

to designate the proposal to become operative immediately because such designation is consistent with the protection of investors and the public interest. Acceleration of the operative date will allow the pilot to continue uninterrupted through November 5, 2001, the deadline for which self-regulatory organizations must file proposed rule changes to set the minimum price variation for quoting in a decimals environment. For these reasons, the Commission finds good cause to designate that the proposal is both effective and operative upon filing with the Commission.<sup>12</sup>

#### IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposal is consistent with the Act. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549-0609. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of such filing will also be available for inspection and copying at the principal office of the CHX. All submissions should refer to file number SR-CHX-2001-15 and should be submitted by August 7, 2001.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>13</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 01-17766 Filed 7-16-01; 8:45 am]

BILLING CODE 8010-01-M

#### SMALL BUSINESS ADMINISTRATION

##### [Declaration of Disaster #3350]

##### State of Pennsylvania, Amendment #1

In accordance with notices received from the Federal Emergency

Management Agency, dated July 6, 2001, the above-numbered Declaration is hereby amended to include Berks County as a disaster area caused by Tropical Storm Allison occurring on June 15, 2001. In addition, the Declaration is also amended to establish the incident period as occurring June 15 through June 23, 2001.

In addition, applications for economic injury loans from small businesses located in Lancaster, Lebanon and Schuylkill Counties in the State of Pennsylvania may be filed until the specified date at the previously designated location. Any counties contiguous to the above named primary counties and not listed here have been previously declared.

All other information remains the same, i.e., the deadline for filing applications for physical damage is August 20, 2001 and for economic injury the deadline is March 20, 2002.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: July 11, 2001.

**Herbert L. Mitchell,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 01-17788 Filed 7-16-01; 8:45 am]

BILLING CODE 8025-01-P

#### SMALL BUSINESS ADMINISTRATION

##### [Declaration of Disaster #3345]

##### State of West Virginia; Amendment #4

In accordance with a notice received from the Federal Emergency Management Agency, dated June 11, 2001, the above numbered declaration is hereby amended to establish the incident period as beginning on May 15, 2001 and continuing through June 11, 2001.

In accordance with notices received from the Federal Emergency Management Agency, dated July 10, 2001, the Declaration is also amended to reestablish the incident period for this disaster as beginning on May 15, 2001 and continuing. This notice also includes Doddridge and Fayette Counties in the State of West Virginia as disaster areas caused by flooding, severe storms, and landslides beginning on May 15, 2001 and continuing.

In addition, applications for economic injury loans from small businesses located in Harrison, Lewis, Tyler and Wetzel Counties in the State of West Virginia may be filed until the specified date at the previously designated location. Any counties contiguous to the above named primary counties and not

listed here have been previously declared.

All other information remains the same, i.e., the deadline for filing applications for physical damage is August 2, 2001, and for loans for economic injury is March 4, 2002.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: July 10, 2001.

**James E. Rivera,**

*Acting Associate Administrator for Disaster Assistance.*

[FR Doc. 01-17787 Filed 7-16-01; 8:45 am]

BILLING CODE 8025-01-P

#### SMALL BUSINESS ADMINISTRATION

##### [Declaration of Disaster #3339]

##### State of Wisconsin; Amendment #6

In accordance with a notice received from the Federal Emergency Management Agency, dated July 6, 2001, the above-numbered Declaration is hereby amended to include Barron County as a disaster area caused by flooding, severe storms and tornadoes occurring between April 10, 2001 and continuing.

Any counties contiguous to the above named primary counties and not listed here have been previously declared.

All other information remains the same, i.e., the deadline for filing applications for physical damage is August 10, 2001 and for economic injury the deadline is February 11, 2002.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: July 11, 2001.

**Herbert L. Mitchell,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 01-17789 Filed 7-16-01; 8:45 am]

BILLING CODE 8025-01-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration (FAA)

##### Notice of Opportunity for Public Comment on Surplus Property Release at Gastonia Municipal Airport, Gastonia, NC

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the City of Gastonia to waive the requirement that a 19.9 acre parcel of surplus property, located at the

<sup>12</sup> For purposes only of accelerating the operative date of this proposal, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. 15 U.S.C. 78c(f).

<sup>13</sup> 17 CFR 200.30-3(a)(12).

Gastonia Municipal Airport, be used for aeronautical purposes.

**DATES:** Comments must be received on or before August 16, 2001.

**ADDRESSES:** Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, 1701 Columbia Ave., Suite 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Larry W. Wood, Assistant City Manager of the City of Gastonia at the following address: Post Office Box 1748, Gastonia, NC 28053-1748.

**FOR FURTHER INFORMATION CONTACT:**

Tracie D. Kleine, Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Suite 2-260, Atlanta, GA 30337-2747, (404) 305-7148. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA is reviewing a request by the City of Gastonia to release 19.9 acres of surplus property at the Gastonia Municipal Airport. The property will be purchased by Gaston Day School, Inc. The school plans to use this property to expand its athletic venues. The net proceeds from the sale of this property will be used for airport purposes. The proposed use of this property is compatible with airport operations.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Gastonia Municipal Airport.

Issued in Atlanta, Georgia on July 9, 2001.

**Scott L. Seritt,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 01-17863 Filed 7-16-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-1999-6583]

#### Request for Comments and Notice of Public Workshop; NCAP Consumer Braking Initiative

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Request for comments; notice of public workshop.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) is holding a public workshop and soliciting comments on a draft test protocol to expand the New Car Assessment Program (NCAP) to provide brake performance information on new light vehicles to consumers. Since 1979, NHTSA has been providing consumers with useful information on the frontal crash performance of motor vehicles through the NCAP. The NCAP program has been expanded over the past few years to include side impact crash performance and rollover resistance ratings. Focus groups have indicated that motor vehicle brake performance is a prime area for consumer information. To date, brake testing variability has been NHTSA's primary concern in the development of an effective brake system rating. Based on new findings from vehicle research, the agency believes that testing variability can be sufficiently minimized to make a NCAP braking program viable when vehicles equipped with 4-wheel antilock braking systems are tested.

**DATES:** *Written comments:* Written comments may be submitted to this agency and must be received on or before October 15, 2001.

*Public workshop:* The public workshop will be held on September 26, 2001, from 9 a.m. to 4 p.m. Those wishing to participate should contact Mr. Jeff Woods by September 24, 2001.

**ADDRESSES:** *Written comments:*

Comments must refer to the Docket and Notice numbers cited at the beginning of this Notice and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. Alternatively, you may submit your comments electronically by logging onto Docket Management System web site at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to view instructions for filing your comments electronically. Regardless of how you submit your comments, you should mention the docket number of this document.

*Public workshop:* The public workshop will be held at the Nassif Building, 400 Seventh St., SW., Washington, DC 20590; room number to be provided to participants prior to the meeting.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jeff Woods, Office of Safety Performance Standards, NPS-22, National Highway Traffic Safety Administration, 400

Seventh Street SW., Washington, DC 20590. Telephone: (202) 366-6206; Fax: (202) 366-4329.

**SUPPLEMENTARY INFORMATION:**

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#### I. Background

Since 1979, NHTSA has been providing consumers with valuable safety information on frontal crash performance of motor vehicles through the New Car Assessment Program (NCAP). NCAP is perhaps one of the most recognized motor vehicle consumer information programs in the U.S. and has been expanded to provide data on motor vehicle side impact performance. Other countries have joined in NHTSA's effort to give the public meaningful comparative information about the safety of different vehicles. At this time, Australia, Japan, and Europe have NCAP programs in place.

However, no crash avoidance performance information has ever been made available from the U.S. NCAP vehicles. As a result, NHTSA has explored the possibility of providing crash avoidance consumer information through non-destructive testing of NCAP vehicles before they are crash tested. The agency believes that providing brake performance information to consumers would give consumers important and meaningful safety information and help motivate vehicle manufacturers to continue to improve the brake performance of light vehicles. Good braking performance can be a key factor in crash avoidance.

Japan initiated its NCAP braking program in 1995 and has been providing braking performance information to its consumers since that time. The Japanese NCAP braking program provides stopping distances on dry and wet road surfaces from a vehicle speed of 100 km/h (62 mph) and indicates whether the vehicle remained in the test lane throughout the stop. This information is provided to the public together with the NCAP crash testing information.

In August 1996, NHTSA released the results of a 4000-person national survey conducted in 1995 under the National Performance Review. Among the key findings was that 75.7% of drivers ranked safety as very important in affecting their purchase of a new vehicle.