

ascend directly over vessels anchored in the Lower Kenner Bend Anchorage, creating a potentially dangerous situation that is of particular concern during periods of reduced visibility. Aircraft approaching the runway from the south follow a descending glide slope path with a minimum height of 311 feet above mean sea level over the Kenner Bend Anchorage. Certain vessels with cargo handling equipment such as cranes and boom are capable of extending equipment to a height upwards of 300 feet above the waterline. This amendment to the anchorage regulations for the Mississippi River below Baton Rouge, LA, including South and Southwest Passes is proposed to prohibit vessels that are anchored in the Lower Kenner Bend Anchorage from engaging in cargo transfer operations or exercising any shipboard equipment such as cranes and booms while at anchor. This proposed revision is needed to increase safety at Kenner Bend by reducing the potential for collision between aircraft and vessels anchored in the Lower Kenner Bend Anchorage.

Discussion of Issues

The Coast Guard received three negative comments to the NPRM for Kenner Bend Anchorage from the Maritime Navigation Safety Association (MNSA), the Steamship Association of Louisiana (SALA), and the New Orleans and Baton Rouge Port (NOBRA) Pilots. All three organizations contend that the complete prohibition against using cargo-handling equipment is excessive, and argue that some operations should be allowed while at anchor. To better express their concerns, all parties requested a public meeting be held. This meeting is open to the public. Please note that the meeting may close early if all business is finished.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities, or to request special assistance at the meetings, contact the Committee Administrator at the location indicated under Addresses as soon as possible.

Dated: December 8, 2005.

R.F. Duncan,

Rear Admiral, U.S. Coast Guard, Commander Eighth Coast Guard District.

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Renewal of the Aviation Security Advisory Committee (ASAC)

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice of committee renewal.

SUMMARY: The Transportation Security Administration (TSA) announces that the Aviation Security Advisory Committee (ASAC) was renewed on November 28, 2005. The Secretary of the Department of Homeland Security has determined that renewal of the ASAC is necessary and in the public interest in connection with the performance of duties of TSA. This determination follows consultation with the Committee Management Secretariat, General Services Administration (GSA), who is responsible for monitoring and reporting executive branch compliance with the Federal Advisory Committee Act (FACA).

FOR FURTHER INFORMATION CONTACT: Joseph Corrao, Designated Federal Official, Aviation Security Advisory Committee, Transportation Security Administration, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-2980, e-mail joseph.corrao@dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

Federal Advisory Committee Act

In 1972, the Federal Advisory Committee Act (FACA) (Pub. L. 92-463, 5 U.S.C., App) was enacted by Congress. FACA is the legal foundation defining how Federal advisory committees operate. The law has special emphasis on open meetings, chartering, public involvement, and reporting. Its purpose was to ensure that advice rendered to the executive branch by the various advisory committees, task forces, boards, and commissions formed over the years by Congress and the president, be both objective and accessible to the public. The Act not only formalized a process for establishing, operating, overseeing, and terminating these advisory bodies, but also created the Committee Management Secretariat, an organization whose task it is to monitor and report executive branch compliance with the Act. 5 U.S.C. App. 1, section 2(a).

When initially enacted, FACA assigned to the Office of Management and Budget (OMB) responsibility for Government oversight of advisory

committees. In 1977, Executive Order 12024 transferred the advisory committee functions, as well as the statutorily mandated Committee Management Secretariat, from OMB to the General Services Administration (GSA). As part of its responsibility under FACA, GSA issues government-wide guidelines and regulations for Federal Advisory Committee Management. GSA's implementation regulations on FACA management may be found in 41 CFR part 102-3.

The Aviation Security Advisory Committee

TSA's Aviation Security Advisory Committee (ASAC) is a "discretionary" advisory committee. A discretionary advisory committee is one that is established under the authority of an agency head or authorized by statute. An advisory committee referenced in general (non-specific) authorizing language or Congressional committee report language is discretionary, and its establishment or termination is within the legal discretion of an agency head. Normally, a discretionary advisory committee's charter is terminated upon the expiration of a period not to exceed two years, unless renewed.

ASAC is a standing committee composed of Federal and private sector organizations that was chartered in 1989 by the Federal Aviation Administration in the wake of the crash of Pan American World Airways Flight 103 in 1988 over Lockerbie, Scotland. ASAC's purpose was to "develop * * * recommendations for the improvement of methods, equipment, and procedures to improve civil aviation security."

On November 19, 2001, the Aviation and Transportation Security Act (ATSA) was signed into law, which among other things established the Transportation Security Administration (TSA) and transferred to it the responsibility for civil aviation security. Accordingly, sponsorship of ASAC was also transferred to TSA. Since taking on management of ASAC in August 2002, TSA has taken steps to focus the committee's efforts in directions that are relevant and useful to TSA's post-September 11 mission.

In 2003, TSA revised the ASAC charter, organizing ASAC's membership to better assure fair balance in terms of the points of view of those represented and the functions performed by the committee. The charter also standardizes membership renewal dates for public representatives, and continues to encourage participation by other interested government agencies.

The Aviation Security Advisory Committee Renewal

The renewal and use of the Aviation Security Advisory Committee are determined to be in the public interest in connection with the performance of duties imposed on TSA by law as follows:

Name of Committee: Aviation Security Advisory Committee.

Purpose and Objective: The Aviation Security Advisory Committee (ASAC) will examine areas of civil aviation security, as tasked by TSA, with the aim of developing recommendations for the improvement of civil aviation security methods, equipment, and procedures. ASAC recommendations are forwarded to the TSA Administrator for consideration in future rulemaking actions and security program amendments.

Balanced Membership Plans: ASAC is composed of the following organizations representing key constituencies affected by aviation security requirements:

- Victims of Terrorist Acts Against Aviation
- Law Enforcement and Security Experts
- Government Agencies
- Aviation Consumer Advocates
- Airport Tenants and General Aviation
- Airport Operators
- Airline Management
- Airline Labor
- Aircraft Manufacturers
- Air Cargo Representatives

Each private sector organization shall be appointed to membership in one, and no more than one, of the foregoing constituent categories. Apart from Federal Government, there shall be a maximum of three member organizations per membership category.

Duration: The committee's charter is effective November 28, 2005, upon filing, and expires November 28, 2007.

Responsible TSA Officials: Joseph Corrao, Designated Federal Official (DFO), Aviation Security Advisory Committee, Transportation Security Administration, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-2980, e-mail joseph.corrao@dhs.gov.

Issued in Arlington, Virginia, on December 19, 2005.

Mike Restovich,

Assistant Administrator, Transportation Sector Network Management.

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Aviation Security Advisory Committee Meeting

AGENCY: Transportation Security Administration (TSA), DHS.

ACTION: Notice of meeting.

SUMMARY: This notice announces a public meeting of the Aviation Security Advisory Committee (ASAC).

DATES: The meeting will take place on January 11, 2006, from 9 a.m. to 12:30 p.m. or the conclusion of the committee's business.

ADDRESSES: The meeting will be held at Residence Inn by Marriott Pentagon City, 550 Army Navy Drive, Arlington VA 22202.

FOR FURTHER INFORMATION CONTACT:

Joseph Corrao, Office of Transportation Sector Network Integration, Transportation Security Administration, 601 South 12th Street, Arlington, VA 22202-4220; telephone 571-227-2980, e-mail joseph.corrao@dhs.gov.

SUPPLEMENTARY INFORMATION: This meeting is announced pursuant to section 10(a)(2) of the Federal Advisory Committee Act, as amended (5 U.S.C. App.). The agenda for the meeting will include—

- Status reports on the actions of the Airport Security Design Guidelines Working Group, the Aviation Security Impact Assessment Working Group, and the Freight Assessment System Working Group;
- A proposal to establish a new working group on Baggage Screening Investment; and
- Other aviation security topics.

This meeting is open to the public but attendance is limited to space available. Members of the public must make advance arrangements to present oral statements at the meeting. Written statements may be presented to the committee by providing copies of them to the person listed under the heading **FOR FURTHER INFORMATION CONTACT** prior to or at the meeting. Anyone in need of assistance or a reasonable accommodation for the meeting should contact the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. In addition, sign and oral interpretation, as well as a listening device, can be made available at the meeting if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Arlington, Virginia, on December 19, 2005.

Mike Restovich,

Assistant Administrator, Transportation Sector Network Management.

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DEPARTMENT OF HOMELAND SECURITY

U.S. Citizenship and Immigration Services

Agency Information Collection Activities: Comment Request

ACTION: 60-Day Notice of Information Collection Under Review; Contracts Concerning Project Speak Out, Form G-1046; OMB Control Number 1615-0074.

The Department of Homeland Security, U.S. Citizenship and Immigration Services has submitted the following information collection request for review and clearance in accordance with the Paperwork Reduction Act of 1995. The information collection is published to obtain comments from the public and affected agencies. Comments are encouraged and will be accepted for sixty days until February 21, 2006.

Written comments and/or suggestions regarding the item(s) contained in this notice, especially regarding the estimated public burden and associated response time, should be directed to the Department of Homeland Security (DHS), USCIS, Director, Regulatory Management Division, Clearance Office, 111 Massachusetts Avenue, 3rd floor, Washington, DC 20529. Comments may also be submitted to DHS via facsimile to 202-272-8352 or via e-mail at rfs.regs@gov. When submitting comments by e-mail please make sure to add OMB Control Number 1615-0074 in the subject box. Written comments and suggestions from the public and affected agencies should address one or more of the following four points:

(1) Evaluate whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agencies estimate of the burden of the collection of information, including the validity of the methodology and assumptions used;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated,