

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. You may also find this docket on the Internet at <http://dms.dot.gov>.

Copies of the complete ICR are available through this docket on the Internet at <http://dms.dot.gov>, and also from Commandant (CG-611), U.S. Coast Guard Headquarters, room 6106 (Attn: Mr. Arthur Requina), 2100 Second Street SW., Washington, DC 20593-0001. The telephone number is 202-475-3523.

**FOR FURTHER INFORMATION CONTACT:** Mr. Arthur Requina, Office of Information Management, telephone 202-475-3523, or fax 202-475-3929, for questions on these documents; or telephone Ms. Renee V. Wright, Program Manager, Docket Operations, 202-493-0402, for questions on the docket.

**SUPPLEMENTARY INFORMATION:**

**Public Participation and Request for Comments**

We encourage you to respond to this request for comments by submitting comments and related materials. We will post all comments received, without change, to <http://dms.dot.gov>; they will include any personal information you have provided. We have an agreement with DOT to use the Docket Management Facility. Please see the paragraph on DOT's "Privacy Act Policy" below.

**Submitting comments:** If you submit a comment, please include your name and address, identify the docket number [USCG-2005-23285], indicate the specific section of the document to which each comment applies, and give the reason for each comment. You may submit your comments and material by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit them 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 and material received during the comment period. We may change the documents supporting this collection of information or even the underlying requirements in view of them.

**Viewing comments and documents:** To view comments, as well as documents mentioned in this notice as being available in the docket, go to

<http://dms.dot.gov> at any time and conduct a simple search using the docket number. 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 in 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 Privacy Act Statement of DOT in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

**Information Collection Request**

1. **Title:** Vessel Reporting Requirements.

**OMB Control Number:** 1625-0048.

**Summary:** The information obtained from these reports will be used by the Coast Guard to determine if the vessel reported on is in distress and if so, to take action to provide needed assistance. These reports (a) increase the likelihood of timely assistance to vessels in distress, especially those that cannot communicate their distress to the vessel's owner or others in a position to help, and (b) to place a burden of responsibility upon the owner, charterer, managing operator or agent for the safety of the vessels. This is of the utmost importance since these persons are often the only ones with knowledge of the vessels' intended movements.

**Need:** Paragraph (a) of 46 U.S.C. 2306 requires the owner, charterer, managing operator or agent of a vessel of the United States to immediately notify the Coast Guard if there is reason to believe that the vessel may have been lost or imperiled. Further, the owner, charterer, managing operator or agent of a vessel required to report to the United States Flag Merchant Vessel Location Filing System (USMER) must immediately notify the Coast Guard if more than 48 hours have passed since last receiving communication from the vessel. These reports must be followed by written communication submitted to the Coast Guard within 24 hours. Paragraph (c) of 46 U.S.C. 2306 gives the Secretary of Transportation authority to prescribe regulations to carry out 46 U.S.C. 2306. The Secretary has delegated this 46 U.S.C. 2306 responsibility to the Coast Guard in Department of Homeland Security Delegation No. 0170-2(92)(a). The Coast Guard has implemented these reporting requirements for all vessels

regulated under Title 46 CFR. The implementing regulations are 46 CFR Part 4.

**Respondents:** Owners, charterers, managing operators or agents of a vessel of the United States.

**Frequency:** On occasion.

**Burden Estimate:** The estimated burden remains 137 hours a year.

Dated: December 19, 2005.

**R.T. Hewitt,**

*Rear Admiral, Assistant Commandant for Command, Control, Communications, Computers and Information Technology.*

[FR Doc. E5-7793 Filed 12-22-05; 8:45 am]

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

[CGD08-05-016]

RIN 1625-AA01

**Anchorage Regulations; Mississippi River Below Baton Rouge, LA, Including South and Southwest Passes**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of meeting.

**SUMMARY:** The United States Coast Guard will meet to discuss the comments received relating to the Notice of Proposed Rulemaking (NPRM) for Kenner Bend Anchorage as published in the **Federal Register**, Vol. 70, No. 80 on Wednesday, April 27, 2005.

**DATES:** The meeting will be held on Wednesday, January 4, 2006, from 9 a.m. to 12 p.m. This meeting may adjourn early if all business is finished.

**ADDRESSES:** The meeting will be held in the Basement Conference Room at the Hale Boggs Federal Building, 500 Poydras Street, New Orleans, Louisiana. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Junior Grade (LTJG) Melissa Owens, Waterways Management Division, telephone (504) 846-5923, fax (504) 589-8919.

**Background**

Runway 1-19 at the Louis Armstrong New Orleans International Airport is positioned in a north-south line running parallel to the Airport Access Road. Aircraft approaching the runway from the south or departing the runway from the north pass over the Lower Kenner Bend Anchorage. Due to the close proximity of Runway 1-19 to Kenner Bend, aircraft occasionally descend and

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.

[FR Doc. E5-7794 Filed 12-22-05; 8:45 am]

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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](mailto: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.