

**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 review and comment. The ICRs describe the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on September 30, 1998 [63 FR 52314].

**DATES:** Comments must be submitted on or before April 9, 1999.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ernest Huckaby, HHS-10, Room 3414, Office of Highway Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:****Federal Highway Administration**

*Title:* Food Service Highway Signs Study.

*OMB Number:* 2125-NEW.

*Type of Request:* Approval of a new information collection.

*Affected Public:* Departments of Transportation in 50 States and Puerto Rico and the District of Columbia.

*Abstract:* This information collection provides for a study to be conducted by the FHWA to determine the practices of the States regarding specific food service signs as described in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The Transportation Equity Act for the 21st Century (TEA-21), Section 1213(g), directs the Secretary of the U.S. Department to conduct a study of States' practices for specific food service signs described in sections 2G-5.7 and 2G-5.8 of the MUTCD. TEA-21 requires that the study shall examine, at a minimum: (a) the practices of all States for determining businesses eligible for inclusion on such signs; (b) whether States allow businesses to be removed from such signs and the circumstances for such removal; (c) the practices of all States for erecting and maintaining such signs, including the time required for erecting such signs; and (d) whether States contract out the erection and maintenance of such signs. A report to Congress is due not later than one year after the enactment of TEA-21 on the results of the study, including any

recommendations and, if appropriate, modifications to the MUTCD.

*Estimated Total Annual Burden Hours:* 104.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT 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.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on March 4, 1999.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 99-5922 Filed 3-9-99; 8:45 am]

BILLING CODE 4910-22-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****RTCA Special Committee 186; Automatic Dependent Surveillance—Broadcast (ADS-B)**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-186 meeting to be held March 22-25, 1999, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will include: March 22: Working Group (WG)-1, Operations and Implementations; WG-3, 1090 MHz ADS-B Minimum Operational Performance Standards (MOPS). March 23: WG-1, Operations and Implementation; WG-3, 1090 MHz ADS-B MOPS; WG-4, Application Technical Requirements. March 24: WG-4, Application Technical Requirements.

Plenary Session, March 24, 1:00-4:30 p.m., and March 25, 9:00 a.m.-4:30

p.m.: (1) Chairman's Introductory Remarks/Review of Meeting Agenda; (2) Review and Approval of Minutes of the Previous Meeting; (3) Working Group (WG) Reports: a. WG-1, Operations and Implementation; b. WG-3, 1090 MHz MOPS; c. WG-4, Application Technical Requirements; (4) Review of SC-186's Organization/Working Group Structure; (5) Progress of SC-186/WG-51 Joint Working Relationship; (6) Review of Draft Document: *Development and Implementation Template for ADS-B and Other CNS Applications: An Implementation Planning Guide*. (7) *Other Business*; (8) *Date and Place of Next Meeting*.

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 March 3, 1999.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 99-5854 Filed 3-9-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent to Rule on Application (99-02-C-00-MDT) to Impose a Passenger Facility Charge at Harrisburg International Airport and use the Revenue From a Passenger Facility Charge (PFC) at Harrisburg International Airport and Capital City Airport (Master Plan Project only), Middletown, Pennsylvania**

**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 a PFC at Harrisburg International Airport and use the revenue from a PFC at Harrisburg International Airport and Capital City Airport (Master Plan Project only) 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 April 9, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Oscar Sanchez, Project Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1100, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David G. Holdsworth, Executive Director for the Susquehanna Area Regional Airport Authority at the following address: 135 York Drive, Suite 100, Middletown, PA 17057-5078.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Susquehanna Area Regional Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Oscar Sanchez, Project Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., Suite 1100, Camp Hill, PA 17011. 717-730-2834. 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 a PFC at Harrisburg International Airport and use the revenue from a PFC at Harrisburg International Airport and Capital City 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 February 19, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Susquehanna Area Regional Airport Authority 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 June 1, 1999.

The following is a brief overview of the application.

*Application number:* 99-02-C-00-MDT.

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

*Proposed charge effective date:* July 1, 1999.

*Proposed charge expiration date:* August 1, 2000.

*Total estimated PFC revenue:* \$2,141,249.

*Brief description of proposed projects:*

- Deicing System Database/Permits
- Loading Bridge Replacements (4)

- Deicing System Design Studies
- Revolving Security Door Replacement
- Taxiway Guidance Signs
- Trackless Plow/Mower
- Equipment Storage Building
- Runway Overlay, Phase 1
- Deicing Truck/Tank
- Dozer/Spreader
- ARFF Titan 4X4 Vehicle
- ARFF 6X6 Vehicle
- Master Plan
- Multi-User Flight Information Display System
- Runway Overlay, Phase 2
- Commuter Concourse Expansion
- PFC Application Development

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-scheduled On-Demand Air Carriers.

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: Fitzgerald Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Susquehanna Area Regional Airport Authority.

Issued in Jamaica, New York on February 26, 1999.

**Kenneth Kroll,**

*AIP/PFC Team Leader, Planning and Programming Branch, Airports Division, Eastern Region.*

[FR Doc. 99-5928 Filed 3-9-99; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Final Supplemental Environmental Impact Statement; Douglas County, Kansas

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that we are reopening the preparation of a supplemental document to the Final Environmental Impact Statement (FEIS) for a segment of the South Lawrence Trafficway project in Douglas County, Kansas.

**FOR FURTHER INFORMATION CONTACT:** David R. Geiger, P.E., FHWA Kansas Division Administrator; Telephone: (785) 267-7287, FHWA—Kansas Division Office, 3300 South Topeka

Boulevard, Suite 1, Topeka, Kansas 66611-2237.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the **Federal Register's** home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

##### Background

The FHWA, in cooperation with the Kansas Department of Transportation (KDOT) and Douglas County, will recommence preparation of a final supplement to the FEIS for a segment of the highway project known as the South Lawrence Trafficway (SLT). The original FEIS for the improvements (FHWA-KS-EIS-87-01-F) was approved on January 4, 1990, and the Record of Decision was approved on June 5, 1990. The project would be primarily on a new location and developed initially as a two lane road. The SLT Supplemental Environmental Impact Statement (SEIS) corridor begins at U.S. 59 and extends east to K-10 on the south side of Lawrence. The western section of the SLT from the I-70/Kansas Turnpike Authority (KTA) interchange near Lecompton, south and east to U.S. 59, has been constructed and was opened to traffic in late 1996 (See 59 FR 52360, October 17, 1994).

The SLT is intended to provide for traffic demands and to alleviate congestion on two primary arterial streets in the south and west sections of the City of Lawrence, and to improve access to the University of Kansas and Clinton Lake.

The FHWA circulated a draft supplemental EIS on October 2, 1995, to address concerns regarding new information on the effect of the SLT on cultural issues, spiritual sites, academic programs and future development at Haskell Indian Nations University (HINU) which was not previously evaluated in the FEIS. A public hearing was held on November 8, 1995. Numerous comments were received on the Draft SEIS from both the public and governmental agencies. Work to develop the Final SEIS was initiated, but was delayed when consensus could not be reached on a preferred alignment.

On February 27, 1997 (See 62 FR 10305, March 6, 1997), the FHWA withdrew as the lead Federal agency due to KDOT and Douglas County deciding not to use Federal-aid funds