

the ARAA and, if not, to notify the President and the Congress.

The ARAA provides that the ARC consist of eleven members, including the Secretary of Transportation and ten others nominated by the President or Congressional leaders. Each member is to serve a five year term.

Issued in Washington, D.C. April 29, 1999.

**Thomas A. Till,**

*Executive Director.*

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BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Current Public Collections of Information

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on 7 currently approved public information collections which will be submitted to OMB for renewal.

**DATES:** Comments must be received on or before July 6, 1999.

**ADDRESSES:** Comments on any of these collections may be mailed or delivered to the FAA at the following address: Ms. Judith Street, Room 612, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judith Street at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** The FAA solicits comments on any of the current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection.

Following are short synopses of the 7 currently approved public information collection activities, which will be submitted to OMB for review and renewal:

1. 2120-0008, Certification and Operations: Air Carriers and Operations of Large Aircraft—FAR 121. The respondents are an estimated 140 air carriers and commercial operators certificated under FAR 121. The estimated total annual burden is

850,000 hours annually. Abstract: Each operation which seeks to obtain, or is in possession of an air carrier operating certificate must comply with the requirements of FAR Part 121 in order to maintain data which is used to determine if the air carrier is operating in accordance with minimum safety standards.

2. 2120-505, Indirect Air Carrier Security, 14 CFR Part 109. The respondents are an estimated 2500 indirect air carriers with security programs. The estimated total annual burden is 650 hours. Abstract: part 109 sets forth procedures to be used by indirect air carriers in carrying out their responsibilities involving the protection of persons and property against acts of criminal violence, aircraft piracy, and terrorist activities in the forwarding of package cargo by passenger aircraft.

3. 2120-0536, Security Programs for Foreign Air Carriers. The respondents are an estimated 170 foreign air carriers/governments. The estimated total annual burden is 28,000 hours. Abstract: Each foreign air carrier landing or taking off in the United States is to submit a security program for the Administrator's acceptance to ensure adequate security measures are being implemented by those foreign air carriers.

4. 2120-0587, Aviator Safety Studies. The respondents are an estimated 4000 certified pilots. The burden is an estimated total of 8000 hours. Abstract: In order to conduct effective research on the contribution of pilots to aircraft accidents, data are required on the normative distribution of various pilot attributes and their association with accident involvement.

5. 2120-0597, Application for Employment with the Federal Aviation Administration. The respondents are an estimated 75,000 people who may apply for employment with the Federal Aviation Administration. The estimated burden hours is 75,000 hours annually. Abstract: Under the provisions of Pub. L. 104-50, the FAA has been given the authority to develop and implement its own personnel system. This application will be used in our efforts to automate and centralize the application, evaluation and referral of applicants for employment.

6. 2120-0600, Training and Qualification Requirements for Check Airmen and Flight Instructors. The respondents are an estimated 3000 experienced pilots who would otherwise qualify as flight instructors or check airmen, but who are not medically eligible to hold the requisite medical certificate to perform flight instructor or check airmen functions in a simulator. The estimated annual

burden is 15 hours. Abstract: This rule established separate requirements for check airmen who check only in flight simulators and flight instructors who instruct only in flight simulators. This information will be used by the FAA to determine and assure check airmen and instructors maintain the high qualification standards required to perform their safety functions.

7. 2120-0601, Financial Responsibility for Licensed Launch Activities. Respondents are an estimated 7 licensees authorized to conduct licensed launch activities. The estimated annual burden is 1800 hours. Abstract: The required information will be used to determine if licensees have complied with financial responsibility requirements, including maximum probable loss determination, as set forth in regulations and in license orders issued by the Office of the Associate Administrator for Commercial Space Transportation.

Issued in Washington, DC, on May 3, 1999.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

[FR Doc. 99-11395 Filed 5-5-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application (99-01-C-00-ACY) To Impose Only and Impose and Use a Passenger Facility Charge (PFC) at Atlantic City International Airport, Atlantic City, NJ

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose only and impose and use a PFC at Atlantic City International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before June 7, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, N.Y. 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas Rafter, Airport Director, Atlantic City International Airport at the following address: South Jersey Transportation Authority, Civil Terminal, #106, Atlantic City International Airport, Pleasantville, N.J. 08232.

Air carriers and may submit copies of written comments previously provided to Atlantic City International Airport under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, N.Y. 11530, (516) 227-3812. The application may be reviewed in person at this same location

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose only and to impose and use a PFC at Atlantic City International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Parts 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 22, 1999, the FAA determined that the application to impose only and to impose and use a PFC submitted by the South New Jersey Transportation Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 28, 1999.

The following is a brief overview of the application.

Application number: 99-01-C-00-ACY  
Level of the proposed PFC: \$3.00  
Proposed charge effective date: October 1, 1999

Proposed charge expiration date: March 18, 2004

Total estimated PFC revenue:  
\$7,224,348

Brief description of proposed projects:

- Master Plan Update/EA/Part 150 Noise Study
- Secure Area Systems
- Terminal Expansion—Phases I–VI
- Improvements Airport Access Road Phases I&II
- ARFF Vehicle
- Aircraft Fueling Access Road
- Master Plan—Environmental Impact Statement
- Purchase Snow Removal Equipment
- Aircraft De-Icing Facilities-Design
- Improvements to Airport Security Systems
- Rehabilitate Runway 13-31—Phases I&II

- Terminal Exit Road
- Baggage Conveyor
- ASR-9 Relocation
- Terminal Apron Expansion
- Taxiway H Relocation
- Snow Removal Equipment Building

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: American Air Services, Inc., Buxmont Aviation Service, Inc., Corporate Jets, Inc., Extraordinaire, Inc., Gibson Aviation Inc. (Maryland), Miller Aviation, Inc. (New York), PHH Corporation, Paughannock Aviation Corporation, Sun Air Corporation, Marc Fruchter Aviation Inc. and Modesto Executive Air Charter, Inc., filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the New York Airports District Office located at: 600 Old Country Road, Suite 446, Garden City, N.Y. 11530.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the South New Jersey Transportation Authority, Atlantic City International Airport.

Issued in Garden City, New York on April 22, 1999.

**Dan Vornea,**

*Project Manager, NYADO, Eastern Region.*

[FR Doc. 99-11392 Filed 5-5-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 99-03-C-00-BOI To Impose and Use the Revenue from a Passenger Facility Charge (PFC) at Boise Air Terminal Airport, Submitted by the City of Boise, Idaho

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

**ACTION:** Notice of Intent to Rule on Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use PFC revenue at Boise Air Terminal Airport under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before June 7, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-

ADO; Federal Aviation Administration; 1601 Lind Avenue SW Suite 250; Renton, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to John Anderson, A.A.E., Director, at the following address: 3201 Airport Way, Boise, Idaho, 83705.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Boise Air Terminal Airport, under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Mary Vargas, (425) 227-2660; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW, suite 250; Renton, WA 98055-4056. The application maybe reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comments on the applicable 99-03-C-00-BOI to impose and use PFC revenue at Boise Air Terminal Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 29, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Boise, Boise Air Terminal Airport, Boise, Idaho, was substantially complete within the requirement of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 5, 1999.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: October 1, 2000

Proposed charge expiration date: August 1, 2016

Total requested for use approval:  
\$77,135,059

Brief description of proposed project:  
Terminal Area Renovation and Expansion.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: "Part 135 Air Taxi/Commercial operators who conduct operations in air commerce carrying persons for compensation or hire, except Air Taxi/Commercial operators public or private charters with a seating of 10 or more."

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration,