

5. Black Lung Student's Statement Regarding Resumption of School Attendance and Report of Black Lung Student Beneficiary at End of School Year (two forms)—0960-0314. The information collected on forms SSA-2602 and SSA-2613 is used by SSA to determine whether or not an entitled student beneficiary will resume (or has resumed) full-time school attendance at an approved educational institution. If so, the student will be continuously entitled to benefits. The respondents are children of disabled or deceased coal miners and officials of schools they attend.

	SSA-2602	SSA-2613
Number of Respondents	50	100
Frequency of Response	1	1
Average Burden Per Response (minutes)	5	7½
Estimated Annual Burden (hours)	4	12

II. The information collection listed below has been submitted to OMB for clearance. Written comments and recommendations on the information collection would be most useful if received within 30 days from the date of this publication. Comments should be directed to the SSA Reports Clearance Officer and the OMB Desk Officer at the addresses listed at the end of this publication. You can obtain a copy of the OMB clearance package by calling the SSA Reports Clearance Officer on (410) 965-4145, or by writing to him.

1. Report on Individual with Mental Impairment—0960-0058. Form SSA-824 is used by the Social Security Administration to determine the claimant's medical status prior to making a disability determination. The respondents are physicians, medical directors, medical record librarians and other health professionals.

Number of Respondents: 50,000.
Frequency of Response: 1.
Average Burden Per Response: 36 minutes.
Estimated Annual Burden: 30,000 hours.

2. Report of Student Beneficiary at End of School Year—0960-0089. The information collected on Form SSA-1388 is used by SSA to verify a student's full-time attendance at an approved educational institution. The respondents are secondary school student beneficiaries or claimants who are enrolled full time.

Number of Respondents: 200,000.
Frequency of Response: 1.

Average Burden Per Response: 10 minutes.

Estimated Annual Burden: 33,333 hours.

3. Request for Claimant Conference—0960-NEW. As part of SSA's disability redesign effort, SSA is testing modifications to the disability determination procedures. One aspect of the tests includes notifying claimants when the initial determination of disability by the State agency will be less than fully favorable. The State agency making the determination must send a written notice to the claimant offering him or her the opportunity to have a conference with the Disability Adjudicator and to provide an opportunity to submit additional evidence. The claimant can respond by either completing and returning the form (SSA-378) enclosed with the notice or by telephoning the Disability Adjudicator. Based on the reply, the Disability Adjudicator can schedule a conference, request additional medical evidence, and/or await the receipt of additional evidence or complete the processing of the claim. The respondents are claimants for title II and title XVI disability benefits whose claims will receive a less than fully favorable determination.

Number of Respondents: 163,000.
Frequency of Response: 1.
Average Burden Per Response: 1.5 minutes.
Estimated Annual Burden: 4,075 hours.

(SSA Address)

Social Security Administration,
 DCFAM, Attn: Frederick W.
 Brickenkamp 6401 Security Blvd., 1-A-21 Operations Bldg., Baltimore, MD 21235

(OMB Address)

Office of Management and Budget,
 OIRA, Attn: Desk Officer for SSA,
 New Executive Office Building, Room 10230, 725 17th St., NW, Washington, DC 20503

Dated: July 30, 1999.

Nicholas E. Tagliareni,
Reports Clearance Officer, Social Security Administration.
 [FR Doc. 99-20153 Filed 8-4-99; 8:45 am]
 BILLING CODE 4190-29-P

DEPARTMENT OF STATE

[Public Notice No.: 3082]

Advisory Committee on Historical Diplomatic Documentation; Notice of Meeting

The Advisory Committee on Historical Diplomatic Documentation will meet in the Department of State, 2201 "C" Street NW, Washington, D.C., September 13-14, 1999, in Conference Room 1107. Prior notification and a valid photo are mandatory for entrance into the building. One week before the meeting the public must notify Gloria Walker, Office of Historian (202-663-1124) providing their date of birth, social security number and telephone number.

The Committee will meet in open session from 1:30 p.m. through 4:30 p.m. on the afternoon of Monday, September 13, 1999. The remainder of the Committee's sessions from 9:00 a.m. until 5:00 p.m. on Tuesday, September 14, 1999 will be closed in accordance with Section 10(d) of the Federal Advisory Committee Act (P.L. 92-463). The agenda calls for discussions involving consideration of matters not subject to public disclosure under 5 U.S.C. 552b(c)(1), and that the public interest requires that such activities be withheld from disclosure.

Questions concerning the meeting should be directed to William Z. Slany, Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State, Office of the Historian, Washington, DC, 20520, telephone (202) 663-1123, (e-mail pahistoff@panet.us-state.gov).

Dated: July 29, 1999.

William Z. Slany,
Executive Secretary.
 [FR Doc. 99-20188 Filed 8-4-99; 8:45 am]
 BILLING CODE 4710-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity To Participate, Criteria Requirements and Change of Application Procedure for Participation in the Military Airport Program (MAP)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of criteria and application procedure for designation or re-designation, for the Fiscal year 1999 and 2000 Military Airport Program (MAP), based on current and proposed legislation.

SUMMARY: This notice announces the criteria, application procedures and schedule to be applied by the Secretary of Transportation in designating, re-designating, and funding capital development for currently up to 12 and potentially more airports in the MAP. Pending re-authorizing legislation may permit more airports to be designated and funded in future fiscal years. Once an authorization is enacted, the FAA may, if necessary, issue a new notice clarifying any change in the program including criteria and eligibility.

The MAP allows the Secretary to designate current or former military airports for which grants may be made under the Airport Improvement Program (AIP) and which airports, when at least partly converted to civilian commercial or reliever airports as part of the national air transportation system, will enhance airport and air traffic control system capacity in major metropolitan areas or reduce current and projected flight delays. The Secretary is authorized to designate an airport only if:

(1) the airport is a former military installation closed or realigned under—
(A) Title 10 U.S.C. 2687.

(B) Section 201 of the Defense Authorization Amendments and Base Closure and Realignment Act (10 U.S.C. 2687 note); or

(C) Section 2905 of the Defense Base Closure and Realignment Act of 1990 (10 U.S.C. 2687 note); or

(2) the Secretary determines that AIP grants at such airport would—

(A) reduce delays at an airport with more than 20,000 hours of annual delays in a commercial passenger aircraft takeoffs and landings; or

(B) enhance airport and air traffic control system capacity in a metropolitan area or reduce current and projected flight delays.

49 U.S.C. 47118

DATES: Airport sponsors should address written applications for new designation and re-designation in the Military Airport Program to the Federal Aviation Administration Regional Airports Division or Airports District Office that serves the airport. That office of the FAA must receive applications on or before September 7, 1999.

ADDRESSES: Send an original and two copies of Standard Form (SF) 424, "Application for Federal Assistance," <http://www.whitehouse.OMB/grants/index.html>, and supporting and justifying documentation specifically requesting to be considered for designation or re-designation to participate in the Military Airport Program, to the Regional FAA Airports

Division or Airports District Office that serves the airport. Applicants may find the proper office on the FAA website <http://www.faa.gov/arp/arphome.htm> or contact the office below.

FOR FURTHER INFORMATION CONTACT: Mr. James V. Mottley (jim.mottley@faa.gov) or Leonard C. Sandelli (len.sandelli@faa.gov), Military Airport Program Branch (APP-420), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue, SW, Washington, DC 20591, (202) 267-8780, or (202) 267-8785, respectively.

SUPPLEMENTARY INFORMATION:

General Description of the Program

The Military Airport Program provides capital development assistance to civil airport sponsors at designated current (joint-use) military airfields or former military airports in converting to civil use. Airports designated under the program may obtain funds from a set-aside (currently four percent) of AIP discretionary funds to undertake eligible airport development, including certain types of projects not otherwise eligible for AIP assistance.

Once an authorization is enacted by Congress, the FAA may, if necessary, issue a new notice clarifying any change in the program including criteria and eligibility and solicit applicants.

Number of Airports

Currently, a maximum of 12 airports can participate in the MAP. There are eleven airports currently designated and the Secretary can designate one more under the current FAA authorization. Future FAA authorization legislation may permit additional designations from applications submitted pursuant to this notice. If increased, the Secretary may designate additional airports based on applications submitted pursuant to this notice, or subsequent notices.

Amount of MAP Funds

Currently all of the 1999 MAP funds have been allocated to the participating airports. Any airport designated to MAP during FY 1999 will not be funded until FY 2000, pending FAA authorizing legislation. Funding after FY 1999 will be based on FY 2000 authorization and obligation authority levels.

Term of Designation

Five years is the maximum period of eligibility, unless modified by legislation, for any airport to participate in the MAP unless an airport sponsor reapplies and is re-designated. Periods of redesignation for periods of less than five years are being considered in authorizing legislation.

Reapplication

49 U.S.C. 47118(d) permits previously designated airports to apply for re-designation. The airport must have MAP eligible projects and must continue to satisfy the designation criteria for the MAP.

Eligible Projects

In addition to other eligible AIP projects, terminals, fuel farms, utility systems, surface parking lots and hangars are eligible to be funded from the MAP. Cargo facilities up to 50,000 square feet are being considered in proposed FAA authorizing legislation. Airports requiring these facilities should consider including any cargo building requirements in project justifications and airport capital development plan (ACIP) portions of the application.

New Designation and Re-designation Considerations

In making designations of new candidate airports, the Secretary of Transportation will consider the following general requirements:

1. The airport is a Department of Defense (DOD) Base Realignment and Closure (BRAC) closing military airfield or 10 USC 2687 closure or realignment, classified as a commercial service or reliever airport in the National Plan of Integrated Airport Systems (NPIAS). Pending FAA authorizing legislation may allow DOD BRAC or 10 USC 2687 closing and realignment airports classified as general aviation (GA) in the NPIAS to participate in the MAP, so airports meeting other eligibility requirements and categorized as GA, should apply; or

2. The airport and grants issued for projects at the airport would reduce delays at an airport with more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings. Airports with 20,000 or more hours of delay and their associated metropolitan areas are identified in the FAA's Aviation Capacity Enhancement Plan DOT/FAA, Office of System Capacity, 1998 Aviation Capacity Enhancement Plan; or

3. The airport would enhance airport and air traffic control, system capacity in a metropolitan area or reduce current or projected flight delays.

The application will be evaluated on how the proposed airport and associated projects would make these contributions to congestion relief and/or how the airport would enhance air traffic or airport system capacity, and provide adequate user services.

Project Evaluation

Recently approved BRAC or Title 10 U.S.C. 2678 closing or realigned bases or active bases with new joint use agreements will be the locations with the greatest conversion needs, necessary to achieve a successful civil airport operation. New joint use locations and newly converting airports frequently have minimum capital development resources and will receive priority consideration for designation and MAP funding. The FAA will evaluate the need for the eligible projects in the candidate airport's five year ACIP, and whether these projects are related to development of that airport and/or air traffic system. It is the intent of the Secretary of Transportation to fund those airports where the benefits to the capacity of the air traffic control or airport system can be maximized, and/or the contribution to reducing congestion can be maximized.

1. The FAA will evaluate the candidate airports and/or the airports such candidates would relieve based on the following factors:

- Compatibility of airport roles, and the ability of the airport to provide an adequate airport facility;
- The capability of the candidate airport and its airside and landside complex to serve aircraft that otherwise must use the relieved airport;
- Landside surface access;
- Airport operational capability, including peak hour and annual throughput capacities of the candidate airport;
- Potential of other metropolitan area airports to relieve the congested airport;
- Ability to satisfy, relieve or meet air cargo demand within the metropolitan area;
- Forecasted aircraft and passenger levels, type of air carrier service anticipated, i.e., scheduled and/or charter air carrier service;
- Type and capacity of aircraft projected to serve the airport and level of operation at the relieved airport and the candidate airport;
- The potential for the candidate airport to be served by aircraft or users, including the airlines, serving the congested airport;
- Ability to replace an existing commercial service or reliever airport serving the area; and
- Any other documentation to support the FAA designation of the candidate airport.

2. The FAA will evaluate the development needs, which, if funded, would make the airport a viable civil airport that will enhance system capacity or reduce delays. Newly

closing installations or airport sponsors with new joint use agreements with existing military aviation facilities will be strongly considered for designation since they tend to have the greatest conversion needs.

Application Procedures and Required Documentation

Airport sponsors applying for consideration for designation or Redesignation must complete a Standard Form 424, "Application for Federal Assistance," and submit documentation to the appropriate FAA office as outlined below. They must submit an Application for Federal Assistance, SF 424, to the Airports District Office or FAA Regional Airports Division which serves that airport. The SF 424 must indicate that this is an initial application or reapplication for the MAP, and must be accompanied by the documentation and justification indicated below to request designation by the Secretary of Transportation to participate in the Military Airport Program.

New Candidate Airports and Airports Applying for Redesignation

This information must identify the airport as either a current or former military airport and identify whether it was:

1. Closed or realigned under Section 201 of the Defense Authorization Amendments and Base Closure and Realignment Act, and/or Section 2905 of the Defense Base Closure and Realignment Act of 1990 (Installations Approved for Closure by the Defense Base Realignment and Closure Commissions),
2. 10 U.S.C. 2687 (bases closed by DOD and reported to the General Services Administration) or
3. A joint use of an active military airfield.

A. Qualifications

For (1) through (6) below the applicant does not need to resubmit any unchanged documentation that has been previously submitted to the regional Airports division or Airports district office.

(1) Documentation that the airport meets the definition of a "public airport" as defined in 49 U.S.C. § 47102(16).

(2) Documentation that the required environmental review process for civil reuse or joint-use of the military airfield has been completed. This is not the environmental review for the projects under this program, but the environmental review necessary, usually done by the military

department, for conveyance of airport property, a long-term lease, or a joint use agreement. The environmental reviews and approvals must indicate that the airport would be able to have sufficient property rights to meet AIP requirements.

(3) In the case of a former military airport, documentation that the local or State airport sponsor holds or will hold satisfactory title, a long term lease in furtherance of conveyance of property for airport purposes, or a long term interim lease for 25 years or more, to the property on which the civil airport is being located. An application for airport property accepted by the Government is sufficient, unless there is reason to believe that a long term lease or conveyance would be delayed for a long time. The capital development project needs to be in place for 20 years. In the case of a current military airport, documentation that the airport sponsor has an existing joint-use agreement with the military department having jurisdiction over the airport. This is necessary so the FAA can legally issue grants to the sponsor.

(4) Documentation that the service level at the airport is expected to provide is a "commercial service airport" or a "reliever airport" as defined in 49 U.S.C. 47102(7) and 47102(18), respectively, and is included in the current NPIAS. Pending FAA authorization legislation may permit designation of some general aviation airports in the NPIAS.

(5) Documentation that the airport has an eligible airport "sponsor" as defined in 49 U.S.C. 47102(19).

(6) Documentation that the airport has an approved airport layout plan (ALP) and a five-year ACIP indicating all eligible grant projects either seeking to be funded from the MAP or other portions of the AIP. The five-year plan must also specifically identify the safety, capacity and conversion related projects, associated costs and projected five-year schedule of project construction, including those requested for consideration for MAP funding.

(7) Information identifying the existing and potential levels of visual or instrument operations and aeronautical activity at the current or former military airport and, if applicable, the relieved airport. Also, if applicable, information on how the airport contributes to air traffic system or airport system capacity. If served by commercial air carriers, the revenue passenger and cargo levels should be provided.

(8) A description of the projected civil role and development needs for transitioning from use as a military airfield to a civil airport and how

development projects would serve to convert the airport to civil use and/or reduce delays at an airport with more than 20,000 hours of annual delay in commercial passenger aircraft takeoffs and landings and/or how the projects would contribute to the airport and air traffic control system capacity in a metropolitan area or reduce current or projected flight delays.

(9) A description of the existing airspace capacity. Describe how anticipated new operations would affect the surrounding airspace and air traffic flow patterns in the metropolitan area in or near which a current or former military airport is located. Include a discussion of the level to which operations at this airport create airspace conflicts that may cause congestion or whether air traffic works into the flow of other air traffic in the area.

(10) A description of the five-year ACIP, including a discussion of major projects, their priorities, projected schedule for project accomplishment, and estimated costs. Eligible MAP safety, capacity related and/or conversion related projects should be specifically identified, that are proposed for funding under the MAP.

(11) A description of projects, that are consistent with the role of the airport and effectively contribute to joint use or convert the airfield to a civil airport. Projects can be related to various improvement categories depending on the need to convert from military to civil airport use, to meet required civil airport standards, and/or required to provide capacity to the airport and/or airport system. The projects selected, i.e., safety related, conversion-related, and capacity-related, must be identified and fully explained based on the airport's planned use. The sponsor needs to submit the airport layout plan (ALP) and other maps or charts that clearly identify and help clarify the eligible projects and designate them as safety-related, conversion-related, or capacity-related. It should be cross-referenced with the project costs and project descriptions. Projects that could be eligible under MAP, if needed for conversion-related or capacity-related purposes, must be clearly indicated, and include:

Airside

- Modification of airport or military airfield for safety purposes or airport pavements (including widths), marking, lighting or strengthening, and of structures or other features in the airport environs to meet civil standards for airport imaginary surfaces.
- Facilities or support facilities such as passenger terminal gates, aprons for

passenger terminals, taxiways to new terminal facilities, aircraft parking, and cargo facilities to accommodate civil use.

- Modification of airport or military utilities (electrical distribution systems, communications lines, water, sewer, storm drainage) to meet civil standards. Also, modifications that allow utilities on the civil airport to operate independently, if other portions of the base are conveyed to entities other than the airport sponsor or retained by the Government.

- Purchase, rehabilitation, or modification of airport and support facilities, including aircraft rescue and fire fighting buildings and equipment, airport security requirements, lighting vaults, and reconfiguration or relocation of buildings for more efficient civil airport operations, and snow removal equipment.

- Modification of airport or military airfield fuel systems and fuel farms to accommodate civil aviation use.

- Acquisition of additional land for runway protection zones, other approach protection, or airport development.

- Cargo facility requirements.

Landside

- Construction of surface parking areas and access roads to accommodate automobiles in the airport terminal area and provide an adequate level of access to the airport.

- Construction or relocation of access roads to provide efficient and convenient movement of vehicular traffic to, on and from the airport, including access to passenger, air cargo, fixed base operations, and aircraft maintenance areas.

- Modification or construction of facilities such as passenger terminals, surface automobile parking, hangars, and access to cargo facilities to accommodate civil use.

(12) An evaluation of the ability of surface transportation facilities (road, rail, high speed rail, maritime) to provide intermodal connections.

(13) A description of the type and level of aviation and community interest in the civil use of a current or former military airport.

(14) One copy of the FAA-approved ALP for each copy of the application. The ALP or supporting information should clearly show capacity and conversion related projects. Also, other information such as project costs, schedule, project justification, other maps and drawings showing the project locations, and any other supporting documentation that would make the

application easier to understand should be included.

Redesignation of Airports Previously Designated and Applying for up to an Additional Five Years in the Program

Airports applying for redesignation to the Military Airport Program need to submit the information required by new candidate airports applying for a new designation. On the SF (SF) 424 those airports need to indicate that this is an application for redesignation to the MAP. In addition to the above information, they need to explain:

(1) Why a redesignation and additional MAP eligible project funding is needed to accomplish the conversion to meet the civil role of the airport.

(2) Why an additional designation is necessary and funding of eligible work under other categories of AIP or other sources of funding would not accomplish the development needs of the airport.

(3) Based on the previously funded MAP projects, state why these projects and funding level were insufficient to accomplish the airport conversion needs and development goals.

Pending legislation may provide that the airport may be designated for a term less than five years.

This notice is issued pursuant to Title 49 U.S.C. 47118.

Issued at Washington, DC, on July 30, 1999.

Catherine M. Lang,

Acting Director, Office of Airport Planning and Programming.

[FR Doc. 99-20142 Filed 8-4-99; 8:45 am]

BILLING CODE 4910-13-P

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 Quad City International Airport, Moline, IL

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 and use the revenue from PFC at Quad City International 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).