

impact and/or other indicators of communicable disease including sexually transmitted disease.

Response: Based on the comments received, HRSA has decided to utilize HIV infection prevalence as a Disparity indicator. HRSA has included data sources for HIV infection prevalence in the Resource Guide.

Other Disparity Factors

Comments: Comments noted that the proposed NFA Worksheet no longer included certain health-related measures that were important to specific communities or special populations and that some provision should be made to allow applicants to present health disparity data that was specific to the community/population to be served.

Response: In recognition of the comments, HRSA has decided to utilize two "other" indicators as optional Disparity factors.

Summary of Proposed Changes to the NFA Worksheet and Application Review Process

NAP applicants are expected to provide comprehensive primary and preventive health care services in areas of high need that will improve the health status of the medically underserved populations to be served and decrease health disparities. The new NFA Worksheet is designed to present a balanced and complete picture of the health status and health care access needs of the targeted community or population. Through the new NFA Worksheet, HRSA will continue to request data on critical access/barriers to care and health disparities of populations to be served by NAP applicants. The NFA Worksheet is intended to provide further standardization while also allowing flexibility for applicants to represent the unique and significant health care needs of the community/population to be served.

Future NAP applications will have the revised NFA Worksheet scored by the ORC as part of the complete assessment of the application. The NFA Worksheet score of up to 100 points will be converted to account for up to 25 points of the overall score for the application. An additional 10 points will be assigned to the narrative description of Need in the community/population to be served. Through this method, the community/need for access to primary care services will reflect 35 percent of the total application score. While it is important that all NAP applicants demonstrate the need for comprehensive primary health services in the community/population to be

served, it is also essential that applications be evaluated on their plan to successfully implement a viable and legislatively compliant program for the delivery of the comprehensive primary health services. Therefore, the remaining 65 points will focus on the applicant's plan to address the identified health care needs of the community/population through the development of a viable and compliant health center new access point.

The final NFA Worksheet is available on the HRSA Web site online at: <http://www.bphc.hrsa.gov/chc>. This NFA Worksheet reflects comments received from the FRN and the HRSA decisions discussed in this Notice. Future NAP application guidances will also reflect this NFA Worksheet and the revised weighting of Need relative to the other criteria used in the NAP application scoring process.

FOR FURTHER INFORMATION CONTACT:

Preeti Kanodia, Division of Policy and Development, Bureau of Primary Health Care, HRSA. Ms. Kanodia may be contacted by e-mail at PKanodia@hrsa.gov or via telephone at (301) 594-4300.

Dated: April 19, 2006.

Elizabeth M. Duke,

Administrator.

[FR Doc. E6-6212 Filed 4-25-06; 8:45 am]

BILLING CODE 4165-15-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Institute of General Medical Sciences; Notice of Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended (5 U.S.C. Appendix 2), notice is hereby given of a meeting of the National Advisory General Medical Sciences Council.

The meeting will be open to the public as indicated below, with attendance limited to space available. Individuals who plan to attend and need special assistance, such as sign language interpretation or other reasonable accommodations, should notify the Contact Person listed below in advance of the meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning

individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Advisory General Medical Sciences Council.

Date: May 18-19, 2006.

Closed: May 18, 2006, 8:30 a.m. to 10 a.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Natcher Building, Conference Rooms E1 & E2, 9000 Rockville Pike, Bethesda, MD 20852.

Open: May 18, 2006, 10 a.m. to 2:30 p.m.

Agenda: For the discussion of program policies and issues, opening remarks, report of the Director, NIGMS, concept clearance presentations, and other business of the Council.

Place: National Institutes of Health, Natcher Building, Conference Rooms E1 & E2, 9000 Rockville Pike, Bethesda, MD 20852.

Closed: May 18, 2006, 2:30 p.m. to 5 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Natcher Building, Conference Rooms E1 & E2, 9000 Rockville Pike, Bethesda, MD 20852.

Closed: May 19, 2006, 8:30 a.m. to adjournment.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, Natcher Building, Conference Rooms E1 & E2, 9000 Rockville Pike, Bethesda, MD 20852.

Contact Person: Ann A. Hagan, PhD, Associate Director For Extramural Activities, NIGMS, NIH, DHHS, 45 Center Drive, Room 2AN24H, MSC6200, Bethesda, MD 20892-6200, (301) 594-4499, hagana@nigms.nih.gov.

Any interested person may file written comments with the committee by forwarding the statement to the Contact Person listed on this notice. The statement should include the name, address, telephone number and when applicable, the business or professional affiliation of the interested person.

In the interest of security, NIH has instituted stringent procedures for entrance onto the NIH campus. All visitor vehicles, including taxicabs, hotel, and airport shuttles will be inspected before being allowed on campus. Visitors will be asked to show one form of identification (for example, a government-issued photo ID, driver's license, or passport) and to state the purpose of their visit.

Information is also available on the Institute's/Center's home page: http://www.nigms.nih.gov/about/advisory_council.html, where an agenda and any additional information for the meeting will be posted when available.

(Catalogue of Federal Domestic Assistance Program Nos. 93.375, Minority Biomedical Research Support; 93.821, Cell Biology and Biophysics Research; 93.859, Pharmacology, Physiology, and Biological Chemistry Research; 93.862, Genetics and

Developmental Biology Research; 93.88, Minority Access to Research Careers; 93.96, Special Minority Initiatives, National Institutes of Health, HHS)

Dated: April 18, 2006.

Anna Snouffer,

Acting Director, Office of Federal Advisory Committee Policy.

[FR Doc. 06-3912 Filed 4-25-06; 8:45 am]

BILLING CODE 4140-01-M

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG-2005-22732]

Domestic Vessel Passenger Weights-Voluntary Interim Measures

AGENCY: Coast Guard, DHS.

ACTION: Notice; request for public comments.

SUMMARY: The Coast Guard announces voluntary interim measures for certain domestic vessels to account for increased passenger and vessel weight when determining the number of passengers permitted. The Coast Guard also requests public comments on the interim measures.

DATES: Comments and related material must reach the Docket Management Facility on or before May 26, 2006.

ADDRESSES: You may submit comments identified by Coast Guard docket number USCG-2005-22732 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

(1) Web Site: <http://dms.dot.gov>.

(2) Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

(3) Fax: 202-493-2251.

(4) Delivery: Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call Mr. William Peters, Naval Architecture Division, G-PSE-2, Coast Guard, telephone 202-267-2988. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-493-0402.

SUPPLEMENTARY INFORMATION:

Request for Comments

All comments received will be posted, without change, to <http://dms.dot.gov> and will include any personal information you have provided. We have an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's "Privacy Act" paragraph below.

Submitting comments: If you submit a comment, please include your name and address, identify the docket number for this notice (USCG-2005-22732) and give the reason for each comment. You may submit your comments by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments by only one means. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments received during the comment period.

Viewing comments and documents: To view comments, go to <http://dms.dot.gov> at any time, click on "Simple Search," enter the last five digits of the docket number for this rulemaking, and click on "Search." You may also visit the Docket Management Facility in room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

Background and Purpose

Increased Passenger Weight

The total number of persons permitted on a small passenger vessel (inspected and certificated under 46 CFR Subchapters T & K) is limited by a number of different design factors, one of which is stability. Stability characteristics and limitations, including any restrictions on the number of passengers permitted, are provided to the vessel operator most often in a stability letter or a Coast Guard Certificate of Inspection (COI).

The Coast Guard typically evaluates a vessel's stability through rigorous engineering calculations (46 CFR parts 170 and 171 (Subchapter S) stability requirements) or, for vessels not more than 65 feet in length and pontoon vessels, operated in a protected environment, through a performance test conducted by Officers in Charge, Marine Inspection (OCMIs) (46 CFR part 178). This test is either a simplified stability proof test (SST) or a pontoon simplified stability proof test (PSST).

In all cases, an average weight per person is assumed to estimate the anticipated vessel loading (the total test weight in the SST and PSST) and its impact on stability. Currently, Coast Guard regulations governing SSTs and PSSTs use an average weight per person of 160 pounds, except that an average weight per person of 140 pounds is used if the vessel operates exclusively on protected waters and the passenger load consists of men, women, and children. These weights were established in the 1960s. A Centers for Disease Control and Prevention (CDC) report issued in October 2004 concluded that, in the United States, the "average weight has increased dramatically in the last 40 years with the greatest increase seen in adults." The increase in passenger and crew weight has an adverse effect on the stability of passenger vessels due to several factors, including increased vertical center of gravity, reduced freeboard, and increased passenger heeling moment.

On March 6, 2004, the small passenger pontoon vessel *Lady D*, carrying 25 persons, capsized in high winds in Baltimore harbor while a small craft warning was in effect. Five persons died and four others suffered serious injuries. Both the Coast Guard and the National Transportation Safety Board (NTSB) launched investigations into the cause of the accident.

On December 20, 2004, the NTSB issued Safety Recommendation M-04-04, which stated that the current 140 pound per person weight allowance for operations on protected waters does not reflect actual loading conditions. The NTSB recommended that the Coast Guard revise its guidance to OCMIs for determining the maximum passenger capacity of small passenger pontoon vessels either by: (1) Dividing the vessel's simplified stability proof test weight by 174 pounds per person, or; (2) restricting at the time of loading the actual cumulative weight of passengers and crew to the vessel's total test weight.

In correspondence to the NTSB dated April 7, 2005, the Coast Guard concurred that the average weight per