

past safety recommendations, and provided quick feedback to the fishing industry by recommending measures believed to have the greatest potential for reducing loss of life and property. The Task Force completed a report containing safety recommendations in March 1999 and presented the report to the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC) and Coast Guard District Fishing Vessel Safety Coordinators. The Task Force report is available at <http://www.get.to/thefishingreport> or at Commandant (G-MOA), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, 202-267-1430. The Coast Guard consolidated the Task Force recommendations commonly supported by both the CFIVAC and the District Fishing Vessel Safety Coordinators and subsequently developed the CFVSAP. The CFVSAP was presented at the October 4-5, 1999 meeting of the CFIVAC. The CFIVAC agreed with the concepts presented in the CFVSAP. Also, the CFIVAC agreed with the Coast Guard that holding regional listening sessions would result in valuable input from a larger segment of the fishing industry. By publication of this notice, the Coast Guard is seeking further feedback from fisherman on the CFVSAP. The CFVSAP is available at <http://www.uscg.mil/hq/g-m/advisory/cfivac/fishexpo99.pdf> or at Commandant (G-MOC), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, 202-267-2008.

### Objective and Issues

The objective of the regional listening sessions and the request for comments is to receive information from the general public and the fishing industry pertaining to the CFVSAP and other possible safety issues affecting the fishing industry. The Coast Guard wishes to identify ways to improve safety in the fishing industry.

The Coast Guard is specifically interested in information pertaining to the following:

- The most critical safety issues in your region.
- Ways the Coast Guard might better communicate with the fishing industry.
- Ways the Coast Guard might assist in improving safety in the fishing industry.
- Ways the fishing industry might improve its safety record without Coast Guard or other government involvement.
- The minimum level of training that should be considered in a training based certificate program.

- The most safety beneficial composition of a vessel examination program.
- Whether the Territorial Sea Baseline is the best reference parameter for setting certain safety equipment carriage requirements.

### Format of Regional Listening Sessions

Each listening session will be preceded with a presentation by the Coast Guard on the CFVSAP. After the presentation the audience will have an opportunity to comment on the specifics of the CFVSAP. The Coast Guard will then present a list of standardized issues similar to those contained in Objectives and Issues and then open the listening session to general comments from the audience.

### Information on Services for Individuals with Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact the person noted in **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: February 16, 2000.

**Joseph J. Angelo,**

*Acting Assistant Commandant for Marine Safety and Environmental Protection.*

[FR Doc. 00-4493 Filed 2-24-00; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** with a 60-day comment period soliciting comments on the following collection of information was published on October 7, 1999, [FR 64, pages 54720-54721].

**DATES:** Comments must be submitted on or before March 27, 2000. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

### SUPPLEMENTARY INFORMATION:

#### Federal Aviation Administration (FAA)

*Title:* Domestic and International Flight Plan Forms.

*Type of Request:* Extension of a currently approved collection.

*OMB Control Number:* 2120-0026.

*Form(s) FAA Forms 7233-1 and 7233-4.*

*Affected Public:* Anyone flying an airplane.

*Abstract:* Title 49 USC paragraph 40103(b) authorized regulations governing the flight of aircraft. 14 CFR 91 prescribes requirements for filing domestic and international flight plans. Information is collected to provide services to aircraft inflight and protection of persons/property on the ground.

*Estimated Annual Burden Hours:* 293,072 burden hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

*Comments Are Invited On:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on February 17, 2000.

**Steve Hopkins,**

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

[FR Doc. 00-4491 Filed 2-24-00; 8:45 am]

**BILLING CODE 4910-13-M**

## 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 Columbus Metropolitan Airport, Columbus, Georgia

**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 a PFC at Columbus Metropolitan 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).

**DATES:** Comments must be received on or before March 27, 2000.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, 1701 Columbia Avenue, Campus Building, Suite 2-260, College Park, Georgia 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Mark Oropeza, Airport Director, of the Columbus Metropolitan Airport at the following address: Mr. Mark Oropeza, Airport Director, Columbus Metropolitan Airport, 3250 West Britt David Road, Columbus, GA 31909-5399.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Columbus Airport Commission under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Daniel Gaetan, Program Manager, Atlanta Airports District Office, 1701 Columbia Avenue, Campus Building, Suite 2-260, College Park, Georgia 30337-2747; telephone number (404) 305-7146. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Columbus Metropolitan 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).

On January 24, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by Columbus Airport Commission was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 12, 2000.

The following is a brief overview of the application.

PFC Application No.: 99-03-C-00-CSG.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 2000.

Proposed charge expiration date: November 1, 2000.

Total estimated PFC revenue: \$1,223,986.

Brief description of proposed project(s):

(1) North Terminal Access Road Rehabilitation;

(2) Obstruction approach clearing for Runway Ends 5, 23, 12, and 30;

(3) Passenger lift device;

(4) Taxiway "D" Rehabilitation;

(5) Runway 5/23 Rehabilitation;

(6) Runways 12/30 & 5/23

renumbering and signage;

(7) Aircraft Rescue & Fire Fighting Vehicle;

(8) Update Airport Master Plan;

Taxiway "C" Relocation.

Class or classes of air carriers, which the public agency has requested not be required to collect PFCs: All classes of carriers that enplaned less than 1% of the total number of passengers enplaned annually at the airport.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Columbus Metropolitan Airport.

Issued in Atlanta, Georgia on January 24, 2000.

**Scott L. Seritt,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 00-4490 Filed 2-24-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Waukesha and Washington Counties, Wisconsin

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway improvement of State Trunk Highway 164 (STH 164) corridor between Interstate Highway 94 (IH-94) in Waukesha County and the vicinity of State Trunk Highway 175 (STH 175) in Washington County, Wisconsin.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard C. Madrzak, Field Operations Engineer, Federal Highway Administration, 567 D'Onofrio Drive, Madison, Wisconsin, 53719-2814; (608) 829-7510. You may also contact Ms. Carol Cutshall, Director, Bureau of Environment, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin, 53707-7965; (608) 266-9626.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

##### Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare a Draft Environmental Impact Statement (EIS) on a proposal to improve STH 164 as an ultimate four lane roadway between IH 94 in Waukesha County and the vicinity of STH 175 in Washington County, a distance of about 32 kilometers (20 miles).

The proposal is being considered to address existing and future transportation demand on STH 164, and to preserve land for future transportation improvements. Planning, environmental and engineering studies are underway to develop transportation alternatives. The EIS will assess the environmental impacts of alternatives including: (1) No build, (2) reconstructing the existing 2-land highway to a 4-land facility, and (3) possible alignment deviation from the present alignment at some locations to minimize environmental impacts.

Information describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who have previously expressed, or are known to have interest in this proposal. A project advisory committee comprised of Federal and State agencies, local officials, environmental, and other community interests is being established to provide input during development and refinement of alternatives and corridor preservation activities. A series of public meetings will be held to solicit comments from