

A solicitation for this program will begin November 1, 2001. This program will provide modest grants for successfully competitive proposals for development visits by Junior American Scientists to Egypt; and Junior Egyptian Scientists to the United States. Applicants must be scientists who have received their PhD within the past ten years. Proposals considered for funding must be postmarked by December 13, 2001. All proposals, which fully meet the submission requirements, will be considered; however, special consideration will be given to proposals in the areas of Biotechnology, Standards and Metrology, Environmental Technologies, Energy, Manufacturing Technologies and Information Technology. More information on these priorities and copies of the Program Announcement/Application may be obtained request.

**William R. Gaines,**

*Director, Office of Science and Technology Cooperation, Bureau of Oceans and International Environmental and Scientific Affairs, And, Chair, U.S.—Egypt S&T Joint Board, U.S. Department of State.*

[FR Doc. 01-28652 Filed 11-14-01; 8:45 am]

**BILLING CODE 4710-09-P**

## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

### Notice of Meeting of the Industry Sector Advisory Committee on Small and Minority Business (ISAC-13)

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Notice of a partially opened meeting.

**SUMMARY:** The Industry Sector Advisory Committee on Services (ISAC-13) will hold a meeting on November 20, 2001, from 9 a.m. to 12 p.m. The meeting will be opened to the public from 9 a.m. to 9:45 a.m. and closed to the public from 9:45 a.m. to 12 p.m.

**DATES:** The meeting is scheduled for November 20, 2001, unless otherwise notified.

**ADDRESSES:** The meeting will be held in Conference Room 6057, of the Minority Business Development Agency (MBDA), located at 14th and Constitution Avenue, NW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Moll (principal contact), at (202) 482-1316, Department of Commerce, 14th Street and Constitution Avenue, NW., Washington, DC 20230 or myself on (202) 395-6120.

**SUPPLEMENTARY INFORMATION:** During the opened portion of the meeting the agenda topics to be addressed will be:

- Report on November 2001 WTO Ministerial in Doha
- U.S.-Chile Free Trade Agreement (FTA) Negotiations Overview
- Review of ISAC Membership Process

**Christina Sevilla,**

*Acting Assistant U.S. Trade Representative for Intergovernmental Affairs and Public Liaison.*

[FR Doc. 01-28579 Filed 11-14-01; 8:45 am]

**BILLING CODE 3190-01-M**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed During Week Ending October 26, 2001

The following Agreements were filed with the Department of Transportation under provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days after the filing of the applications.

*Docket Number:* OST-2001-10883.

*Date Filed:* October 23, 2001.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC23 Middle East-TC3 (except South East Asia) dated October 23, 2001. Expedited Middle East-TC3 Resolutions r1-r10. Intended effective date: December 1, 2001.

*Docket Number:* OST-2001-10887.

*Date Filed:* October 24, 2001.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 147. PTC123 0164 dated October 23, 2001. TC123 North Atlantic (except USA-Malaysia) Resolutions r1-r26. Minutes—PTC123 0160 dated October 16, 2001. Tables—PTC123 Fares 0062 dated October 26, 2001. Intended effective date: November 1, 2001/March 1, 2002.

*Docket Number:* OST-2001-10904.

*Date Filed:* October 24, 2001.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 150. PTC123 0157 dated September 24, 2001. TC123 North Atlantic between USA and Malaysia. Resolutions r1-r9. TC123 0165 dated October 23, 2001 (Affirmative). Minutes—PTC123 0161 dated October 19, 2001. Tables—PTC123 FARES 0063 dated October 26, 2001. Intended effective date: March 1, 2002.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 01-28618 Filed 11-14-01; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending October 26, 2001

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period, DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-1995-656.

*Date Filed:* October 22, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* November 13, 2001.

*Description:* Application of US Airways, Inc., pursuant to 49 U.S.C. section 41102 and 41108 and subpart B, requesting renewal of its certificate of public convenience and necessity for Route 737, which authorizes US Airways to engage in scheduled foreign air transportation of persons, property, and mail between Philadelphia, Pennsylvania, and Boston, Massachusetts, on the one hand, and Madrid, Barcelona, Malaga, and Palma de Mallorca, Spain, on the other.

*Docket Number:* OST-2001-10888.

*Date Filed:* October 24, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* November 14, 2001.

*Description:* Application of Lineas Aereas Azteca, S.A. de C.V., pursuant to 49 U.S.C. 41302 and subpart B, requesting a foreign air carrier permit to engage in scheduled foreign air transportation of persons, property, and mail on the following US-Mexico routes: Mexico City, Mexico to El Paso, Texas; Mexico City, Mexico to Albuquerque, New Mexico; and, Chihuahua, Mexico to Albuquerque, New Mexico. Also, Azteca is requesting authority to engage in charter foreign air transportation of persons, property, and mail between a point or points in Mexico, on the one hand, and a point or points in the United States, on the other hand; and,

authority to operate charters, pursuant to 14 CFR part 212 of the Department's regulations.

*Docket Number:* OST-2001-10905.

*Date Filed:* October 25, 2001.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* November 15, 2001.

*Description:* Application of Air Canada, pursuant to 49 U.S.C. 41302 and subpart B, requesting an amendment to its foreign air carrier permit, to include authority to provide scheduled air service between points in Canada and points in Australasia via Honolulu, Hawaii.

**Dorothy Y. Beard,**

*Federal Register Liaison.*

[FR Doc. 01-28617 Filed 11-14-01; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-10196]

#### Electronically Controlled Braking System Test Track Validation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of Research Activity.

**SUMMARY:** The U.S. Department of Transportation (DOT) is seeking partners who have the potential of providing electronically controlled braking systems (ECBS) that can be used in an electronically controlled braking system test track evaluation. This notice describes criteria and tests that will be applied to each candidate system as part of the determination of fitness for inclusion in this evaluation. Manufacturers of systems that meet these criteria are invited to submit a description of their system and instructions on operation of the system to DOT.

Each system must satisfy the following criteria: (1) It must be designed to work in conjunction with standard, air-actuated drum brake mechanisms (*i.e.*, the "foundation" brakes) currently used on the vast majority of commercial vehicles; (2) it must provide proportional electronic control of the foundation brake mechanisms in response to brake pedal inputs from the driver, and primary control of the foundation brakes must be via electronic signals and electropneumatic valves; (3) it must provide the antilock function as defined by Federal Motor Vehicle Safety Standard (FMVSS) No. 121, *Air Brake*

*Systems* (49 CFR 571.121); (4) in the event of any single electrical or pneumatic failure in the control system, performance of the vehicle it is installed on must comply with the emergency brake stopping distance requirements of S5.7.2 of FMVSS No. 121; (5) the system must be designed to be compatible with conventional, pneumatically controlled braking systems (PCBS) to allow safe operation of tractor and trailer combinations where one of the units has ECBS and the other utilizes PCBS; and (6) the system shall be designed to be durable, reliable, and able to withstand the full range of environmental and operational conditions encountered in commercial vehicle operations.

Any system that meets the above criteria may be included in a DOT-sponsored test track study to evaluate the validity and reliability of its capability to electronically control braking systems on commercial motor vehicles. This planned test track evaluation was previously developed by a working group of brake experts formed by the Society of Automotive Engineers (SAE) under Federal Motor Carrier Safety Administration (FMCSA) Contract No. DTM75-01-P-00022 as part of the Intelligent Vehicle Initiative. Various ECBS will be evaluated by SAE at the Transportation Research Center, Inc., located in East Liberty, Ohio. Various Class 7 and 8 heavy duty tractors and commercial trailers will be used in this evaluation of the validity and reliability of these systems' capability to electronically control braking systems on commercial motor vehicles under a cooperative agreement with the Federal Highway Administration (FHWA) Contract No. DTFH61-96-X-00015, Amendment No. 18.

The offeror understands that the system, if selected to participate in the test track evaluation, will be tested as provided. The analysis that is derived from this test track work will be made publicly available; however, the system will not be identified by manufacturer. The offeror shall in no way interfere with the procedures or personnel involved in conducting or managing the study.

Furthermore, (1) previous studies and research involving the device may be disclosed and provided to the Federal Government to assist in evaluating the "fitness" of the system for evaluation; (2) selection to participate in the test track study will NOT constitute an endorsement of the device by the Federal Government; and (3) involvement does not constitute a promise of any future relationship with the Federal Government.

The systems will be tested in an outdoor test track environment. A test matrix will be used to assess various configurations of ECBS-equipped vehicles as ECBS can be provided in various formats. The ECBS systems will be tested on a range of different Class 7 and 8 trucks, tractors, and commercial semitrailers equipped with new, burnished foundation brakes. To provide a baseline for comparison, vehicles will be tested first with conventional pneumatically controlled brake systems (PCBS) in accordance with FMVSS No. 121. This testing will include stopping distance and static brake timing tests. Vehicles will then be modified to incorporate ECBS, and the tests will be repeated. The tests with ECBS will evaluate a broad range of possible failure modes in order to assess partial system performance and compliance with the emergency stopping requirements of FMVSS No. 121.

As part of the testing program, the stopping performance of combination vehicles (*i.e.*, tractor semitrailers) will be evaluated in order to determine compatibility between individual units with ECBS and PCBS.

The test results will be shared with the manufacturers of these systems. DOT is only interested in testing systems that are operationally ready.

**DATES:** Submit system descriptions on or before December 17, 2001.

**ADDRESSES:** All proposals should refer to Docket No. NHTSA-2001-10196 and should be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. Docket hours are from 9 a.m. to 5 p.m. Monday through Friday. If you wish to receive confirmation of your written comments, please include a self-addressed, stamped postcard.

Proposals may also be sent by electronic submission. The electronic submission procedure is described in the Docket Management section of DOT's web site: <http://www.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Jim Britell, Mail Code NRD-13, Office of Vehicle Safety Research, NHTSA, 400 Seventh Street, SW., Washington DC 20590-0001, telephone (202) 366-5678.

#### SUPPLEMENTARY INFORMATION:

##### Background

DOT has created a program titled the Intelligent Vehicle Initiative (IVI). The goal of the IVI program is to increase safety on the Nation's highways through the acceleration of the deployment of on-vehicle safety devices. One of the primary focus areas of the IVI is commercial motor vehicle stability.