

added or substituted without the approval of the assistant chair, the assistant executive director, and the working group chair.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public. Meetings of the Human Factors Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on July 14, 1999.

**Ida M. Klepper,**

*Acting Executive Director Aviation Rulemaking Advisory Committee.*

[FR Doc. 99-18718 Filed 7-21-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA, Inc.; Government/Industry Free Flight Steering Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for an RTCA Government/Industry Free Flight Steering Committee meeting to be held August 12, 1999, starting at 1:00 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, in the Bessie Coleman Conference Center, Room 2AB (second floor).

The agenda will include: (1) Welcome and Opening Remarks; (2) Review of Summary of the Previous Meeting; (3) Report from FAA Office of Communications, Navigation, Surveillance on: (a) CPDLC Build I Program Risks and Mitigation Strategies and (b) Safe Flight 21, Ohio Valley Demonstration Update; (4) Report and Recommendations from the Free Flight Select Committee; (5) Other Business; (6) Date and Location of Next Meeting; (7) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202) 833-9434 (facsimile), or dclarke@rtca.org (e-mail).

Members of the public may present a written statement at any time.

Issued in Washington, DC, on July 16, 1999.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 99-18717 Filed 7-21-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5930]

RIN 2127-AE95

#### Federal Motor Vehicle Safety Standards; Occupant Crash Protection; Review: Passenger Car Back Seat Occupant Protection; Evaluation Report

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

**ACTION:** Request for comments on technical report.

**SUMMARY:** This notice announces the publication by NHTSA of a Technical Report concerning Safety Standard 208, Occupant Crash Protection, specifically the back seat lap/shoulder belt requirement. The report's title is the Effectiveness of Lap/Shoulder Belts in the Back Outboard Seating Positions. The primary objective of this report is to evaluate the effectiveness of lap/shoulder belts for back seat outboard occupants and whether they are more effective than lap belts for these occupants. Other objectives are to determine whether lap belts are effective, whether lap belts are harmful to back seat belt users in specific crash modes, and whether lap/shoulder belts correct the problems found with lap belts.

**DATES:** Comments must be received no later than November 19, 1999.

#### ADDRESSES:

**Report:** Interested people may obtain copies of the reports free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

**Comments:** All comments should refer to the docket number of this notice and be submitted to: U. S. Department of Transportation Dockets, Room PL-401, Nassif Building, 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 10:00 a.m.-5:00 p.m., Monday through Friday.]

#### FOR FURTHER INFORMATION CONTACT:

Charles J. Kahane, Chief, Evaluation Division, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

**SUPPLEMENTARY INFORMATION:** Back seat outboard lap/shoulder belts were first required in passenger cars after December 11, 1989 and in convertible passenger cars, light trucks, vans, and sport utility vehicle after September 1, 1991. Before this, passenger vehicles were required to have at least lap belts at all forward-facing rear outboard seating positions, lap/shoulder belts were optional.

Pursuant to the Government Performance and Results Act of 1993 and Executive Order 12866 (58 FR 51735), NHTSA reviews existing regulations to determine if they are achieving policy goals. Most of the analyses in this report are based on Fatality Analysis Reporting System (FARS) data from 1988 through the first six months of 1997. The primary analysis compares the fatality risk for back seat outboard belted occupants (lap or lap/shoulder belted) to the corresponding risk for unbelted occupants, as well as the fatality risk for lap/shoulder belted occupants to the risk for lap belted occupants. Fatality risk is the ratio of fatalities in the back seat to fatalities in the front seat (a control group). This procedure of comparing a subject group to a control group is called "double pair comparison."

The principal conclusions are: back seat lap belts are 32 percent effective in reducing fatalities and lap/shoulder belts are 44 percent effective in reducing fatalities when compared to unrestrained back seat occupants in passenger cars. In passenger vans and sport utility vehicles, lap belts are 63 percent effective and lap/shoulder belts are 73 percent effective. The change from lap to lap/shoulder belts has significantly enhanced occupant protection, especially in frontal crashes. In all crashes, lap/shoulder belts are 15 percent more effective than lap belts alone. In frontal crashes, lap/shoulder belts are 25 percent more effective than lap belts alone. Back seat lap belts reduce the risk of head injuries while increasing the risk of abdominal injuries in potentially fatal frontal crashes. Lap/shoulder belts reduce the risk of both head and abdominal injuries in potentially fatal frontal crashes relative to lap belts only: head injuries by 47 percent and abdominal injuries by 52 percent.

NHTSA welcomes public review of the technical report and invites the reviewers to submit comments about the data and the statistical methods used in the report. The agency is interested in learning of any additional data or information that could be used to expand or improve the analyses.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and 2 copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. (49 CFR Part 512).

All comments received before the close of business on the comment closing date will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

**Authority:** 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

**William H. Walsh,**  
*Associate Administrator for Plans and Policy.*  
[FR Doc. 99-18671 Filed 7-21-99; 8:45 am]  
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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-20948]

#### Stagecoach Holdings plc—Control—Coach USA, Inc., et al.

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving finance application.

**SUMMARY:** Stagecoach Holdings plc (Stagecoach), a noncarrier that does not

control any U.S. carriers, filed an application under 49 U.S.C. 14303 to acquire control of Coach USA, Inc. (Coach), a noncarrier; its 7 noncarrier regional management subsidiaries (the management companies);<sup>1</sup> and the 79 motor passenger subsidiaries (the operating carriers) controlled by Coach through the management companies. Persons wishing to oppose the application must follow the rules under 49 CFR 1182.5 and 1182.8.<sup>2</sup> The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by September 7, 1999. Applicants may file a reply by September 20, 1999. If no comments are filed by September 7, 1999, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20948 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, send one copy of comments to applicants' representatives: William C. Sippel, Oppenheimer Wolff & Donnelly (Illinois), Two Prudential Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601-6710; and Betty Jo Christian, Steptoe & Johnson LLP, 1330 Connecticut Avenue, N.W., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** Stagecoach is a public limited company organized under the laws of Scotland with no bus or other transportation interests in the United States. With operations in eight other countries, however, Stagecoach is one of the world's largest providers of passenger transportation services.<sup>3</sup> It had annual revenues for the fiscal year ending April 30, 1999, of \$2.475 billion.

<sup>1</sup> The management companies are: Coach USA North Central, Inc.; Coach USA Northeast, Inc.; Coach USA South Central, Inc.; Coach USA Southeast, Inc.; Coach USA West, Inc.; Coach Canada, Inc.; and Yellow Cab Service Corporation.

<sup>2</sup> Revised procedures governing finance applications filed under 49 U.S.C. 14303 were adopted in *Revisions to Regulations Governing Finance Applications Involving Motor Passenger Carriers*, STB Ex Parte No. 559 (STB served Sept. 1, 1998).

<sup>3</sup> Stagecoach's principal business consists of divisions that provide significant bus and rail passenger services in the United Kingdom, and an overseas division that operates buses in Scandinavia, Hong Kong, New Zealand, Portugal, Australia, and China.

Coach is a Delaware corporation that controls the operating carriers<sup>4</sup> through the management companies. Coach also controls several non-federally regulated bus, van, and taxicab companies.<sup>5</sup>

Stagecoach has formed two wholly owned subsidiaries for the purpose of

<sup>4</sup> Air Travel Transportation, Inc. (MC-166420); Airlines Acquisition Co., Inc. (MC-223575); Airport Bus of Bakersfield (MC-163191); Airport Limousine Service, Inc. (MC-315702); America Charters, Ltd. (MC-153814); ASTI, Inc. (MC-252353); Americoach Tours, Ltd. (MC-212649); Antelope Valley Bus, Inc. (MC-125057); Arrow Line, Inc. (MC-1934); Arrow Stage Lines, Inc. (MC-29592); Autocar Connaissance, Inc. (MC-166643); Bayou City Coaches, Inc. (MC-245246); Black Hawk-Central City Ace Express, Inc. (MC-273611); Blue Bird Coach Lines, Inc. (MC-108531); Bonanza Bus Lines, Inc. (MC-13028); Browder Tours, Inc. (MC-236290); Brunswick Transportation Company d/b/a The Maine Line (MC-109495); Butler Motor Transit, Inc. (MC-126876); California Charters, Inc. (MC-241211); Cape Transit Corp. (MC-161678); Central Cab Company (MC-133058); Chenango Valley Bus Lines, Inc. (MC-141324); Clinton Avenue Bus Company (MC-223062); Colonial Coach Corp. (MC-39491); Community Coach, Inc. (MC-76022); Community Transit Lines, Inc. (MC-145548); Desert Stage Lines, Inc. (MC-140919); El Expreso, Inc. (MC-244195); Erie Coach Lines Company (MC-127027); Gad-About Tours, Inc. (MC-198451); GL Bus Lines, Inc. (MC-180074); Gray Line Air Shuttle, Inc. (MC-218255); Gray Line New York Tours, Inc. (MC-180229); Gray Line Tours of Southern Nevada (MC-127564); Grosvenor Bus Lines, Inc. (MC-157317); Gulf Coast Transportation, Inc. (MC-201397); H.A.M.L. Corp. (MC-195792); Hudson Transit Corporation (MC-133403); Hudson Transit Lines, Inc. (MC-228); International Bus Services, Inc. (MC-155937); Kansas City Executive Coach, Inc. (MC-203805); Keeshin Charter Services, Inc. (MC-118044); Keeshin Transportation, LP (MC-263222); Kerrville Bus Company, Inc. (MC-27530); K-T Contract Services, Inc. (MC-218583); Leisure Time Tours, Inc. (MC-142011); Metro Cars, Inc. (MC-276823); Mini Coach of Boston (MC-231090); Mountaineer Coach, Inc. (MC-229627); Niagara Scenic Bus Lines, Inc. (MC-30787); Olympia Trails Bus Co., Inc. (MC-138146); Orange, Newark, Elizabeth Bus, Inc. (MC-206227); P&S Transportation, Inc. (MC-255382); Pawtuxet Valley Bus Lines (MC-115432); PCSTC, Inc. (MC-184852); Pittsburgh Transportation Charter Services, Inc. (MC-319195); Powder River Transportation Services, Inc. (MC-161531); Progressive Transportation Services, Inc. (MC-247074); Red & Tan Charter, Inc. (MC-204842); Red & Tan Tours (MC-162174); Rockland Coaches, Inc. (MC-29890); Ross Tours, Inc. (MC-175674); Salt Lake Coaches, Inc. (MC-347528); Stardust Tours, Inc. d/b/a Gray Line Tours of Memphis (MC-318341); Suburban Management Corp. (MC-264527); Suburban Trails, Inc. (MC-149081); Suburban Transit Corp. (MC-115116); Syracuse and Oswego Coach Lines, Inc. (MC-117805); Texas Bus Lines, Inc. (MC-37640); Tippet Travel, Inc. d/b/a Marie's Charter Bus Lines (MC-174043); Transportation Management Services, Inc. (MC-237433); Trentway-Wagar, Inc. (MC-126430); Tucker Transportation Co., Inc. (MC-223424); Utica-Rome Bus Co., Inc. (MC-7914); Valen Transportation, Inc. (MC-212398); Van Nortwick Bros., Inc. (MC-149025); Wisconsin Coach Lines, Inc. (MC-123432); Worthen Van Service, Inc. (MC-142573); and 2948-7238 Quebec, Inc. d/b/a Visite Touristique de Quebec (MC-302514).

<sup>5</sup> The appropriate filing has been made under the Hart-Scott-Rodino Antitrust Improvements Act of 1976, 15 U.S.C. 18a, with respect to that portion of the transaction that involves Stagecoach's control of non-federally regulated entities.