

**RTCA, Inc.; Special Committee 165, Minimum Operational Performance Standards for Aeronautical Mobile Satellite Services**

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 165 meeting to be held July 19-21, 1995, starting at 9:30 a.m. The meeting will be held at the RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows:

- (1) Welcome and Introductions;
- (2) Approval of the Summary of the Previous Meeting;
- (3) Chairman's Remarks;
- (4) Review of SC-165 Working Group Progress: a. Working Group 1 (MOPS), b. Working Group 3 (MASPS), and c. Working Group 5 (SatVoice);
- (5) Consideration of Documents for Approval: a. DO-210, AMSS Airborne Equipment MOPS; and b. DO-2XX, Design Guidelines and Recommended Standards for the Implementation and Use of AMS(R)S Voice Services in a Data Link Environment;
- (6) Other Business;
- (7) 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., Suit 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on June 16, 1995.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 95-15729 Filed 6-26-95; 8:45 am]

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**Civil Tiltrotor Development Advisory Committee**

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act Public Law (72-362); 5 U.S.C. (App. I), notice is hereby given of the cancellation of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) previously announced for June 29 in Washington DC. The meeting will be rescheduled on a later date. A **Federal Register**

announcement will be published once a date has been chosen.

For further information, contact Ms. Karen Braxton (202) 267-9451.

Dated: June 14, 1995.

**Richard A. Weiss,**

*Designated Federal Official, Civil Tiltrotor Development Advisory Committee.*

[FR Doc. 95-15728 Filed 6-26-95; 8:45 am]

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**Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss transport airplane and engine issues.

**DATES:** The meeting will be held on July 11 and 12, 1995 beginning at 8:30 a.m. on July 12. Arrange for oral presentations by June 30, 1995.

**ADDRESS:** The meeting will be held at Boeing Company, 535 Garden Ave. North, Renton, Washington 98055, in building 10-16, Conference room 12C4.

**FOR FURTHER INFORMATION CONTACT:** Lewis Lebakken, Office of Rulemaking, FAA, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9682.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is given of a meeting of the Aviation Rulemaking Advisory Committee to be held July 11 and 12, 1995 at Boeing Company, 535 Garden Ave. North, Renton, Washington 98055; in building 10-16, Conference room 12C4.

The agenda for the meeting will include:

- Opening remarks.
- Review of action items.
- Reports of working groups.
- Vote on a draft Advisory Circular on "Design Considerations for Minimizing Hazards Caused By Uncontained Turbine Engine and Auxillary Power Unit Rotor Failure."
- Vote on a draft Advisory Circular on "Compliance with Rotor Burst Rule."
- Vote on a draft Advisory Circular on "Flight Attendant Direct View."

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by June 30, 1995, to present oral statements at the meeting.

The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine Issues or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on June 19, 1995.

**Chris A. Christie,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 95-15727 Filed 6-26-95; 8:45 am]

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**Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Monthly Notice of PFC Approvals and Disapprovals. In May 1995, there were five 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 49 U.S.C. 40117 (Pub. L. 103-272) 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:* Bradford Regional Airport Authority, Lewis Run, Pennsylvania.

*Application Number:* 95-01-C-00-BFD.

*Application Type:* Impose and use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$572,259.

*Charge Effective Date:* August 1, 1995.

*Estimated Charge Expiration Date:* June 1, 2008.

*Class of Air Carriers Not Required to Collect PFC's:* Air taxi/commercial operators exclusively filing FAA Form 1800-31.

*Determination:* Approved. Based on information submitted in the Bradford Regional Airport Authority's application, the FAA has determined the proposed class accounts for less than 1 percent of Bradford Regional Airport's total annual enplanements.

*Brief Description of Project Approved for Collection and Use:*

Apron rehabilitation,  
Deicing pad,  
Aircraft rescue and firefighting (ARFF) vehicle,  
Runway 14–32 lighting,  
Automobile parking,  
Snow removal equipment building expansion,  
Snow removal equipment,  
Water system upgrade,  
Parking lot overlay,  
Airport signs,  
Terminal building.

*Brief Description of Project Approved in Part for Collection and Use:* Project (PFC) formulation and administrative expense.

*Determination:* Approved in part. The approved amount is less than that requested by the public agency. The public agency requested \$15,000 per year for 18 years for administrative costs, however, the FAA has determined that \$7,000 per year is adequate to reimburse the public agency for the actual annual expenses. The duration of the annual expenses is also limited to the approved duration of collection, just under 13 years, rather than the 18 years requested. The public agency also states, in the letter to the FAA transmitting the application, that the requested amount includes \$699 for miscellaneous expenses. This amount is disapproved in total since the public agency did not provide enough information to allow the FAA to make a determination on the eligibility of these costs.

*Brief Description of Projects Approved for Collection Only:*

Parallel taxiway runway 14–32 (phase I),  
Parallel taxiway runway 14–32 (phase II),  
Runway 5–23 lighting.

*Brief Description of Projects Withdrawn:*

Master plan update,  
Runway 14–32 rehabilitation.

*Determination:* These projects were withdrawn by the public agency by letter dated April 21, 1995. Therefore, the FAA will not rule on these projects at this time.

*Decision Date:* May 3, 1995.

*For Further Information Contact:* L.W. Walsh, Harrisburg Airports District Office, (717) 975–3423.

*Public Agency:* City of Worcester, Massachusetts.

*Application Number:* 95–02–U–00–ORH.

*Application Type:* Use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$2,301,382.

*Charge Effective Date:* October 1, 1992.

*Estimated Charge Expiration Date:* October 1, 1997.

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

*Brief Description of Projects Approved for Use of PFC Revenue:*

Reconstruct terminal apron and taxiway B,  
Install lighting and groove runway 11–29,  
Install perimeter fencing.

*Decision Date:* May 5, 1995.

*For Further Information Contact:* Priscilla Soldan, New England Region Airports Division, (617) 238–7614.

*Public Agency:* City of Lewiston and Nez Perce County, Lewiston, Idaho.

*Application Number:* 95–02–00–LWS.

*Application Type:* Use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$835,458.

*Charge Effective Date:* May 1, 1994.

*Estimated Charge Expiration Date:* July 1, 2003.

*Class of Air Carriers not Required to Collect PFC'S:* The City of Lewiston and Nez Perce County have previously been approved to exclude a class of carriers in the February 3, 1994, Record of Decision.

*Determination:* No change from previously approved application.

*Brief Description of Project Approved for Use of PFC Revenue:* Terminal building expansion/renovation/remodeling.

*Decision Date:* May 12, 1995.

*For Further Information Contact:* Sandra Simmons, Seattle Airports District Office, (206) 227–2656.

*Public Agency:* Springfield Airport Authority, Springfield, Illinois.

*Application Number:* 95–04–U–00–SPI.

*Application Type:* Use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$4,585,443.

*Charge Effective Date:* February 1, 1994.

*Estimated Charge Expiration Date:* February 1, 2006.

*Class of Air Carriers not Required to Collect PFC'S:* The Springfield Airport Authority has previously been approved to exclude a class of carriers in the November 24, 1993, Record of Decision.

*Determination:* No change from previously approved application.

*Brief Description of Project Approved for Use of PFC Revenue:*

Land acquisition—parcels 9–1–MM, 9–4–I, and 9–4–NN,  
Rehabilitate entrance road,  
Acquisition of proximity suits,  
Acquisition of a front end loader.

*Brief Description of Project Disapproved for Use of PFC Revenue:* Terminal building expansion.

*Determination:* The public agency requested authority to use PFC revenue on a portion of the terminal building expansion which was not included in the scope of the project presented in the impose application (93–01–I–00–SPI). The project as presented in the use application is considered to be maintenance in accordance with paragraph 501 of FAA Order 5100.38A and, therefore, ineligible under Airport Improvement Program criteria. The original project, approved in the 93–01–I–00–SPI decision, remains PFC eligible.

*Decision Date:* May 26, 1995.

*For Further Information Contact:* Louis H. Yates, Chicago Airports District Office, (708) 294–7335.

*Public Agency:* Lebanon Municipal Airport, Lebanon, New Hampshire.

*Application Number:* 95–01–C–00–LEB.

*Application Type:* Impose and use PFC revenue.

*PFC Level:* \$3.00.

*Total Approved Net PFC Revenue:* \$449,256.

*Charge Effective Date:* August 1, 1995.

*Estimated Charge Expiration Date:* July 1, 1998.

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

*Brief Description of Projects Approved for Collection and Use:*

Reconstruction of runway 7–25,  
Runway 7–25 safety area improvements.  
Design taxiway Alpha extension/  
purchase snow removal equipment.  
Environmental assess runway 18–36,  
phases I and II, and design runway  
18–36 reconstruction,  
ARFF vehicle,  
Snow removal equipment—rotary plow.

*Brief Description of Projects Approved for Collection:*

Construct taxiway Alpha extension,  
Runway 18–36 rehabilitation and  
relocation,  
General aviation ramp expansion south  
ramp,  
Taxiway Alpha reconstruction.

*Decision Date:* May 26, 1995.

*For further Information Contact:* Priscilla Soldan, New England Regional Airports Division, (617) 238–7614.

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
92-C-02-SJC, San Jose, CA .....	05/23/95	\$34,231,826	30,083,826	08/01/95	08/01/95
93-C-01-SJC, San Jose, CA .....	05/23/95	17,245,000	16,245,000	05/01/97	05/01/97
92-01-I-02-HSV, Huntsville, AL .....	05/25/95	20,831,051	20,831,051	11/01/08	11/01/08

Issued in Washington, DC, on June 20, 1995.  
**Sheryl Scarborough,**  
*Acting Manager, Passenger Facility Charge Branch.*  
 [FR Doc. 95-15732 Filed 6-26-95; 8:45 am]  
**BILLING CODE 4910-13-M**

**National Highway Traffic Safety Administration**

**Limited Competitive Cooperative Agreements to Medical Organizations to Support Campaign Safe & Sober**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of Limited Competitive Cooperative Agreements to Medical Organizations to Support Campaign Safe & Sober.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces the availability of FY 1995 limited competitive cooperative agreements to support the Secretary of Transportation's goals of increasing safety belt use to 75 percent and reducing the proportion of alcohol-related fatalities by 35 percent (to 11,000 annually) by the year 2005. This notice solicits applications from national, nonprofit medical organizations that are interested in developing and implementing projects under this program. Project emphasis will be placed on promoting legislation to upgrade safety belt laws, actively supporting the traffic safety efforts of the law enforcement community, promoting injury prevention, and enhancing capacity-building among the selected medical organizations' membership to work with the media to publicize Campaign Safe & Sober activities.

**DATE:** Applications must be received at the office designated below on or before August 18, 1995.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 Seventh Street, SW., Room 5301, Washington, DC 20590. All applications submitted

must include a reference to NHTSA Limited Competitive Cooperative Agreement Program No. DTNH22-95-H-05202. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

**FOR FURTHER INFORMATION CONTACT:** General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement, at (202) 366-9557. Programmatic questions relating to this cooperative agreement should be directed to Ms. Fran Hurtado, Highway Safety Specialist, Room 5118 (NTS-11), 400 Seventh Street, SW., Washington, DC 20590, at (202) 366-1108.

**SUPPLEMENTARY INFORMATION: Background**

Traffic crashes are consistently the leading cause of death for persons between the ages of 5 and 32, and are a significant cause of death for all ages. About 40,000 people die in traffic crashes each year and 5 million persons are injured. Many of the deaths and injuries that occur on our roads are not the result of unavoidable incidents. Instead, the consequences of these crashes are the result of the failure to take proper precautions such as wearing safety belts and bicycle helmets, and exhibiting unsafe driving behaviors such as speeding and impaired driving. Reducing the number of deaths and injuries due to motor vehicle crashes is a significant problem warranting the attention not only of traffic safety professionals, but of medical, nursing and public health professionals as well.

Wearing safety belts is the most immediate and effective way of cutting the highway death toll—and strong occupant protection laws are the most effective way of increasing safety belt use. Highway deaths could be cut dramatically if all 50 states had primary safety belt use laws in effect. The Agency recognizes that usage rates are higher, and fatality rates are lower in states with primary enforcement.

**(Note:** With a primary enforcement law, a citation can be written whenever a law officer observes an unbelted driver or passenger. Nine States and Puerto Rico

currently have primary belt laws; all have use rates that exceed 70 percent.)

Because of the combination of population size and current usage rates, the Agency further recognizes that some States are likely to contribute more than others to reaching a national use rate of 75 percent by 1997. NHTSA believes that targeted Agency expertise and resources, as well as new private/public sector partnerships should be utilized to actively encourage and support high-potential States to set and achieve challenging, but reasonable use rates.

The importance of strengthening the partnership between the traffic safety and medical communities in motor vehicle related injury prevention programming has been recognized by both parties. Highway safety objectives have been included in "Healthy People 2000," the national health promotion and disease prevention objectives for the year 2000. NHTSA has included the establishment of cooperative traffic safety-medical-injury control programs in its priority plan. In addition, any future health care reform legislation in the Congress will have a major impact. Whatever action is finally taken, wellness and preventive health care initiatives are likely to be in the forefront of any effort to reduce the medical costs associated with illness and injury. This grant provides new opportunities for the Agency to solicit the involvement of the medical community in promoting motor vehicle injury prevention activity.

In 1993, Secretary of Transportation Federico Peña announced two new national highway safety goals: to reduce the proportion of highway fatalities that are alcohol-related to 43 percent, and to increase the national safety belt use rate to at least 75 percent by 1997. In 1994, the nation met and exceeded the Secretary's alcohol goals, and he has subsequently announced an aggressive new alcohol goal of reducing the proportion of alcohol-related fatalities by 35 percent (to 11,000 annually) by the year 2005.

In support of these goals, NHTSA is currently implementing an initiative called "Campaign Safe & Sober" that has become the centerpiece of the