

engage in charter foreign air transportation of persons, property and mail between any point or points in Mexico and any point or points in the United States, and in other charter trips in foreign air transportation.

Docket Number: OST-99-6076.

Date Filed: August 5, 1999.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: September 2, 1999.

Description: Application of Societe Air France pursuant to 49 U.S.C. Section 41302, Part 211 and Subpart Q, applies for amendment of its foreign air carrier permit to engage in foreign air transportation: (1) Of person, property and mail from points behind France via a point or points in France to a point or points in the United States, and beyond to two points in the Western Hemisphere, points in the French Department of America and points in the French Territories in the Pacific. (2) Of property and mail from points behind France via a point or points in France and intermediate points to a point or points in the United States, and beyond. (3) Of persons, property and mail from points behind the French Department of America via a point or points in the French Department of America and intermediate points to a point or points in the United States and beyond. (4) Of persons, property and mail from points behind French Polynesia via French Polynesia and intermediate points to a point in the United States and beyond. *Provided, that* all such services are operated in conformity with the provisions and annexes of the Air Transport Agreement between the United States and France dated June 18, 1998.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 99-21277 Filed 8-16-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1999-6064]

Towing Safety Advisory Committee

AGENCY: Coast Guard, DOT.

ACTION: Notice of meetings.

SUMMARY: The Towing Safety Advisory Committee (TSAC) and its working groups will meet to discuss various issues relating to shallow-draft inland and coastal waterway navigation and towing safety. All meetings will be open to the public.

DATES: TSAC will meet on Thursday, September 16, 1999, from 8 a.m. to

12:30 p.m. The working groups will meet on Wednesday, September 15, 1999, from 8 a.m. to 3:30 p.m. These meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before September 7, 1999. Requests to have a copy of your material distributed to each member of the committee or subcommittee should reach the Coast Guard on or before September 3, 1999. **ADDRESSES:** TSAC will meet in room 2415, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC. The working groups will begin meeting in the same room and may move to separate spaces designated at that time. Send written material and requests to make oral presentations to Mr. Gerald P. Miente, Assistant Executive Director, Commandant (G-MSO-1), Room 1210, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Gerald P. Miente, telephone 202-267-0229, fax 202-267-4570.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agendas of Meetings

Towing Safety Advisory Committee (TSAC) and working group meetings.

The agendas tentatively include the following:

- (1) Introduction of the new Executive Director.
- (2) Progress report of the Voyage Planning Work Group.
- (3) Progress report of the Electronic Charting Work Group.
- (4) Progress report from the Tug Assistance and Remote Anchor Work Group.
- (5) Progress report of the Communications Work Group.
- (6) Progress report of the Casualty Analysis Work Group.
- (7) Status update on Cargo Securing Practices.

Procedural

All meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Chairs' discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Assistant Executive Director no later than September 7, 1999. Written material for distribution at a meeting should reach

the Coast Guard no later than September 3, 1999. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of a meeting, please submit 25 copies to the Assistant Executive Director no later than August 27, 1999.

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 Assistant Executive Director as soon as possible.

Dated: August 9, 1999.

Joseph J. Angelo,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99-21271 Filed 8-16-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1999-6060]

Interference to Maritime Global Positioning System (GPS) Navigation by Mobile Satellite System (MSS) Phones and Other Electronic Devices

AGENCY: Coast Guard, DOT.

ACTION: Notice; request for comments.

SUMMARY: The Coast Guard requests comments regarding actual or potential interference to Global Positioning System (GPS)-based maritime navigation systems, caused by Mobile Satellite Service (MSS) telephones and other electronic devices on vessels. Telephones using satellites for transmission (not land-based cellular telephones) and other electronic devices may block or interfere with radio wave signals provided to GPS and Differential GPS (DGPS) receivers. This interference has the potential to adversely affect the safe navigation and operation of vessels that use GPS (including DGPS) for positioning, autopilot input, or Automatic Identification System (AIS) transponders that communicate ship position and navigation information to other AIS-equipped vessels or to shore-based Vessel Traffic Services.

DATES: Comments must reach the Docket Management Facility on or before November 15, 1999.

ADDRESSES: You may mail your comments to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Washington DC 20590-0001, or deliver them to room PL-401 on the Plaza Level of the Nassif Building between 9 a.m.

and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329. You may submit comments by fax to the docket management facility at 202-493-2251. You may also submit comments via the Internet at <http://dms.dot.gov>. To make sure your comments and related material are not entered more than once in the docket, please submit them by only one of the above-mentioned means.

The docket management facility maintains the public docket for this notice. Comments and material received from the public will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For general questions on this notice, contact LT Terry Johns, Office of Aids to Navigation, Radio Aids Division (G-OPN-3), Coast Guard, telephone 202-267-6538. For technical questions relating to this notice, contact, Chief, Spectrum Management Division (G-SCT-2) at Commandant (G-SCT-2), Coast Guard at 202-267-2860 or via e-mail at CGComms@comdt.uscg.mil. For questions on GPS/DGPS call the Coast Guard's Navigation Information Center at (703) 313-5900, or visit the Internet site at <http://www.navcen.uscg.mil>.

For questions on viewing the docket, contact Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION: The Coast Guard encourages you to respond to this notice by submitting comments and related material. If you do so, please include your name and address, identify the docket number [USCG-1999-6060], and the specific section of this notice to which each comment applies, and give the reason for each comment. You may submit comments by mail, hand-delivery, fax or electronic means to the docket management facility at the address under **ADDRESSES**. If you submit them by mail or hand-delivery, please submit all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

If you submit them by mail and want acknowledgment of receipt of your comments at the facility, enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

The Coast Guard is opening a 90-day comment period for response to this notice. To ensure widest dissemination of this notice, the Coast Guard will publish a summary article in our Marine Safety Newsletter, and post it on our Marine Safety Regulations web site at <http://www.uscg.mil/hq/g-m/regs/current.html>. In addition, this information will be provided through Broadcast Notice to Mariners and through the Navigation Information Center web site at <http://www.navcen.uscg.mil>.

Public Meeting

We do not plan to hold public meeting(s) concerning this notice. You may request a public meeting by writing to the Docket Management Facility at the address under **ADDRESSES**. The request should include the reasons why a meeting would be beneficial. If we determine that the opportunity for oral presentations will be helpful, we will hold a public meeting at a time and place announced by a later notice in the **Federal Register**.

Background and Purpose

The transmitters in handheld telephones using satellite communications operate on frequencies adjacent to those for GPS. These frequencies are designated for specific use by the International Telecommunications Union and the Federal Communications Commission. Frequencies used for GPS purposes are also regulated, and are allocated the radio frequency band of 1559-1610 MHz. MSS is assigned the radio frequency bands on both sides of the GPS band from 1525-1559 MHz and 1610-1660.5 MHz. The GPS signals from the satellites are of extremely low power at the earth's surface. MSS handsets also operate with relatively low power levels. However, even with these low power levels, MSS handset transmissions are relatively high power when compared to the GPS satellite signals arriving on the surface. Even though MSS and GPS operate on different frequencies, some energy extends outside the allowed satellite telephone frequency band to the GPS frequency band. The Federal Communications Commission, in a Notice of Proposed Rulemaking, (IB Docket 99-67, Amendment of Parts 2 and 25 to Implement the Global Mobile Personal Communications by Satellite) released March 5, 1999, proposes to limit wideband emission of MSS mobile earth terminals in the bands used by GPS to -70 dBw (decibels above 1 watt per MegaHertz), and narrowband emissions to -80 dBw. Even with these

limitations, interference between GPS and MSS is still possible. In addition, the impact of multiple satellite phones may be cumulative, resulting in increased effects on GPS receivers. For maritime use, a separation as much as 500 feet may be necessary in some cases to prevent a single MSS mobile earth terminal from causing interference to a shipboard GPS receiver.

The Coast Guard and the National Telecommunications and Information Administration (NTIA) are considering testing and documenting interference issues relating to MSS phones and GPS. In addition, the agencies are working with standards organizations to ensure maritime GPS receivers include means limiting their susceptibility to interference. However, additional alternatives such as developing regulations prohibiting or restricting the use of MSS on certain vessels may be necessary. For example, airline regulations currently prohibit the use of portable electronic devices, such as personal cellular phones, on commercial aircraft because of the potential for interference with on-board systems. This ban may eventually be applied to MSS phones. Airline regulations may serve as a model for similar restrictions needed to protect vessel navigation safety. Feedback provided by the maritime community will assist in developing solutions to this potential problem.

Comment Issues

The Coast Guard seeks information that may be useful when it considers the impact of actual or potential interference to GPS-based maritime navigation systems, caused by MSS or other electronic devices on vessels.

We need feedback from you on the following issues:

(1) The impact of potential regulations that prohibit or restrict the use of portable electronic devices, such as MSS, aboard vessels. How would any potential regulations affect you? Any suggestions for the content of these regulations?

(2) What, if any standards, should be established to limit susceptibility of GPS receivers to interference?

(3) We would like to hear about instances of GPS/MSS interference or other GPS interference cases. For comments reporting on specific instances of GPS (including Differential GPS) interference, please describe the incident as completely as possible. Useful information may include location of incident (latitude/longitude), type and description of vessel, description of equipment involved,

distances between GPS antenna and MSS/electronic device.

Dated: August 10, 1999.

Terry M. Cross,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Passenger Facility Charge Audit Guide for Air Carriers—Procedures for Examining Air Carrier Passenger Facility Charge Collection, Remittance, and Reporting Practices

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of availability; Request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is issuing interim guidance for conducting annual audits of air carrier Passenger Facility Charge (PFC) collection, remittance, and reporting practices. An air carrier collecting PFC's from at least 50,000 passengers annually is required to provide for an annual audit of its PFC accounts by an accredited independent public accountant. An auditor engaged to audit the air carrier's PFC accounts is required to report "on the fairness and reasonableness of the carrier's procedures for collecting, holding, and dispersing PFC revenues." In addition, an auditor is required to report whether the quarterly reports of PFC accounts that the air carriers must provide to airports "fairly represent the net transactions in the PFC account."

The interim guidance is issued for a one-year review and comment period. It is intended that this interim guidance be used for air carrier PFC audits will final guidance is issued, which will occur after the evaluation and disposition of comments from the review period. Use of the interim and final guidance is voluntary, although the FAA will have greater confidence in audits conducted in accordance with the guide.

Interested parties may access the Passenger Facility Charge Audit Guide for Air Carriers through the Internet at <http://www.faa.gov/arp/audit.htm>. Alternatively, the guide may be obtained by contacting the individual listed below under the heading **FOR FURTHER INFORMATION CONTACT**.

DATES: Interim guidance effective August 17, 1999; Comments must be

submitted must be submitted on or before August 16, 2000.

ADDRESSES: Comments should be mailed, in triplicate, to Federal Aviation Administration, Airports Financial Assistance Division, Attention: Passenger Facility Charge Branch (APP-530), 800 Independence Avenue, S.W., Room 619, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT:

Joseph Hebert, Program Analyst, Passenger Facility Charge Branch, Airports Financial Assistance Division (APP-530), Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, DC 20591, (202) 267-3845.

SUPPLEMENTARY INFORMATION: Title 49, USC, Section 40117, authorizes the Secretary of Transportation (further delegated to the FAA Administrator) to approve the local imposition of a PFC of \$1, \$2, or \$3 per enplaned passenger for use on certain airport projects. On May 29, 1991, the FAA issued 14 CFR Part 158 outlining policies and procedures for the PFC program. Under Part 158, public agencies controlling commercial service airports can apply to the FAA for authority to impose a PFC for use on eligible projects. The proceeds from such PFC's are to be used to finance approval, eligible airport-related projects.

Once a public agency's application for the imposition of a PFC is approved by the FAA, it must notify air carriers and foreign air carriers required to collect PFC's at its airport(s) of the approval. Once notified, an air carrier is required to collect PFC's on tickets it issues showing an enplanement at that airport (with certain exceptions). The air carrier is also required to notify its agents, including other issuing carriers, of the collection requirements. Air carriers or their agents collect PFC's from passengers on behalf of the public agency at the time of air travel ticket (or its equivalent) issuance. Air carriers are responsible for all PFC funds from the time of collection to remittance to the public agency and must provide quarterly reports to the public agency showing the total amounts of PFC revenue collected and refunded, as well as any amount withheld by the air carrier as collection compensation in accordance with section 158.53 of Part 158. For the purposes of an audit under section 158.69, collection is defined as the point when agents or other intermediaries remit PFC revenue to the carrier.

An air carrier collecting PFC's from at least 50,000 passengers annually is required to provide for an annual audit of its PFC accounts by an accredited

independent public accountant. The audit shall be made available to the public agency, upon request. Although not specifically required by the regulation, the audit should also be submitted to the FAA, upon request. Auditors engaged to audit the air carrier's PFC accounts are required to report "on the fairness and reasonableness of the carrier's procedures for collecting, holding, and dispersing PFC revenues." In addition, auditors are required to report whether the quarterly reports of PFC accounts that the air carriers must provide to airports "fairly represent the net transactions in the PFC account" (section 158.69(b)(1) of Part 158). The FAA expects these audits to be filed in a timely manner and should normally coincide with the carrier's fiscal year and annual corporate audit cycle.

To facilitate the conduct of audits that meet the requirements of the statute and regulation, the FAA has prepared the Passenger Facility Charge Audit Guide for Air Carriers. The procedures contained in the guide for testing and reporting on PFC's collected, withheld, refunded/exchanged, and remitted during the year are intended to assist the auditor in accomplishing the audit and internal control structure attestation. This guide is not intended to supplant the auditor's judgment of procedures to be performed. The auditor should use professional judgment to tailor the procedures so that the audit objectives are achieved. However, the auditor must address all applicable internal control requirements.

The interim guidance describes the collection, remittance, and reporting requirements of 14 Code of Federal Regulations (CFR) Part 158 (the implementing regulation for Title 49, United States Code (USC), Section 40117, that established PFC authority) in a requirements-objective-procedure format. This format is similar to that used in the FAA Airport Improvement program supplement to OMB Circular A-133 and should appear familiar to auditors.

The guide also relies on the testing of nonstatistical samples of lifted tickets or equivalent records as an agreed-upon procedure for providing an airport-level assessment of air carrier compliance with part 158 collection and remittance requirements. An air carrier utilizing these procedures should provide copies of the agreed-upon procedures to requesting public agencies. The carrier should also provide a copy of the reports to the FAA, if requested.

The use of this guide by auditors on behalf of the air carriers will provide the FAA and airports collecting PFC's with