

Dated: June 22, 2001.

Patricia A. Popovich,

Deputy Chief Information Officer, Bureau of IRM, Executive Office, Department of State.

[FR Doc. 01-19026 Filed 7-30-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 2001-9433]

Information Collection Under Review by the Office of Management and Budget (OMB): 2115-0619

AGENCY: Coast Guard, DOT.

ACTION: Request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this request for comments announces that the Coast Guard has forwarded one Information Collection Report (ICR) abstracted below to OMB for review and comment. Our ICRs describe the information we seek to collect from the public. Review and comment by OMB ensure that we impose only paperwork burdens commensurate with our performance of duties.

DATES: Please submit comments on or before August 30, 2001.

ADDRESSES: Please send comments to (1) the Docket Management System (DMS), U.S. Department of Transportation (DOT), room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001; and (2) the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget (OMB), 725 17th Street NW., Washington, DC 20503, to the attention of the Desk Officer for the USCG.

Copies of complete ICRs are available for inspection and copying in public dockets. A copy of this complete ICR is available in docket USCG 2001-9433 of the Docket Management Facility between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays; for inspection and printing on the internet at <http://dms.dot.gov>; and for inspection from the Commandant (G-CIM-2), U.S. Coast Guard, room 6106, 2100 Second Street SW., Washington, DC, between 10 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, Office of Information Management, 202-267-2326, for questions on this document; Dorothy Beard, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-5149, for questions on the docket.

SUPPLEMENTARY INFORMATION:

Regulatory History

This request constitutes the 30-day notice required by OMB. The Coast Guard has already published [66 FR 20704 (April 24, 2001)] the 60-day notice required by OMB. That notice elicited no comments.

Request for Comments

The Coast Guard invites comments on the proposed collection of information to determine whether the collection is necessary for the proper performance of the functions of the Department. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the collection; (2) the accuracy of the Department's estimated burden of the collection; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of the collection; and (4) ways to minimize the burden of the collection on respondents, including the use of automated collection techniques or other forms of information technology.

Comments, to DMS or OIRA, must contain the OMB Control Number of the ICR addressed. Comments to DMS must contain the docket number of this request, USCG 2001-9433. Comments to OIRA are best assured of having their full effect if OIRA receives them 30 or fewer days after the publication of this request.

Information Collection Requests

1. *Title:* Inflatable Personal Flotation Devices (PFDs) for Recreational Vessels
OMB Control Number: 2115-0619.

Type of Request: Extension of a currently approved collection.

Forms: This collection of information does not require the public to fill out Coast Guard forms, but does require manufacturers of PFDs to place labels on these devices.

Abstract: The information collected under 46 CFR subpart 160.076 mainly concerns the labeling and preparation of manuals for inflatable PFDs. 33 CFR 175.15 requires that every person using a recreational vessel carry enough PFDs for each person on board. In keeping with this requirement, the Coast Guard has established a system for approval of PFDs for use on such vessels. To facilitate approval and inspection, the Coast Guard requires that manufacturers place labels on their devices and publish manuals to help the users. The labels serve two purposes. First, they indicate the chest size of each PFD and also display printed and pictographic instructions for proper use and care of it. Second, because they include specific product numbers and manufacturers'

names, they are central to the Coast Guard's mission of identifying faulty equipment and then notifying the responsible producer. Like the labels, the manuals serve two purposes. First, they give the users information they will need to properly use and maintain the PFDs. Second, they keep the Coast Guard current on the specifications and design of new PFDs.

Affected Public: Manufacturers of PFDs.

Annual Estimated Burden Hours: The estimated burden is 1,406 hours a year.

Dated: July 25, 2001.

V.S. Crea,

Director of Information and Technology.

[FR Doc. 01-19041 Filed 7-30-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD05-01-005]

Notice of Public Meeting; letter of recommendation, LNG Facility, Cove Point, MD

AGENCY: Coast Guard, DOT.

ACTION: Notice of public meeting; request for comments.

SUMMARY: The U.S. Coast Guard Captain of the Port, Baltimore (COTP) is preparing a letter of recommendation as to the suitability of the Chesapeake Bay waterway for liquefied hazardous gas (LHG) or liquefied natural gas (LNG) marine traffic in response to a letter of intent to operate the LNG facility at Cove Point, Maryland. In preparation for issuance of the letter of recommendation, the COTP will sponsor a public meeting to receive comments regarding the suitability of the Chesapeake Bay waterway for LHG or LNG vessel traffic.

DATES: The meeting will be held Thursday, August 23, 2001, 3:30 p.m. to 7 p.m. Those who plan to speak at the meeting should provide their name by August 21, 2001. The comment period associated with the public meeting will remain open for seven days following the meeting. Written comments and related material must reach the Coast Guard on or before August 30, 2001.

ADDRESSES: The meeting location is: The Holiday Inn, 155 Holiday Drive, Solomon's Island, Maryland. You may submit written comments to the Coast Guard at the meeting or you may mail comments and related material to Commander, U.S. Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, Maryland

21226–1791. U.S. Coast Guard Activities Baltimore maintains a file for this notice. Comments and material received from the public during the comment period will become part of this file and will be available for inspection or copying at the U.S. Coast Guard Activities Baltimore office, room 205, between the hours of 7 a.m. to 3:30 p.m., Monday through Friday, excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Gordon Loebel at U.S. Coast Guard Activities Baltimore (410) 576–2526.

SUPPLEMENTARY INFORMATION:

Background Information

In accordance with the requirements in 33 CFR 127.009, the U.S. Coast Guard Captain of the Port, Baltimore (COTP) is preparing a letter of recommendation as to the suitability of the Chesapeake Bay waterway for liquefied hazardous gas (LHG) or liquefied natural gas (LNG) marine traffic. On April 13, 2001, the Coast Guard published a Notice and request for comments entitled Notice and Request for Comments; letter of recommendation, LHG or LNG Facility Cove Point, MD in the **Federal Register** (66 FR 19283). In the Notice and request for comments, the Coast Guard indicated that we did not then plan to hold a public meeting; however, the Coast Guard would consider requests for public meetings. The Coast Guard received several requests for public meetings during the comment period. Therefore, the Captain of the Port has decided that a public meeting would benefit the recommendation process and will hold a public meeting at the time and place described above in **DATES** and **ADDRESSES**.

Public Meeting

Attendance is open to the public. Discussion will be facilitated through the establishment of several staffed stations on various facets of the proposed operation, including the transit of vessels, the shoreside transfer of cargo, and other navigational and environmental issues. With advance notice, members of the public may provide oral statements regarding the suitability of the Chesapeake Bay waterway for LHG or LNG vessel traffic. Oral statements will be limited to five minutes. Persons wishing to make oral statements should notify Lieutenant Commander Gordon Loebel at the number in **FOR FURTHER INFORMATION CONTACT** no later than two days before the meeting. Written comments may be submitted at the meeting or to the Docket up to August 30, 2001.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities, or to request assistance at the meeting, contact Lieutenant Commander Gordon Loebel listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: July 20, 2001.

T.W. Allen,

Vice Admiral, U.S. Coast Guard, Commander, Fifth Coast Guard District.

[FR Doc. 01–19068 Filed 7–30–01; 8:45 am]

BILLING CODE 4910–15–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2001–9119]

Notice of Public Meeting; Commercial Launch Industry

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting

SUMMARY: The FAA announces an on-line public forum on the Internet seeking comments and information from the public regarding the government's role in supporting the U.S. commercial launch industry. In particular, the FAA is asking whether and why the government should continue to share the risk of liability for commercial launches in the unlikely event of an accident, or consider changes to existing laws. Public views obtained from the on-line forum will be included in a report to Congress on the appropriateness and need to continue current risk-sharing arrangements or modify laws governing liability risk-sharing for commercial launches and reentries beyond December 31, 2004.

DATES: A two-week on-line public forum will begin on September 4, 2001, at 9 a.m. EST and end on September 14, 2001, at 4:30 p.m. EST. Written comments may also be submitted to the docket through September 14, 2001. Comments submitted to the docket after September 14th will be considered and included in the report to the extent practicable; however, the FAA encourages timely submission of comments to facilitate preparation of the report.

ADDRESSES: The on-line public forum can be reached by clicking the “On-Line Public Forum” hyperlink on the Associate Administrator for Commercial Space Transportation's (AST) Internet home page, <http://ast.faa.gov>. Persons unable to participate in the on-line

public forum may mail or deliver views to the U.S. Department of Transportation Dockets, Docket No. FAA–2001–9119, 400 Seventh Street, SW., Washington, DC 20590. The FAA requests two copies of any written comments. Comments may also be submitted to the docket electronically by sending them to the Documents Management Systems (DMS) at the following Internet address: <http://dms.dot.gov/>. Comments to the docket should be submitted by September 14, 2001. Comments submitted to the docket may be examined in Room PL 401 at the U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, between 10 a.m. and 5 p.m. weekdays except Federal holidays, and may be viewed by accessing the DMS using the Internet cite noted above.

FOR FURTHER INFORMATION CONTACT: Ms. Esta M. Rosenberg, Senior Attorney-Advisory, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, U.S. Department of Transportation (202) 366–9320, or Mr. Ronald K. Gress, Manager, Licensing and Safety Division, Associate Administrator for Commercial Space Transportation, Federal Aviation Administration, U.S. Department of Transportation (202) 267–7985.

SUPPLEMENTARY INFORMATION:

Background

For decades, U.S. national launch capability was attributable exclusively to government managed programs. By the 1980's, commercial opportunities in space prompted development of a private sector launch industry that would operate as a commercial business by selling launch services to customers. Customers included manufacturers or owners and operators of telecommunications and Earth observations satellites, as well as research scientists, among others. Government policies were developed to facilitate growth of a robust commercial launch industry.

In the mid-1980's, Congress enacted the Commercial Space Launch Act (CSLA) to create the legal framework for a commercial launch industry and to sustain the momentum towards an increasingly privatized launch capability in the United States. In enacting the CSLA, Congress cited the critical importance of demonstrating legislative commitment to the emerging launch industry in order to encourage private sector investment in developing commercial launch ventures. Under the statutory framework established by the CSLA, launch authorization would be