

Issued in Washington, DC, on February 5, 1999.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Meeting; Satellite-Based Navigation User Forum

AGENCY: Federal Aviation Administration, Office of System Architecture and Investment Analysis.

SUMMARY: The Federal Aviation Administration (FAA) Office of System Architecture and Investment Analysis (ASD) will hold a forum to obtain information from the aviation user community as part of the investment analysis process to determine navigation alternatives as we transition to a satellite-based navigation (SatNav) infrastructure.

DATES: The SatNav User Forum will be held on February 25, 1999, at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC., in the third-floor auditorium from 8:30 a.m. to 5:30 p.m. Time will be made available for specific follow-on meetings, as necessary, on the following day.

FOR FURTHER INFORMATION CONTACT: Ms. Millie Butler-Harris, Investment Analysis and Operations Research, ASD-400, at (202) 358-5399 and via e-mail at millie.butler-harris@faa.gov or Dr. Robert Rovinsky, the SatNav Investment Analysis Team Lead, ASD-410, at (202) 358-5227 and via e-mail at robert.rovinsky@faa.gov.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration is reviewing its plan to transition to a totally satellite-based navigation (SatNav) infrastructure. A SatNav User Forum is planned to obtain input from the aviation community as the FAA considers alternatives and develops a business case for a particular approach to navigation within the Nation's airspace.

At this meeting, the FAA will provide: an overview of the SatNav Investment Analysis Plan and Approach, an Architecture Perspective, and a Review of Candidate Alternatives. A panel discussion and breakout sessions will further explore user input and exchange of information. Additional forums will be scheduled to review the alternatives analysis (in March or April 1999) and to review the economic analysis and preliminary

findings (in April or May 1999). The FAA investment analysis team will incorporate user information from these forums into the investment analysis process leading to an FAA Joint Resources Council investment decision by the end of June 1999.

The public is invited to attend the meetings as observers and/or to provide comment during the breakout sessions. Requests to attend this meeting and to obtain information should be directed to the contact persons listed above. Additional information will be posted on the internet after February 12 at www.faa.gov/asd.

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Janice L. Peters,

Federal Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly notice of PFC Approvals and Disapprovals. In January 1999, there were nine applications approved. Additionally, three approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: City of Syracuse Department of Aviation, Syracuse, New York.

Application Number: 98-03-U-00-SYR.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total PFC Revenue to be Used in this Decision: \$3,322,500.

Charge Effective Date: October 1, 1995.

Estimated Charge Expiration Date: February 1, 2001.

Class of Air Carriers not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use: Land acquisition for parallel runway 10L/28R.

Decision Date: January 7, 1999.

For Further Information Contact: Robert Levine, New York Airports District Office, (516) 227-3807.

Public Agency: City of Chicago, Department of Aviation, Chicago, Illinois.

Application Number: 99-06-U-00-MDW.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue to be Used in This Decision: \$149,227,344.

Charge Effective Date: August 1, 1998.

Estimated Charge Expiration Date: October 1, 2017.

Class of Air Carriers not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use: Midway terminal development.

Decision Date: January 13, 1999.

For Further Information Contact: Philip Smithmeyer, Chicago Airports District Office, (847) 294-7335.

Public Agency: City of Midland, Texas.

Application Number: 99-03-C-00-MAF.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$2,250,000.

Earliest Charge Effective Date: July 1, 2016.

Estimated Charge Expiration Date: January 1, 2018.

Class of Air Carriers not Required to Collect PFC's: Part 135 air charters who operate aircraft with seating capacity of less than 100 passengers.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Midland International Airport.

Brief Description of Project Approved for Collection and use: Construct air cargo taxiway/ramp and access.

Decision Date: January 13, 1999.

For Further Information Contact: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.

Public Agency: City of Riverton, Wyoming.

Application Number: 98-02-U-00-RIW.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue to be Used in this Decision: \$371,485.

Charge Effective Date: October 1, 1995.

Estimated Charge Expiration Date: December 1, 2004.

Class of Air Carriers not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use: New terminal development.

Decision Date: January 13, 1999.

For Further Information Contact: Chris Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: Capital Region Airport Authority, Lansing, Michigan.

Application Number: 98-03-C-00-LAN.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$3,306,343.

Earliest Charge Effective Date: June 1, 2002.

Estimated Charge Expiration Date: July 1, 2005.

Class of Air Carriers not Required to Collect PFC's: Part 135 air taxi operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Capital City Airport.

Brief Description of Projects Approved for Collection and Use:

Terminal improvements.

Terminal improvements—commuter walkways.

Upgrade landside signage.

Upgrade security access system.

Rehabilitate air carrier apron.

Rehabilitate runway 10R/28L and taxiway B.

Aircraft rescue and firefighting (ARFF) building expansion.

Aircraft replacement ARFF vehicle.

National pollutant discharge elimination system permit and mitigation.

Acquire Vector property.

Rehabilitate and extend west access road.

PFC consultant fees.

Decision Date: January 15, 1999.

For Further Information Contact: Jack Roemer, Detroit Airports District Office, (734) 487-7282.

Public Agency: Central West Virginia Regional Airport Authority, Charleston, West Virginia.

Application Number: 98-05-U-00-CRW.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue to be Used in This Decision: \$269,678.

Charge Effective Date: November 1, 1998.

Estimated Charge Expiration Date: February 1, 2001.

Class of Air Carriers not Required to Collect PFC's: No change from previous decision.

Brief Description of Projects Approved for Use:

Rehabilitate runway 5/23.

Replacement of baggage handling systems.

Rehabilitation of loop road.

Rehabilitate taxiway C.

Decision Date: January 22, 1999.

For Further Information Contact: Elonza Turner, Beckley Airports Field Office, (304) 252-6216.

Public Agency: Dubuque Airport Commission, Dubuque, Iowa.

Application Number: 99-04-C-00-DBQ.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$171,391.

Earliest Charge Effective Date: April 1, 1999.

Estimated Charge Expiration Date: November 1, 2000.

Class of Air Carriers not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Acquire quick response vehicle.

Environmental assessment for runway 18/36 extension.

Land acquisition for runway 18/36 extension.

Runway 18/36 extension engineering and grading.

Decision Date: January 25, 1999.

For Further Information Contact: Lorna Sandridge, Central Region Airports Division, (816) 426-4730.

Public Agency: County of San Luis Obispo, San Luis Obispo, California.

Application Number: 99-05-C-00-SBP.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$1,229,113.

Earliest Charge Effective Date: July 1, 2012.

Estimated Charge Expiration Date: July 1, 2015.

Class of Air Carriers not Required to Collect PFC's: Unscheduled Part 135 air taxi operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at San Luis Obispo County Airport-McChesney Field.

Brief Description of Projects Approved for Collection and Use:

Land acquisition.

Master plan environmental assessment and environmental impact report.

Decision Date: January 27, 1999.

For Further Information Contact: Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: City of Rochester, Minnesota.

Application Number: 99-02-C-00-RST.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$3,912,987.

Earliest Charge Effective Date: April 1, 1999.

Estimated Charge Expiration Date: December 1, 2009.

Class of Air Carriers Not Required To Collect PFC's: Non scheduled Part 135 air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Rochester International Airport.

Brief Description of Projects Approved for Collection and Use:

Terminal improvements.

Extend runway 2/10.

Acquire snow removal equipment (SRE) [high speed plow].

Acquire SRE [front end loader with a wing and snow plow].

Update storm water protection plan.

PFC administration.

Decision Date: January 29, 1999.

For Further Information Contact: Sandra E. DePottay, Minneapolis Airports District Office, (612) 713-4350.

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Original approved net PFC revenue	Amended approved new PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
92-01-C-02-GJT, Grand Junction, CO	01/05/99	\$1,812,000	\$1,812,000	03/01/98	03/01/98
96-02-U-01-GJT, Grand Junction, CO	01/05/99	1,812,000	1,812,000	03/01/98	03/01/98
92-01-C-01-UNV, State College, PA	01/22/99	1,495,974	1,657,146	02/01/99	06/01/99

Issued in Washington, DC. on February 5, 1999.

Eric Gabler,

Manager, Passenger Facility Charge Branch.
[FR Doc. 99-3351 Filed 2-10-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5014]

Bridgestone/Firestone, Inc., Receipt of Application for Decision of Inconsequential Noncompliance

Bridgestone/Firestone, Inc. (Bridgestone) has determined that certain 1998 tires of various sizes and brands are not in full compliance with 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New pneumatic tires for vehicles other than passenger cars," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Bridgestone has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S6.5 of FMVSS No. 119 states that each tire shall comply with the labeling requirements of 49 CFR Part 574 "Tire Identification and Recordkeeping," such as the date code. Part 574, Tire Identification and Recordkeeping, establishes: (1) Tire Identification—the methodology that tire manufacturers, retreaders, new tire brand name owners, and retread tire brand name owners must use to identify tires for use on motor vehicles; and (2) recordkeeping—the methodology that tire dealers and distributors must use to record, on registration forms, the name and address of the tire(s) purchaser, along with the proper tire identification numbers.

On December 12, 1998, Bridgestone produced approximately 1,389 tires with an incorrect date code. The affected tires were marked incorrectly with a date code of "509," instead of the correct date code of "508." The tires were manufactured at Bridgestone's Oklahoma City Plant.

Bridgestone supports its application for inconsequential noncompliance by stating that all of tires manufactured in the affected sizes and brands meet all of the requirements, except the correct date code, of FMVSS No. 119. Bridgestone also noted that the primary purpose of the date code is to facilitate recalls. It stated that it would include the 509 code in any future recall of tires manufactured in its Oklahoma City plant during the 50th week of 1998.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC, 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: March 15, 1999.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: February 5, 1999.

Stephen R. Kratzke,

Acting Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33712]

Union Pacific Railroad Company—Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

The Burlington Northern and Santa Fe Railway Company (BNSF) has agreed to grant overhead trackage rights to Union Pacific Railroad Company (UP) over BNSF's rail line from milepost 885.2 at Kern Junction to milepost 1120.7 at Stockton Tower, a distance of 235.5 miles in the State of California.¹

The transaction is scheduled to be consummated on or shortly after February 8, 1999.

The purpose of the trackage rights is to permit UP to use the BNSF trackage when UP's trackage is out of service for scheduled maintenance.²

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33712, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423—

¹ On February 1, 1999, UP filed a petition for exemption in STB Finance Docket No. 33712 (Sub-No. 1), *Union Pacific Railroad Company—Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company*, wherein UP requests that the Board permit the proposed overhead trackage rights arrangement described in the present proceeding to expire on March 31, 1999. That petition will be addressed by the Board in a separate decision.

² UP and BNSF own and operate separate lines of railroad which are essentially parallel between Kern Junction and Stockton Tower.