

- Task 1 (Sampling Inspection of the fleet and Task 2 (Review of fleet service history) review and vote on recommendations
- Task 3 (Improvement of maintenance criteria) review
- Task 4 (Review and update standard practices for wiring) review and vote on recommendations
- Task 5 (Review air carrier and repair station training programs) review
- Determine action plan related to mixing wire types in bundles; all presentations optional

Day 2

- Status of arc fault circuit interrupter development by Industry Contractors
- Status of arc fault circuit interrupters program
- Overview of circuit breaker research
- Discussion of SDR Analysis and Normalization on Non-electric Systems
- Intrusive inspections status report

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by July 12, 2000, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 20 copies to the Executive Director, or by bringing the copies to him at the meeting. Public statements will only be considered if time permits. In addition, sign and oral interpretation as well as a listening device can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on June 26, 2000.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 00-16667 Filed 6-29-00; 8:45 am]

BILLING CODE 4916-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application #00-06-C-00-STL To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lambert-St. Louis International Airport, St. Louis, MO

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 Lambert-St. Louis 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).
DATES: Comments must be received on or before July 31, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address; Federal Aviation Administration, Central Region, Airports Division, 901 Locust, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Col. Leonard L. Griggs, Jr., Director of Airports, Lambert-St. Louis International Airport, at the following address: City of St. Louis Airport Authority, PO Box 10212, St. Louis, Missouri 63145.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of St. Louis Airport Authority, Lambert-St. Louis International Airport, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, PFC Program Manager, FAA, Central Region, 901 Locust, Kansas City, MO 64106, (816) 329-2641. 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 the Lambert-St. Louis 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 16, 2000, the FAA determined that the application to impose and use the revenue from PFC submitted by the City of St. Louis Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 28, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March, 2002.

Proposed charge expiration date: July 2018.

Total estimated PFC revenue: \$847,915,232.

Brief description of proposed project(s): Real Property Acquisition for Airport Expansion (Phase 2); Carrollton Schools Replacement Facility; Airport Development Program Management Services (Phase 2); Site Development and Roadway Infrastructure.

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 Lambert-St. Louis International Airport.

Issued in Kansas City, Missouri on June 16, 2000.

George A. Hendon,

Manager, Airports Division Central Region.

[FR Doc. 00-16663 Filed 6-29-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly notice of PFC approvals and disapprovals. In May 2000, there were eight applications approved. This notice also includes information on one application, approved in April 2000, inadvertently left off the April 2000 notice. Additionally, nine approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published pursuant to paragraph (d) of § 158.29.

PFC Applications Approved

Public Agency: Tulsa airport Authority, Tulsa, Oklahoma.

Application Number: 00-04-C-TUL.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$13,500,000.

Earliest Charge Effective Date: July 1, 2000.

Estimated Charge Expiration Date: July 1, 2003.

Class of Air Carriers Not Required to Collect PFC's: None

Brief Description of Project Approved for Collection and Use:

Terminal security and flight information display improvements.

Conduct noise mitigation.

Terminal interior improvements.

Airfield drainage improvements.

Airfield snow removal equipment (SRE) building improvements.

Terminal access improvements.

Decision Date: April 27, 2000.

FOR FURTHER INFORMATION CONTACT:

G. Thomas Wade, Southwest Region Airports Division, (817) 222-5613.

Public Agency: City and Borough of Juneau, Juneau, Alaska.

Application Number: 00-02-C-00-JNU.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$357,820.

Earliest Charge Effective Date: August 1, 2000.

Estimated Charge Expiration Date: July 1, 2001.

Class of Air Carriers not Required to Collect PFC's: (1) All air carriers operating between Juneau International Airport (JNU) and Chatham, Alaska; (2) all air carriers operating between JNU and Funtar Bay, Alaska; (3) all air carriers operating between JNU and Gustavus, Alaska; (4) all air carriers operating between JNU and Petersburg, Alaska; (5) all air carriers operating between JNU and Wrangell, Alaska; (6) all air carriers operating between JNU and Yakutat, Alaska; (7) all air carriers operating between JNU and Cordova, Alaska; and (8) all air carriers enplaning 1,000 or less passengers annually at JNU.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the eight class listed above accounts for less than 1 percent of the total annual enplanments at JNU and is approved. For referenced exclusions (1) through (7) above, the FAA's approval is based on changes in legislation as described below and under the limitations set forth under § 158.9(a), which precludes imposition of a PFC on any passenger on any flight to an eligible point on an air carrier that receives essential air service (EAS) compensation on that route. Subsequent to the filing of this application, a provision of the "Wendell H. Ford Aviation Investment and Reform Act for the 21st Century" (Ford Act), Pub. L. 106-181 (April 5, 2000), amended 49 U.S.C. 40117(e)(2) to add the following, "A passenger facility fee may not be collected from a passenger in Alaska aboard an aircraft having a seating capacity of less than 60 passengers." The carriers operating the EAS subsidized routes identified in items (1) through (7) above are exempt under § 158.9(a). The remaining carriers operating on those routes fall under the new provision of the Ford Act described above and, therefore, are also exempt.

Brief Description of Projects Approved for Collection and Use:

Acquire security access control system.

Acquire SRE.

Improve airport access roads.

Acquire airport security vehicle.

Relocate automated surface observation system.

Acquire SRE.

Brief Description of Disapproved Project: Terminal carpet rehabilitation.

Determination: Disapproved. The FAA considers this a maintenance item and, under paragraph 501 or FAA Order 5100.38A, Airport Improvement Program Handbook (October 24, 1989), maintenance projects are specifically ineligible. Therefore, this project doesn't meet the requirements of § 158.15 (b)(1).

Decision Date: May 5, 2000.

FOR FURTHER INFORMATION CONTACT:

Debbie Roth, Alaska Region Airports Division, (907) 271-5443.

Public Agency: Metropolitan Washington Airports Authority, Alexandria, Virginia.

Application Number: 98-03-C-00-IAD.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$29,423,619.

Earliest Charge Effective Date: April 1, 2011.

Estimated Charge Expiration Date: December 1, 2011.

Class of Air Carriers Not Required to Collect PFC's: Part 135 on-demand air taxis, both fixed wing and rotary.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanments at Washington Dulles International Airport.

Brief Description of Project Approved for Collection and Use: Pedestrian connector to north flank garage.

Decision Date: May 5, 2000.

FOR FURTHER INFORMATION CONTACT:

Terry Page, Washington Airports District Office, (703) 661-1370.

Public Agency: Metropolitan Washington Airports Authority, Alexandria, Virginia.

Application Number: 98-04-C-00-DCA.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$73,203,813.

Earliest Charge Effective Date: May 1, 2003.

Estimated Charge Expiration Date: November 1, 2006.

Class of Air Carriers Not Required to Collect PFC's: On-demand air taxis, both fixed wing and rotary.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanments at Ronald Reagan Washington National Airport (DCA).

Brief Description of Projects Approved for Collection at DCA and Use at DCA:

Regional carrier concourse.

Terminal A apron rehabilitation.

Terminal A building rehabilitation.

Terminal connector expansion.

Brief Description of Project Approved for Collection at DCA and Use at Washington Dulles International Airport (IAD): IAD Concourse A rehabilitation.

Decision Date: May 5, 2000.

FOR FURTHER INFORMATION CONTACT:

Terry Page, Washington Airports District Office, (703) 661-1370.

Public Agency: City of McAllen, Texas.

Application Number: 00-02-C-00-MFE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$2,424,500.

Earliest Charge Effective Date: January 1, 2002.

Estimated Charge Expiration Date: September 1, 2004.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Runway 31 approach safety area improvements.

Passenger lift device.

Acquire aircraft rescue and firefighting (ARFF) vehicle.

Construct blast pads.

Master plan update/terminal area study.

PFC administrative costs.

Decision Date: May 12, 2000.

FOR FURTHER INFORMATION CONTACT:

G. Thomas Wade, Southwest Region Airports Division, (817) 222-5613.

Public Agency: City of La Crosse, Wisconsin.

Application Number: 00-05-C-00-LSE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$689,208.

Earliest Charge Effective Date: September 1, 2000.

Estimated Charge Expiration Date: April 1, 2003.

Class of Air Carriers Not Required to Collect PFC's: None.
Brief Description of Projects Approved for Collection and Use:
 Install approach light system.
 Master plan update.
 Reconstruct runway 18/36 phases 2 and 3.
 Install ground level passenger loading bridges.
 PFC administration.
Decision Date: May 12, 2000.

FOR FURTHER INFORMATION CONTACT:
 Sandra E. Depottey, Minneapolis Airports District Office, (612) 713-4363.
Public Agency: City of Idaho Falls, Idaho.

Application Number: 00-03-C-00-IDA.

Application Type: Impose and use a FPC.

PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$2,640,000.

Earliest Charge Effective Date: November 1, 2000.

Estimated Charge Expiration Date: September 1, 2009.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Project Approved for Collection and Use: Terminal renovation and expansion.

Decision Date: May 15, 2000.

FOR FURTHER INFORMATION CONTACT:
 Suzanne Lee-Pang, Seattle Airports District Office, (425) 227-2654.

Public Agency: City of Twin Falls, Idaho.

Application Number: 00-02-C-00-TWF.

Application Type: Impose and use a FPC.

PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$483,040.

Earliest Charge Effective Date: July 1, 2002.

Estimated Charge Expiration Date: January 1, 2007.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators utilizing aircraft having a seating capacity of less than 20 passengers.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Joslin Field-Magic Valley Regional Airport.

Brief Description of Projects Approved for Collection and Use:

Reconstruction of northwest apron.
 Airport signing system update.
 ARFF vehicle and equipment.
 Terminal building auto parking and lighting.

Apron expansion.
 Medium intensity taxiway lighting system.

ARFF building.
 Runway 7/25 cable system rehabilitation and wind cone replacement.

Rehabilitation of runway 7/25.

Decision Date: May 15, 2000.

FOR FURTHER INFORMATION CONTACT:
 Suzanne Lee-Pang, Seattle Airports District Office, (425) 227-2654.

Public Agency: County of Marquette, Marquette, Michigan.

Application Number: 00-05-C-00-SAW.

Application Type: Impose and use a FPC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$369,235.

Earliest Charge Effective Date: June 1, 2000.

Estimated Charge Expiration Date: November 1, 2002.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Access road to terminal.
 Part 77 grading.
 Furnish and install very high frequency omni-directional radio range and distance measuring equipment.

Rehabilitate terminal apron.

Hangar rehabilitation.

Terminal area lighting.

Groove runway 1/19.

Joint repairs on runway 1/19.

Taxiway relighting.

Taxiway rehabilitation and construction.

Instrument landing system paving.

Renovate building 600.

Environmental assessment for north access road and runway 13/31.

North access road (preliminary design only).

Decision Date: May 26, 2000.

FOR FURTHER INFORMATION CONTACT: Jon Gilbert, Detroit Airports District Office, (734) 487-7281.

AMENDMENTS TO PFC APPROVALS

| Amendment no., city and state | Amendment approved date | Original approved net PFC revenue | Amended approved net PFC revenue | Original estimated charge exp. date | Amended estimated charge exp. date |
|---|-------------------------|-----------------------------------|----------------------------------|-------------------------------------|------------------------------------|
| 98-03-C-02-CRW, Charleston, WV | 04/03/00 | \$662,687 | \$762,090 | 02/01/01 | 01/01/01 |
| 98-05-U-01-CRW, Charleston, WV | 04/03/00 | NA | NA | 02/01/01 | 01/01/01 |
| 98-03-C-01-BPT, Beaumont, TX | 04/13/00 | 667,020 | 1,144,739 | 11/01/00 | 12/01/03 |
| 92-01-I-06-PHL, Philadelphia, PA | 04/28/00 | 104,050,000 | 103,824,405 | 07/01/11 | 07/01/11 |
| 93-02-U-01-PHL, Philadelphia, PA | 04/28/00 | NA | NA | 07/01/11 | 07/01/11 |
| 98-01-C-01-GLH, Greenville, MS | 05/04/00 | 57,897 | 66,581 | 07/01/00 | 08/01/00 |
| 97-01-C-01-AZO, Kalamazoo, MI | 05/11/00 | 3,276,183 | 1,594,993 | 12/01/01 | 06/01/00 |
| 92-01-C-01-SBS, Steamboat Springs, CO | 05/15/00 | 1,887,337 | 159,576 | 04/01/12 | 06/01/97 |
| 98-02-C-01-EAT, Wenatchee, WA | 05/15/00 | 307,000 | 404,184 | 10/01/00 | 11/01/00 |

Issued in Washington, DC on June 26, 2000.
Eric Gabler,
Manager, Passenger Facility Charge Branch.
 [FR Doc. 00-16664 Filed 6-29-00; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6586; Notice 02]

RIN 2127-AH76

Final Theft Data; Motor Vehicle Theft Prevention Standard

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

ACTION: Publication of final theft data.

SUMMARY: This document publishes the final data on thefts of model year (MY) 1998 passenger motor vehicles that occurred in calendar year (CY) 1998. The final 1998 theft data indicate a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 1997. The final theft rate for MY 1998 passenger vehicles stolen in calendar year 1998 (2.53 thefts per thousand vehicles produced) decreased by 17.05 percent from the theft rate for CY/MY 1997 vehicles (3.05 thefts per thousand vehicles produced). Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data and publish the information for review and comment.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2290.

SUPPLEMENTARY INFORMATION: NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR Part 541. The standard specifies performance requirements for inscribing and affixing vehicle identification numbers (VINs) onto certain major

original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data and publish the data for review and comment. To fulfill this statutory mandate, NHTSA has published theft data annually beginning with MYs 1983/84. Continuing to fulfill the § 33104(b)(4) mandate, this document reports the final theft data for CY 1998, the most recent calendar year for which data are available.

In calculating the 1998 theft rates, NHTSA followed the same procedures it used in calculating the MY 1997 theft rates. (For 1997 theft data calculations, see 64 FR 41183, July 29, 1999.) As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a government system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 1998 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 1998 vehicles of that line stolen during calendar year 1998 by the total number of vehicles in that line manufactured for MY 1998, as reported to the Environmental Protection Agency (EPA).

The final 1998 theft data show a decrease in the vehicle theft rate when compared to the theft rate experienced in CY/MY 1997. The final theft rate for MY 1998 passenger vehicles stolen in CY 1998 decreased to 2.53 thefts per thousand vehicles produced, a decrease of 17.05 percent from the rate of 3.05 thefts per thousand vehicles experienced by MY 1997 vehicles in CY 1997. For MY 1998 vehicles, out of a total of 196 vehicle lines, 41 lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991. (See 59 FR 12400, March 16, 1994.) Of

the 41 vehicle lines with a theft rate higher than 3.5826, 35 are passenger car lines, 6 are multipurpose passenger vehicle lines, and none are light-duty truck lines.

On Tuesday, February 8, 2000, NHTSA published the preliminary theft rates for CY 1998 passenger motor vehicles in the **Federal Register** (65 FR 6250). The agency tentatively ranked each of the MY 1998 vehicle lines in descending order of theft rate. The public was requested to comment on the accuracy of the data and to provide final production figures for individual vehicle lines. The agency received written comments from General Motors Corporation (GM) and Volkswagen of America, Inc. (VW). The agency used all written comments to make the necessary adjustments to its data. As a result of the adjustments, some of the final theft rates and rankings of vehicle lines changed from those published in the February 2000 notice. In its comments, Volkswagen informed the agency that the production volume for the Audi A4 vehicle line was incorrect. In response to this comment, the production volume for the Audi A4 has been corrected and the final theft list has been revised accordingly. As a result of the correction, the Audi A4 previously ranked No. 163 with a theft rate of 0.8669 is now ranked No. 168 with a theft rate of 0.7147.

GM informed the agency that the production volumes for the Chevrolet Metro and Chevrolet Tracker were incorrect. Upon further review of the production volumes, it was later confirmed by GM that the volumes listed by the agency for the two lines were not in error. Therefore, the production volume and the theft rate for the Chevrolet Metro and Chevrolet Tracker vehicle lines will remain unchanged.

The following list represents NHTSA's final calculation of theft rates for all 1998 passenger motor vehicle lines. This list is intended to inform the public of calendar year 1998 motor vehicle thefts of model year 1998 vehicles and does not have any effect on the obligations of regulated parties under 49 U.S.C. Chapter 331, Theft Prevention.

THEFT RATES OF MODEL YEAR 1998 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1998

| Manufacturer | Make/model (line) | Thefts 1998 | Production (mfr's) 1998 | 1998 theft rate (per 1,000 vehicles produced) |
|---------------------|--------------------|-------------|-------------------------|---|
| 1 MITSUBISHI | DIAMANTE | 87 | 6,584 | 13.2139 |
| 2 LAMBORGHINI | DB132/DIABLO | 1 | 104 | 9.6154 |