, 2001.

**FOR FURTHER INFORMATION CONTACT:** Michael Ferris, Maritime Administration, MAR 560, 400 Seventh Street Southwest, Washington, DC 20590. Telephone: 202-366-2324. FAX: 202-366-7901.

Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

**Title:** Subsidy Voucher-Operating Differential Subsidy (Bulk & Liner Cargo Vessels).

**OMB Control Number:** 2133-0024.

**Type of Request:** Extension of currently approved collection.

**Affected Public:** Operators of Bulk and Liner Vessels.

**Form (s):** MA 790, SF-1034 and Supporting Schedules.

**Abstract:** The Merchant Marine Act, 1936, authorizes the Secretary of Transportation to provide financial aid in the operation of contract vessels for bulk or liner cargo carrying services that help promote, develop, expand and maintain the foreign commerce of the United States. Vessel owners must submit documentation requesting the financial assistance to the Maritime Administration (MARAD).

**Annual Estimated Burden Hours:** 16 hours.

**Addressee:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

**Comments are Invited On:** (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC on November 7, 2001.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 01-28515 Filed 11-13-01; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

**[Docket Number: MARAD-2001-10976]**

#### 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 *Freelance*.

**SUMMARY:** As authorized by Pub. L. 105-383, 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 description of the proposed service, is listed below. 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 that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) 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, a waiver will not be granted.

**DATES:** Submit comments on or before December 14, 2001.

**ADDRESSES:** Comments should refer to docket number MARAD-2001-10976. 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:** Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, S.W., Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. 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.

### Vessel Proposed for Waiver of the U.S.-build Requirement

(1) *Name of vessel and owner for which waiver is requested.* Name of vessel: *Freelance*. Owner: Darrell and Jennifer Brand.

(2) *Size, capacity and tonnage of vessel.* According to the applicant: *Freelance* is a 39 foot Kadey-Krogen Trawler, Beam 14'2", LOA 38'11", LWL 36'prime;8", Draft 4'3", Displacement Weight 135,000 \* \* \* Approx. 25 net tons.

(3) *Intended use for vessel, including geographic region of intended operation and trade.* According to the applicant:

"The intended use for the vessel will be coastal cruising in Florida, primarily in the Atlantic and Gulf Waters of the Florida Keys from Miami to the Dry Tortugas National Park."

(4) *Date and Place of construction and (if applicable) rebuilding.* Date of construction: July 1998. Place of construction: Kaohsiung, Taiwan.

(5) *A statement on the impact this waiver will have on other commercial passenger vessel operators.* According to the applicant: "I feel this waiver will not have any impact on other commercial passenger vessel operators. I only know of one operator in So. Florida with captained custom cruises and his vessel is much larger. There are many exclusive commercial fishing and dive charter boats in the area and Jennifer and I will not even attempt to duplicate the magnitude of their services. "The other reason that we will not have a major impact on existing operators is that we will limit ourselves to the occasional charter. We both have other jobs \* \* \*."

(6) *A statement on the impact this waiver will have on U.S. shipyards.* According to the applicant: "US Shipyards will not have any impact by *Freelance* operating in the custom cruise business. This boat was previously built over three years ago for another recreational boater and will continue to be used for recreational purposes the majority of the time."

By Order of the Maritime Administrator.

Dated: November 7, 2001.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 01-28514 Filed 11-13-01; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2001-10944; Notice 1]

### Advanced Bus Industries, Receipt of Application for Decision of Inconsequential Noncompliance

Advanced Bus Industries, LLC, (ABI) of Marysville, Ohio, has determined that approximately 68 Mauck Special Vehicle (MSV) vehicles with tag axles, manufactured between May 31, 1995 and February 2, 2000, do not meet the requirements of paragraph S5.1 of Federal Motor Vehicle Safety Standard (FMVSS) No. 105, "Hydraulic and Electric Brake Systems." Pursuant to 49 U.S.C. 30118(d) and 30120(h), ABI has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

ABI is the original equipment manufacturer of the MSV vehicle. ABI manufactures the MSV vehicle as a complete bus, which is then purchased by city transit organizations, or as a shell, which is purchased by up-fitters that customize and sell it to a first purchaser.

The four-wheel independent suspension of the MSV vehicle is augmented by a tag axle with small wheels. The tag axle is manufactured by Dexter, has a maximum support capacity of 3,500 pounds, and is installed by ABI behind the MSV's two rear wheels. A supporting force of 1,500 pounds is provided by the tag axle via the air pressure inside the two rubber air springs installed between the tag axle and the MSV chassis.

Vehicle braking is provided by the hydraulic, caliper-disc service brakes on the four main wheels. The two small wheels of the tag axle are not fitted with brakes. The lack of brakes on the two small wheels of the tag axle does not satisfy FMVSS 105, which states that a vehicle must have service brakes at all wheels.

ABI argued that the noncompliance is inconsequential to motor vehicle safety because these vehicles exceed the current FMVSS No. 105 braking performance requirements. To support this claim ABI submitted, along with its petition for inconsequential non-