

complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 28, 1997.

The following is a brief overview of the application.

*PFC application number:* 97-02-C-00-ATW.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* October 1, 1997.

*Proposed charge expiration date:* January 1, 1999.

*Total estimated PFC revenue:* \$656,250.

*Brief description of proposed project(s):* Baggage Claim Expansion.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Outagamie County Airport W6390 Challenger Drive, Suite 201, Appleton, WI 54915.

Issued in DesPlaines, IL on July 31, 1997.

**Benito De Leon,**

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 97-20867 Filed 8-6-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### **Voluntary Intermodal Sealift Agreement (VISA) (62 FR 6837, February 13, 1997)**

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice of Meeting with Tug/Barge Operators and Charter Carriers.

#### **Introduction**

On June 25, 1997, the Maritime Administration (MARAD) and the United States Transportation Command (USTRANSCOM), co-hosted a public meeting focused primarily on the U.S.-flag tug/barge and charter carriers to provide background information and discuss the advantages of becoming a participant in the Voluntary Intermodal Sealift Agreement (VISA) Program.

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950, as amended, which provides for voluntary agreements for preparedness programs. After review of a one-year prototype, VISA was approved January 30, 1997 and published in the **Federal Register** on February 13, 1997.

The mission of VISA is to make intermodal shipping services/systems, including ships, ships' space, intermodal equipment and related management services available to the Department of Defense (DoD) as required to support the emergency deployment and sustainment of U.S. military forces.

Subsequent to publication in the **Federal Register**, MARAD and DoD centered attention on enrolling carriers in the U.S. liner trades in the VISA program. Currently, 18 U.S. carriers have enrolled in the program.

MARAD and DoD have expanded their focus to the tug/barge operators and charter carriers. Tug/barge operators are targeted because they can play an important role in executing contingency plans. Tug/barge operators can provide capacity for intertheater logistics and domestic trade backfill. Charter carriers are important because they provide capacity for sealift, prepositioning and other DoD charters.

The June 25 meeting was attended by 11 representatives, including brokers, of the tug/barge and charter industry, MARAD and various DoD agencies to include USTRANSCOM and Military Sealift Command.

#### **Purpose of the meeting**

The purpose of the meeting was to establish contact with and inform the U.S.-flag tug/barge and charter industry about the objectives and benefits of the VISA program. The U.S. Government's objectives include: assured access to capacity when needed; contractual commitment and prenegotiated rates; and, planned partnership with commercial sector. The benefits to the industry include: knowledge of DoD sealift requirements; fair compensation for risk incurred; protection of market share; and, flexibility to provide a full range of sealift services not just specific ships.

#### **Advantages of participation during peacetime**

Because enrollment of carriers in the VISA provides assured access to sealift services based on a level of commitment as well as a mechanism for joint planning, DoD will prioritize the award of peacetime cargo to VISA participants. This will apply to liner trades and charter contracts alike.

The joint DoD/Department of Transportation/Industry planning authority provided under VISA is a significant step forward in fostering a partnership between industry and Government. The forum allows the Government and industry to learn about their respective needs and capabilities,

and will facilitate better coordination of combined resources during contingencies.

#### **Participants**

Any U.S.-flag vessel operator willing to commit sealift assets and assume the related consequential risks, may be eligible to participate in the VISA program.

While vessel brokers and agents play an important role as a conduit to locate and secure appropriate vessel tonnage for the carriage of DoD cargo, they may not become participants in the VISA program. However, the carriers they represent should be encouraged to join the program.

#### **Commitment**

A carrier desiring to participate in DoD peacetime contracts/traffic must commit no less than 50 percent of its total U.S.-flag capacity in Stage III of the VISA program. Under Stages I and II, DoD will annually develop and publish minimum commitment requirements. To minimize domestic commercial disruption, a participant exclusively operating vessel capacity in the domestic Jones Act trade is not required to commit vessel capacity to VISA Stages I and II. Commitment requirements are based on annual enrollment.

In order to protect a carrier's market share during activation, VISA allows participants to join with other carriers in Carrier Coordination Agreements to satisfy its commercial or DoD contingency requirements. VISA provides a defense against antitrust laws in accordance with section 708 of the Defense Production Act of 1950.

#### **Compensation**

In addition to receiving priority in the award of DoD peacetime cargo, compensation during activation is revenue based on a rate methodology which is commensurate with risk and service provided. The rate methodology determination for liners and charters continues to undergo development.

#### **Enrollment**

In order to participate in the VISA program a carrier should submit duplicate originals of the VISA Agreement to Participate to MARAD. Once MARAD has reviewed, approved and countersigned the VISA agreement, the participant will execute a VISA Enrollment Contract with the Military Traffic Management Command/Joint Traffic Management Command which specifies its Stage III commitment and codifies the terms and conditions.

**CONTACT PERSON FOR ADDITIONAL INFORMATION:** Raymond Barberesi, Director, Office of Sealift Support (202) 366-2323; fax (202) 493-2180.

By Order of the Maritime Administrator.  
Dated: August 4, 1997.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 97-20839 Filed 8-6-97; 8:45 am]

BILLING CODE 4910-81-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 27590 (Sub-No.2)]

#### TTX Company, et al.—Application for Approval of the Pooling of Car Service With Respect to Flat Cars

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Decision.

**SUMMARY:** In this proceeding, the Interstate Commerce Commission (ICC) provided for the monitoring of TTX Company (TTX) during the 10-year term of its pooling extension. The Board reopened this proceeding to take comments from interested parties on whether any of TTX's activities require any action or particular oversight on the Board's part at this time. No comments were filed, and the Board is taking no further action at this time.

**EFFECTIVE DATE:** This decision will be effective on its date of service.

**FOR FURTHER INFORMATION CONTACT:** Melvin F. Clemens, Jr., (202) 565-1573. [TDD for the hearing impaired: (202) 565-1695.

**SUPPLEMENTARY INFORMATION:** In a 1994 decision approving a 10-year extension of TTX's pooling authority,<sup>1</sup> the ICC required its Office of Compliance and Enforcement (OCE) to monitor TTX's operations and to report on any problems at the end of the third and seventh years. Pursuant to the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995) (ICCTA), effective January 1, 1996, the ICC was abolished; a number of its functions were eliminated; and its remaining rail and certain non-rail functions were transferred to the Surface Transportation Board (Board), newly established under the ICCTA.

Because the authority over TTX's pooling arrangement was transferred to the Board under the ICCTA, the Board

is now responsible for monitoring TTX's activities. To carry out that responsibility, on March 7, 1997, the Board requested comments on whether any of TTX's activities require any action or particular oversight on the Board's part at this time. No comments were filed by any party wishing to express a concern about TTX's activities. Therefore, the Board does not believe that any further monitoring action is necessary or appropriate at this time.

#### Environment

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

*It is ordered:*

1. No further action by the Board to monitor TTX's activities is required at this time.

2. This decision is being served on all parties appearing on the service list in Finance Docket No. 27590 (Sub-No.2).

3. This decision is effective on the service date.

Decided: July 29, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 97-20843 Filed 8-6-97; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Senior Executive Service; Combined Performance Review Board (PRB)

**AGENCY:** Treasury Department.

**ACTION:** Notice of members of combined Performance Review Board (PBR).

**SUMMARY:** Pursuant to 5 U.S.C. 4314(c)(4), this notice announces the appointment of members of the Combined PRB for the Bureau of Engraving and Printing, the Financial Management Service, the U.S. Mint and the Bureau of the Public Debt. The Board reviews the performance appraisals of career senior executives below the level of bureau head and principal deputy in the four bureaus, except for executives below the Assistant Commissioner level in the Financial Management Service. The Board makes recommendations regarding proposed performance appraisals, ratings, bonuses and other appropriate personnel actions.

**COMPOSITION OF COMBINED PRB:** The Board shall consist of at least three voting members. In case of an appraisal of a career appointee, more than half of

the members shall consist of career appointees. The names and titles of the Combined PRB members are as follows:

**PRIMARY MEMBERS:** Gregory D. Carper, Associate Director (Chief Financial Officer), E&P Constance E. Craig, Assistant Commissioner, Information Resources, FMS Andrew Cosgarea, Jr., Associate Director for Operations, Mint Kenneth R. Papaj, Director, Government Securities Regulations Staff, PD.

**ALTERNATE MEMBERS:** Carla F. Kidwell, Associate Director (Chief Operating Officer), E&P, Larry D. Stout, Assistant Commissioner, Federal Finance, FMS, Jay M. Weinstein, Associate Director for Policy and Management & CFO, Mint, Thomas W. Harrison, Assistant Commissioner (Administration), PD.

**DATES:** Membership is effective August 7, 1997.

#### FOR FURTHER INFORMATION CONTACT:

Gregory D. Carper, Bureau of Engraving and Printing, Associate Director (Chief Financial Officer), Room 113, 14th & C Streets, S.W., Washington, D.C. 20228, (202) 874-2020.

This notice does not meet the Department's criteria for significant regulations.

Dated: July 28, 1997.

**Gregory D. Carper,**

*Associate Director (Chief Financial Officer), Bureau of Engraving and Printing.*

[FR Doc. 97-20779 Filed 8-6-97; 8:45 am]

BILLING CODE 4840-01-M

## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0544]

### Proposed Information Collection Activity; Proposed Collection; Comment Request; Reinstatement

**AGENCY:** Veterans Health Administration, Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** The Veterans Health Administration (VHA) is announcing an opportunity for public comment on the proposed collection of certain information by the agency. Under the Paperwork Reduction Act (PRA) of 1995, Federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed reinstatement, without change, of a previously approved collection for which approval has expired, and allow 60 days for public comment in response to the notice. This notice solicits comments on requirements relating to

<sup>1</sup> This pooling authority was approved in Finance Docket No. 27590 (Sub-No.2), *TTX Company, et al.—Application For Approval of the Pooling of Car Service With Respect to Flat Cars*, served August 31, 1994.