

**DATES:** The meeting is scheduled for February 3, 2000, unless otherwise notified.

**ADDRESSES:** The meeting will be held at the Department of Commerce Room 4830, located at 14th Street and Constitution Avenue, NW, Washington, DC, unless otherwise notified.

**FOR FURTHER INFORMATION CONTACT:** Eric Fredell, Department of Commerce, 14th St. and Constitution Ave., NW, Washington, DC 20230, (202) 482-0304 or Ladan Manteghi, Office of the United States Trade Representative, 1724 F St. NW, Washington, DC 20508, (202) 395-6120.

**SUPPLEMENTARY INFORMATION:** The IFAC-4 will hold a meeting on February 3, 2000 from 9 a.m. to 3 p.m. The meeting will include a review and discussion of current issues which influence U.S. trade policy. Pursuant to Section 2155(f)(2) of Title 19 of the United States Code and Executive Order 11846 of March 27, 1975, the Office of the U.S. Trade Representative has determined that part of this meeting will be concerned with matters the disclosure of which would seriously compromise the development by the United States Government of trade policy, priorities, negotiating objectives or bargaining positions with respect to the operation of any trade agreement and other matters arising in connection with the development, implementation and administration of the trade policy of the United States. During the discussion of such matters, the meeting will be closed to the public from 12 noon to 3 p.m. The meeting will be open to the public and press from 9 a.m. to 12 noon, when other trade policy issues will be discussed. Attendance during this part of the meeting is for observation only. Individuals who are not members of the committees will not be invited to comment.

**Pate Felts,**

*Acting Assistant United States Trade Representative, Intergovernmental Affairs and Public Liaison.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Two Current Public Collections of Information

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on two currently approved public information collections which will be submitted to OMB for renewal.

**DATES:** Comments must be received on or before March 14, 2000.

**ADDRESSES:** Comments may be mailed or delivered to the FAA at the following address: Ms. Judith Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judith Street at the above address or on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:** The FAA solicits comments on the following two current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection. Following is a short synopsis of the two currently approved public information collection activities, which will be submitted to OMB for review and renewal:

1. 2120-0608, Commercial Space Transportation Licensing Regulations. The data requested for a license application to conduct commercial space launch activities are required by the Commercial Space Launch Act of 1984, 49 U.S.C. App. §§ 2601-2623, as recodified at 49 U.S.C. 70101-70119 (1994). The required information will be used to determine if applicant proposals for conducting commercial space launches can be accomplished in a safe manner according to regulations and license orders issued by the Office of the Associate Administrator for Commercial Space Transportation. Respondents are an estimated 6 licensees authorized to conduct licensed launch activities. The estimated annual burden is 3000 hours.

2. 2120-0652, Changes in Permissible Stage 2 Airplane Operations. On 11/29/99, the President signed legislation (PL 106-113) amending the Airport Noise and Capacity Act (ANCA) of 1990. The primary focus of ANCA was the prohibition on Stage 2 airplane flight in the contiguous United States after 12/31/99. The changes to ANCA give the FAA new authority to allow certain non-revenue Stage 2 flights after the statutory compliance date. After 12/31/99, operations will need a special flight authorization to bring Stage 2 airplanes into the U.S. in non-revenue service for a certain purpose. The respondents are an estimated 100 operators of stage 2

airplanes needing to bring Stage 2 airplanes into the U.S. in non revenue service for a certain purpose. The estimated annual burden is 25 hours.

Issued in Washington, DC, on January 10, 2000.

**Steve Hopkins,**

*Manager, Standards and Information Division, APF-100.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-1999-6689]

#### Railroad Car Conspicuity; Establishment of Public Docket

Congress, in the Federal Railroad Safety Authorization Act of 1994 (Pub. L. No 103-440), requires FRA to conduct a review of the Department's rules with respect to the visibility of railroad cars. Part of this review includes collecting relevant data from operational experience by railroads having enhanced visibility measures in service. The statute, codified at 49 U.S.C. 20148, provides that if the review establishes that enhanced railroad car visibility would likely improve safety in a cost-effective manner, the Secretary of Transportation shall initiate a rulemaking to prescribe regulations requiring enhanced visibility standards for railroad cars. The Secretary has delegated this responsibility to the Federal Railroad Administration ("FRA").

FRA will consider, at a minimum—

- (1) visibility of railroad cars from the perspective of nonrailroad traffic;
- (2) whether certain railroad car paint colors should be prohibited or required;
- (3) the use of reflective materials;
- (4) the visibility of lettering on railroad cars;
- (5) the effect of any enhanced visibility measures on the health and safety of train crew members; and
- (6) the cost/benefit ratio of any new regulations.

In an effort to carry out the Congressional mandate, FRA is establishing a public docket to provide all interested parties with a central location to both send and review relevant information concerning railroad car conspicuity. The docket established for this purpose is designated Docket No. FRA-1999-6689. The information submitted to the docket will aid FRA in determining whether or not a rulemaking will ultimately be appropriate.