

Dated: July 12, 2001.

**L.M. Bynum,**

*Alternate OSD Federal Register Liaison  
Officer, Department of Defense.*

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## DEPARTMENT OF DEFENSE

### Department of the Air Force

#### Announcement of Interface Control Working Group (ICWG) Meeting for New L2 and L5 Signal Structures

**AGENCY:** Department of the Air Force, DoD.

**ACTION:** Notice, Interested parties may submit requests to attend and participate in this ICWG meeting.

**SUMMARY:** An interface control working group (ICWG) meeting for resolving issues related to ICD-GPS-705 and to ICD-GPS-200 changes is scheduled for July 26-27, 2001. ICD-GPS-705 describes the new civilian GPS signal (L5C) on the L5 frequency (1176.45 MHz). The changes for the civilian signal (L2C) on the L2 frequency (1227.60 MHz) are described in a draft proposed interface revision notice to ICD-GPS-200. Meeting location is to be determined (TBD) and will be based on the number of respondents. A further message to participants will be sent by July 19, 2001. A previous announcement requested the submission of comments regarding these signal descriptions. Comments are due by July 17, 2001. The first day of the meeting will be devoted to discussions of L5 issues. The agenda for the second day is TBD. A final agenda for both days will be sent by July 19, 2001. Submit suggested agenda items to [cmdm@losangeles.af.mil](mailto:cmdm@losangeles.af.mil). Please respond by July 17, 2001, and include the number of people that will be attending from your organization.

**ADDRESSES:** Submit meeting attendance requests to SMC/CZER, 2420 Vela Way, Suite 1467, El Segundo CA 90245-4659, ATTN: 1st Lt Reginald C. Victoria, or to ARINC, Inc., 2250 E. Imperial Highway, Suite 450, El Segundo CA 90245-3509, ATTN: Dr. R. Slattery. Submit e-mail requests to [cmdm@losangeles.af.mil](mailto:cmdm@losangeles.af.mil), or to [rhonda.slattery@arinc.com](mailto:rhonda.slattery@arinc.com). Comments may also be sent by fax to (310) 363-6387 or (310) 322-4474.

**DATES:** The suspense for meeting attendance requests is July 17, 2001. The memo distribution suspense for the meeting location memo is July 19, 2001. The date of the ICWG meeting is July 26-27, 2001.

**FOR FURTHER INFORMATION CONTACT:** Capt Eric Y. Moore, Configuration Management Processes Coordinator, (310) 363-5117, or 1st Lt Reginald C. Victoria, ICD-GPS-705 Point of Contact, (310) 363-6329, Dr. Rhonda Slattery, ARINC ICD-GPS-705 POC, (310) 726-1654. Addresses above.

**SUPPLEMENTARY INFORMATION:** The civilian and military communities use the Global Positioning System, which employs a constellation of 24 satellites to provide continuously transmitted signals to enable appropriately configured GPS user equipment to produce accurate position, navigation and time information.

**Janet A. Long,**

*Air Force Federal Register Liaison Officer.*

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### Revision of MTMC Freight Traffic Rules Publication No. 1B, Item 70, Entitled "Capacity Loads"

**AGENCY:** Military Traffic Management Command, DOD.

**ACTION:** Notice.

**SUMMARY:** The Military Traffic Management Command (MTMC) as the Department of Defense (DOD) Traffic Manager for surface and surface intermodal traffic management services (DTR vol. 2, pgs 201-13 through 201-14) hereby modifies the text of the existing item entitled "Capacity Load" in the MFTRP 1B item 70. The purpose of this change is to streamline and clarify the application of capacity load by motor carriers doing business with DOD shippers.

**DATES:** This change is effective September 1, 2001.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stephen Lord at (757) 878-8547 or via e-mail at [lords@mtmc.army.mil](mailto:lords@mtmc.army.mil).

**SUPPLEMENTARY INFORMATION:** A notice proposing this change was published in the **Federal Register**, 66 FR 14359, Monday, March 12, 2001. In response to this notice, a total of three (3) comments were received. A summary of the comments and MTMC's responses are as follows:

*Comment one (1):* Elimination of Double-Type van trailers will prevent carriers' from receiving sufficient revenue when hauling light and bulky freight.

*Response one (1):* MTMC recognizes the important role that less-than-

truckload (LTL) carriers play in the Defense Transportation System (DTS) and in no-way intends to harm that section of the industry. It must also be recognized that equipment AV1 and AY1 also know as "Pups" are not the conveyance of choice for shipments which are light and bulky. Larger equipment is required and should be requested. MTMC will therefore add paragraph 5b to item 70 which states, "This rule also does not apply to charges based on rate qualifiers: AA1, AF1, AY1, AY2, AV1, AZ1, and AG4. However, when a consignor inadvertently tenders a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on the above listed equipment, the carrier is entitled to bill the consignor using a minimum weight of 20,000 pounds or actual weight whichever is greater. The carrier may not substitute a vehicle that is smaller than what is requested by the consignor."

*Comment two (2):* Commenter took exception to proposed paragraph 1. Where it states, "In order for a shipment to be classified as a capacity load, the BoL must be annotated as "Vehicle Fully Loaded" with an authorized person (e.g., Transportation Officer, Transportation Assistant, etc.), having full knowledge of the shipment, initialing the BoL at the time of pick-up."

*Response two (2):* MTMC has determined that it is in the best interest of the Government for only authorized personnel with knowledge of the shipment to adjust costing factors on a Bill of Lading (BoL). MTMC also recognizes that contractor personnel operate many facilities. Therefore, paragraph 1 of the item has been altered to state, "In order for a shipment to be classified as a capacity load, the BoL must be annotated as "Vehicle Fully Loaded" with an authorized Government representative (e.g. Transportation Officer, Transportation Assistant, authorized contractor personnel, etc.), having full knowledge of the shipment, initialing the BoL at the time of pick-up."

*Comment three (3):* The removal of wording from paragraph 1(B) "because of the necessity for segregation or separation from other freight requires the entire vehicle" creates a situation where carriers will lose revenue from loss of loading space.

*Response three (3):* After careful review, MTMC concurs with comment and the paragraph in question has been restored to original text.

*Comment four (4):* Addressed paragraph 3 "it is the carrier's responsibility to efficiently load (e.g.