

interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change 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 Section, 450 Fifth Street, NW, Washington, DC 20549. Copies of such filing will also be available for inspection and copying at the principal office of the Phlx. All submissions should refer to File No. SR-Phlx-99-29 and should be submitted by September 28, 1999.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.¹²

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 99-23106 Filed 9-3-99; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The IRC describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment

period soliciting comments on the following collection of information was published on June 1, 1999 (64 FR 29401-29405).

DATES: Comments must be submitted on or before October 7, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Antidrug Program for Personnel Engaged in Specified Aviation Activities.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0535.

Form(s): FAA Form 9000-2.

Affected Public: An estimated 6,700 specified aviation employers.

Abstract: 14 CFR part 121, appendix I and J, requires specified aviation employers to implement and conduct FAA-approved antidrug programs. The FAA receives drug test reports from the aviation industry to monitor program compliance, institute program improvements, and anticipate program problem areas.

Estimated Burden Hours: 38,679 burden hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention: FAA Desk Officer.

Comments Are Invited On:

Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 31, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-23202 Filed 9-3-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 1, 1999, 64 FR 29404-29405).

DATES: Comments must be submitted on or before October 7, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Operating Procedures for Airport Traffic Control Towers (ATCT) that are not operated by or under contract with the United States (non-Federal) AC90-93.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0572.

Form(s): FAA Forms 7210-2; 7210-3; 7230-4; 7230-7.2; 7230-8; 7230-10; 8020-9; 8020-11; 8020-17; 8020-19; 8020-21.

Affected Public: An estimated 44 Non Federal Airport Traffic Control Towers (ATCT)

Abstract: The intent of the Advisory Circular (AC) and this collection of information is to maintain a high level of air safety without regulating certain entities that previously were not regulated. With this rationale in mind, the FAA is requesting operators for non-Federal ATCT to voluntarily comply with the regulations as stated in this AC, as well as to voluntarily submit information by using the listed forms, in the same manner as is currently prescribed for FAA air traffic personnel.

Estimated Annual Burden Hours: 1606 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory

¹² 17 CFR 200.30-3(a)(12).

Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

Comments Are Invited On

Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality; utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 23, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-23203 Filed 9-3-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 1, 1999, (64 FR 29404-29405).

DATES: Comments must be submitted on or before October 7, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Airport Master Record.

Type of Request: Extension of a currently approved collection.
OMB Control Number: 2120-0015.
Form(s): N/A.

Affected Public: Civil airports.

Abstract: 49 USC 329(b) directs the Secretary of Transportation to collect information about civil aeronautics. The information is required to carry out FAA missions related to aviation safety, flight planning, and airport engineering. The data base is the basic source of data for private, state and Federal government aeronautical charts and publications.

Estimated Annual Burden Hours: 4,355 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 — 17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

Comments Are Invited On

Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on August 23, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-23204 Filed 9-3-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Associate Administrator for Commercial Space Transportation; Notice of Availability of Draft Programmatic Environmental Impact Statement for Commercial Launch Vehicles

AGENCY: Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation (AST).

ACTION: Notice of availability.

SUMMARY: In accordance with the National Environmental Policy Act (NEPA) the FAA is initiating a 45-day public review and comment period of a

Programmatic Environmental Impact Statement (PEIS) for licensing commercial launch vehicles. The PEIS was prepared to (1) update a 1986 Programmatic Environmental Assessment for Commercial Launch Vehicles; (2) work in conjunction with other environmental documentation to support licensing of commercial launch vehicles (LVs); and (3) document compliance with NEPA requirements. In October 1998, AST's regulatory role in commercial space launch activities was enlarged to include licensing reentries and reentry sites; therefore, these are included in the PEIS. Copies of the document will be available through AST's Website (<http://ast.faa.gov>) or by contacting Mr. Nikos Himaras at the address listed below.

DATES: The official comment period will begin with an Environmental Protection Agency Notice of Availability in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and the PEIS; or any relevant data and/or comments regarding the potential environmental impacts associated with licensing commercial launch vehicles, reentries and/or reentry sites may be addressed to Mr. Nikos Himaras, Office of the Associate Administrator for Commercial Space Transportation, Space System Development Division, Suite 331/AST-100, 800 Independence Avenue SW, Washington, DC 20591; email nick.himaras@faa.gov; or phone (202) 267-7926. Written comments regarding the PEIS should be sent to the same mailing address.

Additional Information

The PEIS considers the environmental impacts of the proposed action of licensing commercial LVs. Two alternatives are also considered in detail. First, the more environmentally-friendly propellant combination alternative, whereby AST would emphasize licensing LVs that produce fewer air emissions of concern. In addition, the No Action alternative is also examined, where AST would not issue licenses for commercial LV launches.

In analyzing the potential environmental impacts of the proposed action and two alternatives, the PEIS identifies six different types of ecosystems representing various potential commercial LV launch locations throughout the U.S. The environmental characteristics of the different ecosystems were used to describe the range of potential impacts of licensing commercial space launches.