

to the States to assist their evaluation of the effectiveness of their individual programs. Point of Contact: Mr. Bruce Schmidt, 202-267-0955.

Potential grantees should focus on partnership, *i.e.*, exploring other sources, linkages, in-kind contributions, cost sharing, and partnering with other organizations or corporations. You may obtain a more detailed discussion of specific projects of interest to the Coast Guard by contacting the Coast Guard Infoline at 800-368-5647 and requesting a copy of a specific proposal. We also encourage proposals addressing other boating safety concerns. The Boating Safety Financial Assistance Program is listed in section 20.005 of the Catalog of Federal Domestic Assistance.

Dated: October 1, 1999.

Terry M. Cross,

Rear Admiral, U. S. Coast Guard, Assistant Commandant for Operations Acting.

[FR Doc. 99-26353 Filed 10-7-99; 8:45 am]

BILLING CODE 4910-15-U

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** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 6, 1999, [FR 64, page 24447].

DATES: Comments must be submitted on or before November 8, 1999. 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: Part 121—Operating Requirements: Domestic, Flag, and Supplemental Operations.

Type of Request: Extension of a currently approved collection.
OMB Control Number: 2120-0008.
Forms(s): FAA Form 8070-1.

Affected Public: Estimated 146, 14 CFR Part 121 Operators.

Abstract: Each operator who seeks to obtain, or is in possession of, an air carrier operating certificate must comply with the requirements of 14 CFR Part 121 in order to maintain data which is used to determine if the air carrier is operating in accordance with minimum safety standards.

Estimated Annual Burden Hours: 1,268,856 burden hours.

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 October 5, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-26374 Filed 10-7-99; 8:45 am]

BILLING CODE 4910-17-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 29802]

Airport Privatization Pilot Program

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of Acceptance for Review: Preliminary Application for San Diego Brown Field, San Diego, California.

SUMMARY: The Federal Aviation Administration (FAA) has completed its review of the San Diego Brown Field (SDM) preliminary application for participation in the airport privatization pilot program. The preliminary application is accepted for review, with

a filing date of September 1, 1999. The City of San Diego, the airport sponsor, may submit a final application to the FAA for exemption under the pilot program. 49 U.S.C. 47134 establishes an airport privatization pilot program and authorizes the Department of Transportation to grant exemptions from certain Federal statutory and regulatory requirements for up to five airport privatization projects. The application procedures require the FAA to publish a notice in the **Federal Register** after review of a preliminary application. The FAA must publish a notice of receipt of the final application in the **Federal Register** for public review and comment for a sixty-day period. The SDM preliminary application is available for public review in the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 28895, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Kevin C. Willis (202-267-8741) Airport Compliance Division, AAS-400, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Introduction and Background

Section 149 of the Federal Aviation Administration Authorization Act of 1996, Public Law 104-264 (October 9, 1996) (1996 Reauthorization Act), adds a new § 47134 to Title 49 of the U.S. Code. Section 47134 authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to exempt a sponsor of a public use airport that has received Federal assistance, from certain Federal requirements in connection with the privatization of the airport by sale or lease to a private party. Specifically, the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues for airport-related purposes, to pay back a portion of Federal grants upon the sale of an airport, and to return airport property deeded by the Federal Government upon transfer of the airport. The Administrator is also authorized to exempt the private purchaser or lessee from the requirement to use all airport revenues for airport-related purposes, to the extent necessary to permit the purchaser or lessee to earn compensation from the operations of the airport.

On September 16, 1997, the Federal Aviation Administration issued a notice of procedures to be used in applications for exemption under Airport Privatization Pilot Program (62 FR