

to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Greater Orlando Aviation Authority. The specific maps under consideration are "1999 DNL NOISE CONTOURS" and "2004 DNL NOISE CONTOURS" in the submission. The FAA has determined that these maps for Orlando International Airport are in compliance with applicable requirements. This determination is effective on April 23, 2001. FAA's determination on the airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Orlando International Airport, also effective on April 23, 2001. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be

necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 22, 2001.

The FAA's detailed evaluation will be concluded under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, April 23, 2001.  
**John W. Reynolds, Jr.,**

*Assistant Manager, Orlando Airports District Office.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA 2001-9473]

#### Notice of Safety Advisory

**AGENCY:** Federal Railroad Administration (FRA), DOT.

**ACTION:** Notice of Safety Advisory.

**SUMMARY:** FRA is issuing Safety Advisory 2001-03 addressing the in-service failures of railroad airbrake system trainline angle cocks manufactured by Ellcon-National. The manufacturer notified the Association of American Railroads (AAR) of failures of Model 7000 Thread-to-Thread and Model 7270 Thread-to-Flange Angle Cocks. To date, no derailments, collisions, or injuries have resulted from these failures; however, closed angle cocks occurring en route may lead to

insufficient braking and in the worst case could result in runaway trains on grades. FRA recommends that all railroads and private car owners obtain a copy of AAR's Early Warning EW-177 (C-9296) issued on March 29, 2001, and review the document's extensive listing of cars that had the subject angle cocks installed as original equipment. FRA also recommends that cars found with the original angle cocks still installed have the angle cocks replaced, at both ends, or be retrofitted with a handle assembly torque kit in accordance with AAR's guidance. AAR has applied Severity Code "MG," which means "See Early Warning Letter for Instructions."

**FOR FURTHER INFORMATION CONTACT:** Gary Fairbanks, Mechanical Engineer, Motive Power and Equipment Division, Office of Safety Assurance and Compliance, FRA, 400 Seventh Street, SW, RRS-14, Mail Stop 25, Washington, DC 20590 (Telephone 202-493-6322/ Fax 202-493-6230)

**SUPPLEMENTARY INFORMATION:** Recently, FRA was informed by the Association of American Railroads (AAR) of several in-service failures of certain Ellcon-National angle cocks, *Model 7000 Thread-to-Thread*, and *Model 7270 Thread-to-Flange*. No injuries or fatalities resulted from these incidents which involved several car types, but some of the subject angle cocks have been found to have rotated partially or completely closed due to en route vibrations of the train. This undesired rotation of the angle cock has been identified by crew members in several instances on trains while operating en route and in one case, necessitated the need to activate an emergency brake application from the two-way end-of-train (EOT) device.

The AAR issued Maintenance Advisory MA-65 on September 13, 2000, regarding these angle cocks, and then upgraded its concern by issuing Early Warning EW-177 on March 29, 2001. The AAR's Braking Systems and Equipment Engineering Committees have determined that the angle cocks without the latest friction disc, which is a 1/4-inch thick stop plate and handle assembly, must either be replaced or have the handle assembly retrofitted on non-register version. A number of conditions have been found on samples of the subject angle cocks that cause concern, such as roll pins protruding from the handles, worn lever lock tangs, bent lock tangs, and bent or distorted handle assemblies.

The subject angle cocks were applied to new cars and furnished as replacement stock beginning in January of 1993. The AAR recommended that

the first priority would be to replace or retrofit those angle cocks manufactured between 1993 and 1996, as those are without friction discs and modified handle assemblies. Ellcon-National has accounted for approximately 16,700 angle cocks applied during this period as original equipment on new freight cars. However, Ellcon-National notified the AAR that between January 1993 and March 2000 approximately 97,000 angle cocks that have a potential for failure were applied to cars.

Ellcon-National is offering handle assembly torque kits upon request, as well as field service support. For more information, contact Mr. Brian Driggers or Inside Sales Department personnel at Ellcon-National at 864-277-5000 or E-mail: [sales@ellcon-national.com](mailto:sales@ellcon-national.com). The AAR requests that each removed part be tagged with the car's initials and number, and that Ellcon-National be contacted to arrange for disposition or return of accumulated angle cocks or handle assemblies.

#### Action Recommended by FRA

- FRA recommends that all railroads and private car owners obtain a copy of AAR's Early Warning EW-177 (C-9296) issued on March 29, 2001, and review the document's extensive listing of cars that had the subject angle cocks installed as original equipment.

- FRA also recommends that cars found with the original angle cocks still installed have the angle cocks replaced, at both ends, or be retrofitted with a handle assembly torque kit in accordance with AAR's guidance. AAR has applied Severity Code "MG," which means "See Early Warning Letter for Instructions."

It should be noted that the AAR in conjunction with railroads, private car owners, and Ellcon-National has also developed an action plan to focus on and accelerate the angle cock modifications on the cars equipped with the above noted angle cocks. For more information, FRA recommends that railroads and private car owners contact Mr. Patrick T. Ameen, Assistant Vice President Technical Services, Association of American Railroads, 50 F street, NW., Washington, DC 20001-1564, (202) 639-2141.

FRA may modify Safety Advisory 2001-03, issue additional safety advisories, or take other appropriate action to ensure the highest level of safety on the Nation's railroads.

Issued in Washington, DC on April 26, 2001.

**George A. Gavalla,**

*Associate Administrator for Safety.*

[FR Doc. 01-10978 Filed 4-30-01; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

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

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

**ACTION:** Synopsis of April 19, 2001 meeting with VISA participants.

On April 19, 2001, the Maritime Administration (MARAD) and the United States Transportation Command (USTRANSCOM) co-hosted a meeting of the VISA JPAG at MARAD headquarters, 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 55 U.S.-flag carrier corporate participants currently enrolled in VISA, 23 VISA carrier representative companies participated in the JPAG. In addition, JPAG attendance included representatives from the Department of Defense (DOD), the Military Traffic Management Command, Military Sealift Command, USTRANSCOM and MARAD.

Following opening remarks by Acting Deputy Maritime Administrator Bruce J. Carlton and Mr. Daniel F. McMillin, Deputy Director, Plans and Policy Directorate (TCJ5) USTRANSCOM, Government representatives provided participants with an overview of expected outcomes. The JPAG objectives included: (1) Familiarization of VISA participants with the specific procedures to be used during a VISA activation; (2) validation of DOD planning assumptions for VISA carrier liner routes; (3) an examination of VISA carriers ability to fulfill potential contingency requirements as well as identification of equipment capabilities and/or shortfalls; and (4) an update on progress made toward training U.S. civilian mariners to operate in a chemical/biological warfare environment.

During the JPAG, VISA participants convened in separate work groups with Government analysts to offer solutions and recommendations to satisfy DOD requirements. Afterwards, the groups met together to discuss the results. The VISA participants were also briefed on

the USTRANSCOM sponsored Exercise "Turbo Challenge 2001".

The full text of the VISA program is published in 66 FR 10938-10947, dated February 20, 2001. One of the program requirements is that MARAD periodically publish a list of VISA participants in the **Federal Register**. As of April 19, 2001, the following commercial U.S.-flag vessel operators were enrolled in VISA with MARAD: Alaska Cargo Transport Inc., American Automar, Inc., American President Lines, Ltd., American Roll-On Roll-Off Carrier, LLC, American Ship Management, L.L.C., Automar International Car Carrier, Inc., Beyel Brothers Inc., Central Gulf Lines, Inc., Cook Inlet Marine, Crowley Liner Services, Inc., Crowley Marine Services, Inc., CSX Lines, LLC, Donjon Marine Co., Double Eagle Marine, LLC, E-Ships, Inc., Farrell Lines Incorporated, First American Bulk Carrier Corp., First Ocean Bulk Carrier-I, LLC, First Ocean Bulk Carrier-II, LLC, First Ocean Bulk Carrier-III, LLC, Foss Maritime Company, Gimrock Maritime, Inc., Lockwood Brothers, Inc., Liberty Shipping Group Limited Partnership, Lykes Lines Limited, LLC., Lynden Incorporated, Maersk Line, Limited, Matson Navigation Company, Inc., Maybank Navigation Company, LLC, McAllister Towing & Transportation Company, Inc., Moby Marine Corporation, Moran Towing Corporation, NPR, Inc., Ocean Marine Shipping, Inc., Odyssey Shipping Line LLC, OSG Car Carriers, Inc., Resolve Towing & Salvage, Inc., Samson Tug & Barge Company, Inc., Sea Star Line, LLC, Seacor Marine International Inc., Sealift Inc., Signet Maritime Corporation, Smith Maritime, STEA Corporation, Stevens Towing Co., Inc., Superior Marine Services, Inc., Totem Ocean Trailer Express, Inc., Trailer Bridge, Inc., TransAtlantic Lines LLC, Trico Marine Operators, Inc., Troika International, Ltd., U.S. Ship Management, Inc., Van Ommeren Shipping (USA) LLC, Waterman Steamship Corporation, and Weeks Marine, Inc.

**FOR FURTHER INFORMATION CONTACT:** Mr. William F. Trost, Acting Director, Office of Sealift Support, (202) 366-2323.

Dated: April 25, 2001.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 01-10801 Filed 4-30-01; 8:45 am]

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