

added or substituted without the approval of the assistant chair, the assistant executive director, and the working group chair.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public. Meetings of the Human Factors Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on July 14, 1999.

**Ida M. Klepper,**

*Acting Executive Director Aviation Rulemaking Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA, Inc.; Government/Industry Free Flight Steering Committee

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 an RTCA Government/Industry Free Flight Steering Committee meeting to be held August 12, 1999, starting at 1:00 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, in the Bessie Coleman Conference Center, Room 2AB (second floor).

The agenda will include: (1) Welcome and Opening Remarks; (2) Review of Summary of the Previous Meeting; (3) Report from FAA Office of Communications, Navigation, Surveillance on: (a) CPDLC Build I Program Risks and Mitigation Strategies and (b) Safe Flight 21, Ohio Valley Demonstration Update; (4) Report and Recommendations from the Free Flight Select Committee; (5) Other Business; (6) Date and Location of Next Meeting; (7) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202) 833-9434 (facsimile), or dclarke@rtca.org (e-mail).

Members of the public may present a written statement at any time.

Issued in Washington, DC, on July 16, 1999.

**Janice L. Peters,**

*Designated Official.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5930]

RIN 2127-AE95

#### Federal Motor Vehicle Safety Standards; Occupant Crash Protection; Review: Passenger Car Back Seat Occupant Protection; Evaluation Report

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

**ACTION:** Request for comments on technical report.

**SUMMARY:** This notice announces the publication by NHTSA of a Technical Report concerning Safety Standard 208, Occupant Crash Protection, specifically the back seat lap/shoulder belt requirement. The report's title is the Effectiveness of Lap/Shoulder Belts in the Back Outboard Seating Positions. The primary objective of this report is to evaluate the effectiveness of lap/shoulder belts for back seat outboard occupants and whether they are more effective than lap belts for these occupants. Other objectives are to determine whether lap belts are effective, whether lap belts are harmful to back seat belt users in specific crash modes, and whether lap/shoulder belts correct the problems found with lap belts.

**DATES:** Comments must be received no later than November 19, 1999.

**ADDRESSES:**

*Report:* Interested people may obtain copies of the reports free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

*Comments:* All comments should refer to the docket number of this notice and be submitted to: U. S. Department of Transportation Dockets, Room PL-401, Nassif Building, 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 10:00 a.m.-5:00 p.m., Monday through Friday.]

**FOR FURTHER INFORMATION CONTACT:** Charles J. Kahane, Chief, Evaluation Division, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

**SUPPLEMENTARY INFORMATION:** Back seat outboard lap/shoulder belts were first required in passenger cars after December 11, 1989 and in convertible passenger cars, light trucks, vans, and sport utility vehicle after September 1, 1991. Before this, passenger vehicles were required to have at least lap belts at all forward-facing rear outboard seating positions, lap/shoulder belts were optional.

Pursuant to the Government Performance and Results Act of 1993 and Executive Order 12866 (58 FR 51735), NHTSA reviews existing regulations to determine if they are achieving policy goals. Most of the analyses in this report are based on Fatality Analysis Reporting System (FARS) data from 1988 through the first six months of 1997. The primary analysis compares the fatality risk for back seat outboard belted occupants (lap or lap/shoulder belted) to the corresponding risk for unbelted occupants, as well as the fatality risk for lap/shoulder belted occupants to the risk for lap belted occupants. Fatality risk is the ratio of fatalities in the back seat to fatalities in the front seat (a control group). This procedure of comparing a subject group to a control group is called "double pair comparison."

The principal conclusions are: back seat lap belts are 32 percent effective in reducing fatalities and lap/shoulder belts are 44 percent effective in reducing fatalities when compared to unrestrained back seat occupants in passenger cars. In passenger vans and sport utility vehicles, lap belts are 63 percent effective and lap/shoulder belts are 73 percent effective. The change from lap to lap/shoulder belts has significantly enhanced occupant protection, especially in frontal crashes. In all crashes, lap/shoulder belts are 15 percent more effective than lap belts alone. In frontal crashes, lap/shoulder belts are 25 percent more effective than lap belts alone. Back seat lap belts reduce the risk of head injuries while increasing the risk of abdominal injuries in potentially fatal frontal crashes. Lap/shoulder belts reduce the risk of both head and abdominal injuries in potentially fatal frontal crashes relative to lap belts only: head injuries by 47 percent and abdominal injuries by 52 percent.