

maintenance levels are classified Secret. Reverse engineering and development of counter-countermeasures are concerns if the hardware and releasable technical data were compromised.

h. AN/APR-39A(V)4 Radar Signal Detecting Set - provides warning of a radar directed air defense threat to permit appropriate countermeasures. It is programmed with appropriate threat data. Hardware is classified Confidential. Technical manuals for the maintenance levels are classified Confidential. Technical performance data is classified Secret.

i. AN/AVR-2A(V) Laser Warning Set is a passive laser warning system which receives, processes and displays threat information resulting from aircraft illumination by lasers, on the multi-functional display. The hardware is classified Confidential. Technical manuals for operation and maintenance levels are classified Secret.

j. Target Sight System (TSS) provides targeting forward looking, visible light TV, and designating and ranging laser functions to provide strike targeting and terminal guidance for precision/non-precision weapons. The TSS provides stand-off weapons with the capability to attack land and ship targets under day/night or adverse weather conditions and provides both automatic and manual tracking of targets. The TSS is classified Secret due to vulnerability to countermeasures and counter-countermeasures capability.

k. AN/ARC-210 SINCGAR radio with HAVE QUICK II is a voice communications radio system and considered unclassified without HAVE QUICK II. HAVE QUICK II employs cryptographic technology which is classified Secret. Classified elements include operating characteristics, parameters, technical data, and keying material.

l. AAR-47(V)2 Missile Warning Receiver System is an aircraft mounted missile warning system. The system is passive and consists of four sensors (receiving antennas) and two other black box Weapons Replaceable Assemblies. The sensors are UV detectors: when a sensor detects a "missile launch", it sends the appropriate signal to the aircraft's central EW processor which then displays the missile alert to the aircrew and can, if selected, control the dispensing of the appropriate countermeasures. The four sensors can also detect laser energy.

2. If a technologically advanced adversary were to obtain knowledge of the specific hardware and software elements, the information could be used to develop countermeasures which might reduce weapon system effectiveness or be used in the development of a system with similar or advanced capabilities.

3. A determination has been made that Korea can provide substantially the same degree of protection for the sensitive technology being released as the U.S. Government. This sale is necessary in furtherance of the U.S. foreign policy and national security objectives outlined in the Policy Justification.

[FR Doc. 01-18063 Filed 7-18-01; 8:45 am]
BILLING CODE 5001-08-C

DEPARTMENT OF DEFENSE

Office of the Secretary

Strategic Environmental Research and Development Program, Scientific Advisory Board

ACTION: Notice.

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), announcement is made of the following Committee meeting:

Date of Meeting: August 8, 2001 from 0830 a.m. to 1730 p.m. and August 9, 2001 from 0830 a.m. to 1655 p.m.

Place: National Rural Electric Cooperative Association (NRECA), 4301 Wilson Boulevard, Conference Center Room 1, Arlington, VA 22203

Matters to be Considered: Research and Development proposals and continuing projects requesting Strategic Environmental

Research and Development Program funds in excess of \$1M will be reviewed.

This meeting is open to the public. Any interested person may attend, appear before, or file statements with the Scientific Advisory Board at the time and in the manner permitted by the Board.

For Further Information Contact: Ms. Veronica Rice, SERDP Program Office, 901 North Stuart Street, Suite 303, Arlington, VA or by telephone at (703) 696-2119.

Dated: July 12, 2001.

L.M. Bynum,

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

[FR Doc. 01-18060 Filed 7-18-01; 8:45 am]

BILLING CODE 5001-08-M

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. 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, or to 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.

[FR Doc. 01-18077 Filed 7-18-01; 8:45 am]

BILLING CODE 5001-05-U

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 inter-modal 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.

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.