

Affected Public: 6,700 aviation operators.

Abstract: 14 CFR Part 121, Appendices I and J, require specified aviation employers to implement and conduct FAA-approved alcohol programs. To monitor program compliance, institute program improvements and anticipate program problem areas, the FAA receives alcohol test reports from the aviation industry.

Estimated Annual Burden Hours: 25,421 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 January 3, 2000.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 00-347 Filed 1-6-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 196; Night Vision Goggles (NVG) Appliances & Equipment

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-165 meeting to be held January 27-28, 2000, starting at 9:00 a.m. The meeting will be held at Riviera Hotel, 2901 Las Vegas Blvd South, Las Vegas, NV. The Host, Lorry Faber, FAA Rotocraft Directorate, DFW/ASW-110 may be reached at (817) 222-5151 (phone), Lorry.Faber@faa.gov (e-mail).

This new Special Committee 196(SC-196) has been established to develop the operational concepts, Minimum Operational Performance Standards (MOPS) and training guidelines for night vision goggles. The increased use

of the night vision goggles and the related equipment currently in the design phase necessitates developing performance standards for the goggles. The Federal Aviation Administration would use the MOPS as a basis for issuing a Technical Standard Order for night vision goggles. The proposed Term of Reference for the committee, RTCA Paper No. 276-99/PMC-065, has been developed and will be reviewed at this meeting.

The agenda will include: (1) Welcome and Introductory Remarks; (2) Agenda Overview; (3) RTCA Functional Overview; (4) Review of FAA Night Vision Goggles (NVG) Mishaps; (5) JAA Harmonization Status; (6) Lighting Evaluation Methods; (7) Overview of Related Activities: a. SAE A-20 Status Brief, b. SAE G-10 Status Brief; (8) Overview SC-196 Working Group Activities: a. WG-1 (Operational Concept/Requirements), b. WG-2 (NVG MOPS), c. WG-3 (NVIS Lighting), d. WG-4 (Maintenance/Serviceability), e. WG-5 (Training Guidelines/Considerations); (9) Open Forum; (10) Workgroup Breakout Sessions; (11) Other Business; (12) Establish Agenda for Next Meeting; (13) Date and Place of Next Meeting; (14) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on December 22, 1999.

Gregory D. Burke,

Designated Official.

[FR Doc. 00-348 Filed 1-6-00; 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 the Santa Barbara Municipal Airport, Goleta, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Santa Barbara Municipal 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 February 7, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Airports Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA, 90009. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Karen Ramsdell, Airport Director of the city of Santa Barbara at the following address: 601 Firestone Road, Goleta, CA 93117. Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Santa Barbara under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Kevin Flynn, Lead Engineer, Standards Section, Airports Division, P.O. Box 92007, WPC, Los Angeles, CA 90009, Telephone: (310) 725-3632. 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 and use the revenue from a PFC at Santa Barbara Municipal 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 December 22, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Santa Barbara was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 21, 2000.

The following is a brief overview of the application No. 99-02-C-00-SBA: *Level of the proposed PFC:* \$3.00.

Proposed charge effective date: May 1, 2000.

Proposed charge expiration date: August 31, 2008.

Total estimated PFC revenue: \$5,512,330.

Brief description of proposed Impose and Use projects: Rehabilitate Taxiways

A, F and G, Master Plan Update, Install Terminal Ramp Lighting, Procure ARFF Vehicle, Upgrade Airfield Electrical System, Design Expansion and Upgrade of Terminal Access Road, Design Expansion and Upgrade of Terminal Building.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Unscheduled Part 135 Air Taxi Operators.

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 Santa Barbara Municipal Airport Administration Office.

Issued in Hawthorne, California, on December 22, 1999.

Ellsworth Chan,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 00-349 Filed 1-6-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6628]

Notice of Public Meeting to Address Identification and Publication of the Relative Safety Performance of Different Child Restraint Systems

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

ACTION: Notice of public meeting.

SUMMARY: On February 9, 2000, NHTSA will conduct a public meeting to discuss the safety performance of child restraint systems and options for providing consumers with information on the safety performance of different child restraints. The intent of this meeting is to allow the sharing of viewpoints, information, and ideas on this important subject among all interested members of the public, including industry, government, and advocacy groups. Topics to be discussed include voluntary standards, strategies for enhancing compliance margins, improved labeling, and possible ways of rating child restraint safety performance. We also plan to discuss possible means of notifying consumers about any ratings that are developed, as well as other relevant safety information. We anticipate that improving consumer awareness of these matters will lead manufacturers to

improve the safety of their child restraints.

DATES AND ADDRESSES: *Public Meeting:* NHTSA will hold the public meeting on February 9, 2000, from 9 a.m. to 12 noon, and continuing from 1 p.m. to 4 p.m., if necessary. The public meeting will be held in room in Room 2230, U.S. Department of Transportation, 400 Seventh Street, SW., Washington DC 20590. If you wish to participate in the meeting, please contact Deborah L. Parker or James Gilkey at the mailing address or telephone number listed below by January 21, 2000. If your presentation will include slides, motion pictures, or other visual aids, please so indicate and NHTSA will make the proper equipment available. Presenters should bring at least one copy of their presentation to the meeting so that NHTSA can readily include the material in the public record. Those speaking at the public meeting should limit the length of their presentations to 15 minutes.

Written Comments: The agency has established Docket No. NHTSA-1999-6628 as a repository for comments on the issues presented in this notice. Written comments may be made to this docket at any time. If you wish to submit written comments on the issues related to or discussed at this meeting, they should refer to Docket No. NHTSA-1999-6628 and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590 (Docket hours are from 9 a.m. to 5 p.m.).

FOR FURTHER INFORMATION CONTACT: Deborah L. Parker (telephone 202-366-1768), Office of Vehicle Safety Compliance—NSA 30; James Gilkey (telephone 202-366-5295), Office of Vehicle Safety Compliance—NSA 32; or Mary Versailles (telephone 202-366-2057, Office of Safety Performance Standards—NPS 32, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

A. Background

We are all concerned with assuring the safety of our children, our most precious cargo. With the cooperation of numerous partners, including the child restraint industry, we have made great strides during the past few years in enhancing the safety of children riding in motor vehicles. For example, all states now have laws requiring children to be in child restraints, and many of these laws have been upgraded. More and more children are riding in child restraints, and they have saved an

average of over 300 lives per year over the past five years.

There has also been an increased public awareness of the need to install child restraint systems properly and to keep children in appropriate child restraint systems as long as possible. To help assure proper installation, NHTSA has recently adopted a new safety standard establishing uniform attachment methods for child restraints. The child seat manufacturers, vehicle manufacturers, and others in the child safety community were instrumental in the development of this new standard. We also applaud the development by manufacturers of child restraint systems that are easier to install properly as well as creative, updated installation instructions that are easier for parents to understand and follow.

However, despite our joint successes in this area, there are issues that require further attention. As a key protective device for our Nation's children, child restraints must be designed and constructed with the highest levels of safety in mind. Any instance in which child restraints fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 213 causes us concern. Even apart from actual noncompliances, our review of NHTSA's compliance test results during the past few years indicates that many restraints have been engineered to just comply with some of the most safety-critical requirements of the standard, rather than being engineered with substantial compliance margins. For example, with respect to the head excursion requirements of FMVSS No. 213, few of the restraints tested by NHTSA had a compliance margin of ten percent or more, and hardly any had more than a twenty percent compliance margin. Conversely, representatives of some vehicle manufacturers have advised us informally that they generally have a goal of a twenty percent compliance margin (although they acknowledge that this goal may not always be achieved.)

B. Dr. Martinez' Letter to Child Restraint Manufacturers

On September 14, 1999, former NHTSA Administrator Ricardo Martinez, MD, sent a letter to all manufacturers of child restraints sold in the United States. That letter identified the above-referenced concerns about child restraint safety and pointed out that, with the safety of our Nation's children at issue, mere compliance with the minimum requirements of the standard is not enough. When products are engineered with narrow compliance margins, there is room for safety