

This advice assists us in formulating the positions of the United States in advance of meetings of the International Maritime Organization.

NOSAC meets twice a year, with one of these meetings being held at Coast Guard Headquarters in Washington, DC. It may also meet for extraordinary purposes. Subcommittees and working groups may meet to consider specific problems as required.

We will consider applications for four positions that expire or become vacant in January 2001. To be eligible, applicants should have experience in offshore operations, diving services, pipelaying, or general public interest associated with offshore activities. Each member serves a term of 3 years. A few members may serve consecutive terms. All members serve at their own expense, and receive no salary, reimbursement of travel expenses, or other compensation from the Federal Government.

In support of the policy of the U.S. Department of Transportation on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and minority group members.

If you are selected as the general public member, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). We may not release the report or the information in it to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act (5 U.S.C. 552a).

Dated: March 2, 2000.

Joseph J. Angelo,

Director of Standards Marine Safety and Environmental Protection.

[FR Doc. 00-5831 Filed 3-8-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-00-7018]

Fees for FAA Services for Certain Flights; Public Availability of Letter

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA announces the availability to the public of a letter to known users of "overflight" services concerning the reestablishment of certain fees. This letter states that these fees will be charged for air traffic control (ATC) and related services provided to certain aircraft that fly through U.S.-controlled airspace, but neither take off from nor land in the United States.

FOR FURTHER INFORMATION CONTACT: Randy Fiertz (202) 267-7140, Acting Director, Office of Performance Management (APF-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

SUPPLEMENTARY INFORMATION: The FAA is sending letters to known major users and other interested entities about the reestablishment of "overflight" fees. These fees will be charged for ATC and related services provided to certain aircraft that fly through U.S.-controlled airspace, but neither take off from nor land in the United States. Such fees are commonly referred to as "overflight" fees. The FAA is taking this action to give the public notice of the letter being sent to affected parties concerning reestablishment of "overflight" fees. This notice and a copy of the letter below will be available for public inspection in the docket at U.S. Department of Transportation Dockets, 400 Seventh Street SW., Room Plaza 401, Washington, DC 20590, between 10 a.m. and 5 p.m. weekdays, except Federal holiday. The docket may also be examined electronically through the Dockets Management System (DMS) at the following Internet address: <http://dms.dot.gov/> at any time.

Issued in Washington, DC on March 6, 2000.

Michael E. Chase,

Acting Assistant Chief Counsel for Regulations.

Letter to Users of Certain Overflight ATC Services

Dear _____:

The Federal Aviation Administration (FAA) will soon announce the reestablishment of user fees that will be charged for air traffic control (ATC) and related services provided to certain aircraft that fly through U.S.-controlled airspace, but neither take off from, nor land in, the United States. Such fees are commonly referred to as "overflight" fees.

The implementation of these fees is required by the Federal Aviation Reauthorization Act of 1996 (The Act). The Act states that the FAA should establish overflight fees through the publication of an Interim Final Rule. Under the Interim Final Rule process, the fees will take effect shortly after publication in the **Federal Register**. The FAA will invite public comment on the Interim Final Rule. After thorough consideration of the comments received, the FAA will make any appropriate changes and then issue a Final Rule.

You may recall that the FAA published an Overflight Fee Interim Final Rule in March 1997. The costs upon which those overflight fees were based were determined using FAA's 1995 Cost Allocation Study. On January 30, 1998, the U.S. Court of Appeals for the District of Columbia set aside the 1997 rule, concluding that the FAA had used an

incorrect methodology to allocate fixed and common costs. As a result of the Court's ruling, the FAA immediately suspended fee collections, subsequently refunded the \$40 million in fees that had then been collected, and withdrew the Interim Final Rule.

Although the Court of Appeals' ruling effectively terminated the 1997 overflight fees, the Act remains in effect. To comply with the Act and accurately establish the costs of ATC services using the best available information, the FAA is developing new overflight fees using actual fiscal year 1999 cost data from its new cost accounting system. This system has been reviewed carefully by accounting and financial professionals, both inside and outside the government, to ensure that the ATC enroute and oceanic cost data used are the most accurate available.

The Office of Inspector General of the Department of Transportation recently completed an in-depth review of the fiscal year 1998 cost accounting data and the flight data used to derive the new fees. A copy of the Inspector General's report can be found at www.oig.dot.gov/avauds.htm (Report no. FE-2000-024, dated December 17, 1999). The report includes recommendations, which the FAA has acted upon, including basing the overflight fees on actual cost accounting data for fiscal year 1999.

I hope the above information is useful to you in your planning. Our regulatory procedures do not allow me at this time to provide further details beyond those contained in this letter. Once the Interim Final Rule has been published, however, there will be ample opportunity for you to present your views—including a public meeting that will be announced when the Interim Final Rule is published. I look forward to working with you more closely at that time.

While the Interim Final Rule process is not the customary rulemaking approach used by the FAA, it is required by law for this particular rulemaking. Nevertheless, I can assure you that all comments received will be fully considered by the FAA before the Final Rule is issued.

Sincerely,

Donna R. McLean,
Assistant Administrator for Financial Services.

[FR Doc. 00-5778 Filed 3-6-00; 3:13 pm]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2000-7011]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the Vessel KIRSTEN ANNE.

SUMMARY: As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S. build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with P.L. 105-383 and MARAD's regulations at 46 CFR 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before April 10, 2000.

ADDRESSES: Comments should refer to docket number MARAD-2000-7011. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., S.W., Washington, D.C. 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR 832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-0760.

SUPPLEMENTARY INFORMATION: Title V of Public Law 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (less than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to

properly consider the comments. Comments should also state the commentor's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR 388.

Vessel Proposed for Waiver of the U.S.-build Requirement

(1) Name of vessel and owner for which waiver is requested: Name of vessel: KIRSTEN ANNE, Owner: Robert and Laurie Lindsey.

(2) Size, capacity and tonnage of vessel: The KIRSTEN ANNE measures 48.5 feet in length and displaces 29 net tons, 33 gross tons. The capacity of the vessel is 12 passengers or less.

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "If a waiver is granted, we intend to use this vessel to carry passengers for hire on sailing wildlife/adventure cruises, scientific research charters, whale watching/videography, and Eco-tourism to the refuges and National Monuments in our area of opportunity. We will operate this vessel in the greater Kodiak Island Archipelago and Gulf of Alaska. Some anticipated offerings will be cruises of the Katmai coast and birding expeditions in the Kodiak area as well as the Alaska Peninsula. We look forward to offering the scientific community an affordable alternative for long-range /duration studies involving Stellar Sea Lions and seabirds."

(4) Date and place of construction and (if applicable) rebuilding. Date of construction: 1979, place of construction: Taiwan.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant:

"The Kodiak Island area is in its infancy of charter work with a small but competent group of operators who offer primarily fishing charters and hunting support. Although many of the vessels offer some Whale watching/Ecotourism type charters, there are no sailing vessels involved in charter work in the Kodiak area. Unofficially, halibut fishing is the largest group of charter operations, Salmon fishing would be second, and Hunter support is third and general sightseeing is the smallest segment of the charter fleet.

We feel the economics are so marginal that we can only afford to offer this service because we were able to purchase our vessel for a very reasonable price. Already established in this area, we can subsidize the operation through startup with income from our other occupations. The only impact that a waiver will have on other operations

in this area would be positive based on exposure, a service not previously offered and additional draw for tourists to visit Kodiak. The replacement value of our vessel is approximately \$380,000. If that were the only way to start a sail charter operation, it would not be economically feasible in this market.

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "The effect a waiver on local shipbuilding /repair in this area would be positive because we will be using our vessel more than we do now which will have the effect of revenue for local businesses. We anticipate some additional equipment may be necessary to begin operations. This equipment will be contracted with locally owned businesses and purchased in Kodiak. Should we need any modifications or repairs to the boat as our business grows, we will use local shipyards and chandlers. There is no shipbuilding other than small one-off aluminum boat shops on Kodiak Island and no large boat builders in the state of Alaska. When our operation becomes successful, we anticipate the need for an American built sailboat designed specifically for this area. Our concept of this vessel would be approximately 65-80 feet in length displacing at least 50 tons. This new vessel will be an American built motorsailer with enhanced diving support and capable of extended cruises. Clearly, we are dedicated to this concept and feel that the only impact on shipbuilding would be positive."

Dated: March 3, 2000.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 00-5638 Filed 3-8-00; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-6884]

Reports, Forms, and Recordkeeping Requirements

ACTION: Request for public comment on proposed collections of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit