

DEPARTMENT OF STATE**[Public Notice 4967]****Announcement of Meetings of the International Telecommunication Advisory Committee**

SUMMARY: The International Telecommunication Advisory Committee will meet in March, April, and May to prepare positions for the next meeting of the ITU Council Working Group on the International Telecommunication Regulations (WGTR). Members of the public will be admitted to the extent that seating is available, and may join in the discussions, subject to the instructions of the Chair.

The International Telecommunication Advisory Committee (ITAC) will meet on the following dates at the offices of Squire Sanders & Dempsey, 1201 Pennsylvania Avenue NW, Washington, DC to prepare for the next meeting of the ITU Council Working Group on the International Telecommunication Regulations (WGTR): Thursday, March 24, 9–11 a.m.; Wednesday, April 6 2–4 p.m.; Wednesday, April 20 9–11 a.m.; and Tuesday, May 3, 9–11 a.m. Directions to the meeting location and conference bridge information may be obtained by calling the ITAC Secretariat at (202) 647–2593.

Dated: February 22, 2005.

Anne Jillson,

Foreign Affairs Officer, International Communications & Information Policy, Department of State.

[FR Doc. 05–4459 Filed 3–7–05; 8:45 am]

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DEPARTMENT OF STATE**[Public Notice 4970]****Announcement of Meetings of the International Telecommunication Advisory Committee**

SUMMARY: The International Telecommunication Advisory Committee announces additional April meetings to prepare positions for the next meeting of the ITU–T Study Groups 11 (Signalling requirements and protocols), 13 (Next Generation Networks), and 15 (Optical and other transport network infrastructures). Members of the public will be admitted to the extent that seating is available, and may join in the discussions, subject to the instructions of the Chair. Directions to the meeting location are available to the public on the Internet and conference bridge information (if

any) may be obtained from marcie.g@comcast.com.

The International Telecommunication Advisory Committee (ITAC) will meet on Friday, April 15, 2005 to prepare U.S. and company contributions to ITU–T Study Groups 11 and 13. The meeting will be held at the Double Tree Hotel Denver North, 8773 Yates Drive, Westminster, CO 80031 starting 30 minutes after the close of the plenary meeting of the Packet Technologies and Systems Committee (PTSC) of the Alliance for Telecommunications Solutions (ATIS), being held at the same venue.

The International Telecommunication Advisory Committee (ITAC) will meet on Friday, April 22, 2005 to prepare U.S. and company contributions to ITU–T Study Group 15. The meeting will be held at the Double Tree Hotel Denver North, 8773 Yates Drive, Westminster, CO 80031 starting 30 minutes after the close of the plenary meeting of the Optical Transport and Synchronization Committee (OTSC) of the Alliance for Telecommunications Solutions (ATIS), being held at the same venue.

Dated: March 1, 2005.

Anne Jillson,

Foreign Affairs Officer, International Communications & Information Policy, Department of State.

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****[Docket No. NHTSA 2003–15701; Notice 2]****Bridgestone/Firestone North America Tire, LLC (BFNT); Grant of Application for Decision That a Noncompliance Is Inconsequential to Motor Vehicle Safety**

Bridgestone/Firestone North America Tire, LLC (BFNT) has determined that approximately 1,228 P235/75R15 Peerless AMBASSADOR tires do not meet the labeling requirement mandated by Federal Motor Vehicle Safety Standard (FMVSS) No. 109, “New Pneumatic Tires.”

Pursuant to 49 U.S.C. 30118(d) and 30120(h), BFNT has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR part 573, “Defect and Noncompliance Reports.” Notice of receipt of the application was published, with a 30-day comment period, on August 19, 2003, in the

Federal Register (68 FR 49841). NHTSA received no comment on this application.

BFNT’s Oklahoma City, Oklahoma plant produced approximately 1,228 tires with incorrect markings during the U.S. Department of Transportation’s weeks of 17, 18, and 19 in 2003 (from April 20, 2003 through May 10, 2003). The tires were marked: “Tread Plies: 1 Polyester + 2 Steel + 1 Polyamide, Sidewall Plies: 1 Polyester.” The correct marking required by FMVSS No. 109 is “Tread Plies: 2 Polyester + 2 Steel + 1 Polyamide, Sidewall Plies: 2 Polyester.”

The labeling requirements of FMVSS No. 109, New Pneumatic Tires, S4.3, paragraphs (d) and (e), mandate that each tire have permanently molded into or onto both sidewalls the actual number of plies in the sidewall, and the actual number of plies in the tread area, if different. Also, each tire must be labeled with the generic name of each cord material used in the sidewall and tread.

BFNT argues that the noncompliance described herein is inconsequential to motor vehicle safety. The noncompliant subject tires were constructed with more tread plies than indicated on the sidewall marking (two instead of one). BFNT states that this noncompliance is unlikely to have an adverse impact on motor vehicle safety since the actual construction of the subject tires is more robust than that identified on the sidewall. The noncompliant tires meet or exceed all performance requirements of FMVSS No. 109 and, the noncompliance will have no impact on the operational performance or safety of vehicles on which these tires are mounted.

The Transportation Recall, Enhancement, Accountability, and Documentation (TREAD) Act (Pub. L. 106–414) required, among other things, that the agency initiate rulemaking to improve tire label information. In response, the agency published an Advance Notice of Proposed Rulemaking (ANPRM) in the **Federal Register** on December 1, 2000 (65 FR 75222). The agency received more than 20 comments on the tire labeling information required by 49 CFR Sections 571.109 and 119, part 567, part 574, and part 575. With regard to the tire construction labeling requirements of FMVSS 109, S4.3, paragraphs (d) and (e), most commenters indicated that the information was of little or no safety value to consumers. However, according to the comments, when tires are processed for retreading or repairing, it is important for the retreader or repair technician to understand the make-up of the tires and the types of plies. This