

**SUMMARY:** This notice announces the availability of and request for comments on proposed AC 91-XX, which provides information and pilot/controller guidance about a potentially hazardous situation with altimeters that occurs at extreme temperatures. Now that international standards have matured to a level of confidence, it is important that cold temperature correction procedures be implemented in the national airspace system. This action is being taken to address Controlled Flight Into Terrain (CFIT) issues and support the Administrator's safety agenda.

**DATES:** Comments must be received on or before January 28, 2000.

**ADDRESSES:** Send all comments on the proposed AC to: Howard Swancy, Flight Procedures Standards Branch (AFS-420), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: (202) 267-8724.

**FOR FURTHER INFORMATION CONTACT:** Howard Swancy, Flight Procedures Standards Branch (AFS-420), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: (202) 267-8724.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

A copy of the draft AC may be obtained by accessing the FAA's webpage at <http://www.faa.gov/avr/arm/nprm/nprm.htm>. Interested parties are invited to submit comments on the proposed AC. Commenters must identify AC 91-XX, and submit comments to the address specified above. All communications received on or before the closing date for comments will be considered by the FAA before issuing the final AC.

**Discussion**

The effect of cold temperature on altimeters has been the subject of intense study and analysis since the early days of aviation. These study results indicate that a number of aircraft accidents can be attributed solely to pilot failures to set or use the altimeter correctly. Although, there have been no accidents occurring in the United States being directly related to a cold altimeter error, studies confirm a number of near tragic events being thwarted in the final seconds.

Cold temperatures tend to induce altimeter error that, in turn, could potentially pose a deadly threat to today's aviators worldwide. At extreme temperatures, altimeters may give pilots significantly erroneous readings. The situation is especially dangerous at cold

extremes because altimeters may indicate altitudes higher than the aircraft's actual altitude. This error might be as much as 1000 feet or more. A pilot may not maintain an altitude necessary to clear obstructions when relying solely on the altimeter reading and flying in extreme cold temperatures.

The subject of cold temperature altimeter errors has been studied, by world experts, and is considered to be a primary factor facilitating CFIT mishaps. In the interest of safety, every pilot must understand and know procedures to make altitude adjustments as appropriate for actual flight conditions.

Issued in Washington, DC, on December 9, 1999.

**L. Nicholas Lacey,**

*Director, Flight Standards Service.*

[FR Doc. 99-32481 Filed 12-13-99; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Valdosta Regional Airport, Valdosta, Georgia**

**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 the revenue from a PFC at Valdosta Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before January 13, 2000.

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

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert Ator, Executive Director of the Valdosta-Lowndes County Airport Authority at the following address: Valdosta-Lowndes County Airport Authority, 1750 Airport Road, Suite 1, Valdosta, Georgia 31601.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Valdosta-Lowndes County Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

Larry Clark, Program Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747, Phone Number: (404) 305-7144.

The application may be reviewed in person at this time location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Valdosta Regional 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).

On November 30, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by Valdosta-Lowndes County Airport 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 March 2, 2000.

The following is a brief overview of the application.

*PFC Application No.:* 00-04-C-00-VLD.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* April 1, 2000.

*Proposed charge expiration date:* December 31, 2002.

*Total estimated PFC revenue:* \$350,000.

*Brief description of proposed project(s):*

1. Security Fencing.
2. T-Hangar Taxiway.
3. Rehabilitate Runway 17/35 (Design).
4. DBE Plan.
5. Drainage Study.
6. Rehabilitate Runway 17/35.
7. Terminal Building.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Carriers with less than 1000 enplanements per year.

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

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Valdosta-Lowndes County Airport Authority.

Issued in College Park, Georgia on November 30, 1999.

**Scott L. Seritt,**

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

[FR Doc. 99-32349 Filed 12-13-99; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Intelligent Transportation Society of America; Public Meeting

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Coordinating Council meeting on Monday, December 6, 1999. The following designations are made for each item: (A) is an "action" item; (I) is an "information item;" and (D) is a "discussion" item. The agenda includes the following: (1) Call to Order and Introductions (I); (2) Statements of Antitrust Compliance and Conflict of Interest (A); (3) Approval of Last Meeting's Minutes (A); (4) Federal Report (I); (5) President's Report (I); (6) Cell Phones as Data Probes Task Force Report and Recommendations (I); (7) ITS and Information Security (I); (8) RTAG Advice (I/D/A); (9) Coordinating Council Nominations; (10) Annual Meeting Awards Process; (11) Horizons Committee Progress Report (I); (12) Committee Reports (I): Communications and Outreach; Planning; Intermodal Freight Working Group/Task Force; Societal/Institutional/Environmental Committee; Weather Information Applications Task Force; (13) Future Coordinating Council Meeting Dates (I/A); (14) Adjournment.

**DATES:** The Coordinating Council of ITS AMERICA will meet on Tuesday, December 6, 1999, from 8 a.m.—12 noon (Eastern Standard time).

**ADDRESSES:** Pointe Hilton Tapitio Cliffs Resort, 11111 North 7th Street, Phoenix, AZ 85020. Tel. (602) 866-7500; Fax (602) 866-6347.

**FOR FURTHER INFORMATION CONTACT:**

Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue, SW., Suite 800, Washington, DC 20024. Persons needing further information or to request to speak at this meeting should contact Marlene Vence-Crampton at ITS AMERICA by telephone at (202) 484-4847, or by Fax at (202) 484-3483. The DOT contact is Mary Pigott, FHWA, HVH-1,

Washington, DC 20590, (202) 366-9230. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except for legal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: Monday, November 29, 1999.

**Jeffrey Paniati,**

*Deputy Director, ITS Joint Program Office.*

[FR Doc. 99-31349 Filed 12-13-99; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[U.S. DOT Docket No. NHTSA-99-6484**

#### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before February 14, 2000.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket No. NHTSA-99-6484.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, D.C. 20590.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing

what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

#### 2000 Motor Vehicle Occupant Safety Survey

*Type of Request*—New information collection requirement.

*OMB Clearance Number*—None.

*Form Number*—This collection of information uses no standard forms.

*Requested Expiration Date of Approval*—December 31, 2001.

*Summary of the Collection of Information*—NHTSA proposes to conduct a year 2000 Motor Vehicle Occupant Safety Survey by telephone among a national probability sample of 12,000 adults (age 16 and older). Participation by respondents would be voluntary. NHTSA's information needs require seat belt and child safety seat sections too large to merge into a single survey instrument without producing an inordinate burden on respondents. Rather than reduce these sections, the proposed survey instrument would be divided into two series of modules. Each module would be administered to one-half the total number of subjects to be interviewed. Module Series #1 of the questionnaire would focus on seat belts and include smaller sections on air bags, motorcyclist safety, and general driving (including speed). Module Series #2 would focus on child restraint use, accompanied by smaller sections on air bags and Emergency Medical Services. Both series would contain sections on crash injury experience, and on drinking and driving because of the extensive impact of alcohol on the highway safety problem. Some basic