

(f) Information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment revises AD 97-01-01, Amendment 39-9872, which superseded AD 95-20-07, Amendment 39-9386.

(h) This amendment becomes effective on December 8, 1998.

Appendix to AD 97-01-01 R1; Amendment No. 39-10864; Docket No. 96-CE-09-AD Information to Determine Main Gear Sidebrace Stud Assembly Part Number (P/N)

- The P/N 95643-00/-01/-02/-03 bracket assembly contains the $\frac{1}{16}$ -inch diameter main gear sidebrace stud, P/N 95299-00/-02, and a two-piece bushing, P/N 67026-6.
- The P/N 95643-06/-07/-08/-09 bracket assembly contains the $\frac{5}{8}$ -inch diameter main gear sidebrace stud, P/N 78717-02, and a one-piece bushing, P/N 67026-12.
- Both the one-piece and the two-piece bushing have a visible portion of the bushing flange, i.e., bushing shoulder.
- Whether a one-piece or two-piece bushing is installed may be determined by measuring the outside diameter of the bushing flange with a micrometer (jaws of the caliper must be $\frac{3}{32}$ -inch or less). The two-piece bushing will have an outside diameter of 1.00 inch and the one-piece bushing will have an outside diameter of 1.128 to 1.130 inches. This measurement is not valid for the following airplanes:

Model	Serial numbers
PA-28R-180.	28R-30004 through 28-31270.
PA-28R-200.	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135062.

The main gear sidebrace studs on these airplanes will require removal to determine the P/N installed.

- The one-piece bushing contains a visible chamfer in the center of the bushing, and the chamfer in the two-piece bushing is not visible when the stud is installed.
- If P/N 95643-00/-01/-02/-03 bracket assembly is installed or the above information cannot be utilized, the main gear sidebrace stud will need to be removed from the bracket to determine the shank diameter and main gear sidebrace stud P/N.
- P/N 95299-00 and P/N 95299-02 main gear sidebrace studs are $\frac{1}{16}$ -inch in diameter.
- P/N 78717-00 main gear sidebrace studs are $\frac{5}{8}$ -inch in diameter.
- P/N 95643-00/-01/-02/-03 bracket assembly may have been modified to accommodate the $\frac{5}{8}$ -inch diameter main gear sidebrace stud, P/N 78717-02.
- The embossed number of 95363 on the bracket forging is not the bracket assembly P/N.
- The bracket assemblies identified with casting number 67073-2 or 67073-3 contain a $\frac{1}{16}$ -inch diameter main gear

sidebrace stud, P/N 67543, and two-piece bushing, P/N 67026-2 and 67026-3.

- Model PA-28R-180 airplanes, serial numbers 28R-30004 through 28R-31270; and Model PA-28R-200 airplanes, serial numbers 28R-35001 through 28R-35820 and 28R-7135001 through 28R-7135062, are equipped from the factory with bracket assemblies identified with casting number 67073-2 and 67073-3.
- P/N 67543 main gear sidebrace studs are $\frac{1}{16}$ -inch in diameter.

Issued in Kansas City, Missouri, on October 22, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-29003 Filed 10-28-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29371; Amdt. No. 412]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for

Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and a safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current.

It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, D.C. on October 22, 1998.

Richard O. Gordon,

Acting Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is

amended as follows effective at 0901 UTC.

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

PART 95—[AMENDED]

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 412 Effective Date, December 3, 1998]

From	To	MEA
§ 95.1001 DIRECT ROUTES—U.S.		
§ 95.104 AMBER FEDERAL AIRWAY 4 IS AMENDED TO READ IN PART		
EVANSVILLE, AK NDB *8300—MOCA	ANAKTUVUK PASS, AK NDB	*10000
IS AMENDED TO DELETE		
UMIAT, AK NDB	PUT RIVER, AK NDB	3000
§ 95.106 AMBER FEDERAL AIRWAY 6 IS DELETED		
CHANDALAR LAKE, AK NDB	UMIAT, AK NDB	10000
UMIAT, AK NDB	BROWERVILLE, AK NDB	3000
§ 95.1001 DIRECT ROUTES—U.S. IS AMENDED TO READ IN PART		
PHIPS, FL FIX DCT VIA 1500 FLOOR. PFN VORTAC R-284. *1500—MOCA MAA—17500	DESTN, FL FIX	*3000
§ 95.6002 VOR FEDERAL AIRWAY 2 IS AMENDED TO READ IN PART		
BUFFALO, NY VOR/DME *2400—MOCA	ROCHESTER, NY VORTAC	*6000
ROCHESTER, NY VORTAC	LORTH, NY FIX	2500
LORTH, NY FIX *1800—MOCA	MAGEN, NY FIX	*3500
MAGEN, NY FIX *3000—MRA **1900—MOCA	*KONDO, NY FIX	**2400
KONDO, NY FIX *3000—MRA **1900—MOCA	*WIFFY, NY FIX	**2400
WIFFY, NY FIX	SYRACUSE, NY VORTAC	2400
SYRACUSE, NY VORTAC	STODA, NY FIX	2400
STODA, NY FIX	VASTS, NY FIX	3000
VASTS, NY FIX	UTICA, NY VORTAC	3400
UTICA, NY VORTAC	MARIA, NY FIX	3500
§ 95.6006 VOR FEDERAL AIRWAY 6 IS AMENDED TO READ IN PART		
*NILES, IL FIX *3500—MRA **2000—MOCA	CHETT, MI FIX	**3500
CHETT, MI FIX *2400—MOCA	GIPPER, MI VORTAC	*3000
§ 95.6010 VOR FEDERAL AIRWAY 10 IS AMENDED TO READ IN PART		
*NILES, IL FIX *3500—MRA **2000—MOCA	CHETT, MI FIX	**3500
CHETT, MI FIX *2400—MOCA	GIPPER, MI VORTAC	*3000
§ 95.6017 VOR FEDERAL AIRWAY 17 IS AMENDED TO READ IN PART		
SAN ANTONIO, TX VORTAC *3000—MOCA	CENTEX, TX VORTAC	*3500
CENTEX, TX VORTAC	WACO, TX VORTAC	3500
§ 95.6018 VOR FEDERAL AIRWAY 18 IS AMENDED TO READ IN PART		
GUTHRIE, TX VORTAC	BEKLE, TX FIX	*6000

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 412 Effective Date, December 3, 1998]

From	To	MEA
*3300—MOCA BEKLE, TX FIX	MILLSAP, TX VORTAC	*8000
*3500—MOCA		
§ 95.6020 VOR FEDERAL AIRWAY 20 IS AMENDED TO READ IN PART		
GLOSS, GA FIX	MADDI, GA FIX	*3000
*2200—MOCA		
§ 95.6035 VOR FEDERAL AIRWAY 35 IS AMENDED TO READ IN PART		
GLOSS, GA FIX	MADDI, GA FIX	*3000
*2200—MOCA		
§ 95.6066 VOR FEDERAL AIRWAY 66 IS AMENDED TO READ IN PART		
GLOSS, GA FIX	MADDI, GA FIX	*3000
*2200—MOCA		
§ 95.6067 VOR FEDERAL AIRWAY 67 IS AMENDED TO READ IN PART		
WATERLOO, IA VORTAC	FOYDE, IA FIX	3000
FOYDE, IA FIX	ROCHESTER, MN VOR/DME	3500
§ 95.6076 VOR FEDERAL AIRWAY 76 IS AMENDED TO READ IN PART		
LLANO, TX VORTAC	CENTEX, TX VORTAC	3200
CENTEX, TX VORTAC	MOUZE, TX FIX	2200
MOUZE, TX FIX	INDUSTRY, TX VORTAC	2100
§ 95.6123 VOR FEDERAL AIRWAY 123 IS AMENDED TO READ IN PART		
CARMEL, NY VOR/DME	*WIGAN, NY FIX	3000
*4500—MRA		
WIGAN, NY FIX	ALBANY, NY VORTAC	3000
§ 95.6157 VOR FEDERAL AIRWAY 157 IS AMENDED TO READ IN PART		
KINGSTON, NY VOR/DME	*WIGAN, NY FIX	3000
*4500—MRA		
WIGAN, NY FIX	ALBANY, NY VORTAC	3000
§ 95.6193 VOR FEDERAL AIRWAY 193 IS AMENDED TO READ IN PART		
CLOCK, MI FIX	WHITE CLOUD, MI VORTAC	2800
§ 95.6196 VOR FEDERAL AIRWAY 196 IS AMENDED TO READ IN PART		
BECKS, NY FIX	SMAIR, NY FIX	5000
§ 95.6198 VOR FEDERAL AIRWAY 198 IS AMENDED TO READ IN PART		
SAN ANTONIO, TX VORTAC	SEEDS, TX FIX	2700
CRESTVIEW, FL VORTAC	DEFUN, FL FIX	2000
DEFUN, FL FIX	CHEWS, FL FIX	*3000
*1600—MOCA		
CHEWS, FL FIX	MARIANNA, FL VORTAC	2000
§ 95.6212 VOR FEDERAL AIRWAY 212 IS AMENDED TO READ IN PART		
SAN ANTONIO, TX VORTAC	SEEDS, TX FIX	2700
§ 95.6216 VOR FEDERAL AIRWAY 216 IS AMENDED TO READ IN PART		
MANKATO, KS VORTAC	PAWNEE CITY, NE VORTAC	3600
§ 95.6222 VOR FEDERAL AIRWAY 222 IS AMENDED TO READ IN PART		
STONEWALL, TX VORTAC	MARCS, TX FIX	*4500

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 412 Effective Date, December 3, 1998]

From	To	MEA
*3400—MOCA		
§ 95.6259 VOR FEDERAL AIRWAY 259 IS AMENDED TO READ IN PART		
BARRETTS MOUNTAIN, NC VOR/DME	GOWBE, NC FIX	5000
*GOWBE, NC FIX	HOLSTON MOUNTAIN, TN VORTAC	7500
*6000—MCA GOWBE FIX, N BND		
§ 95.6285 VOR FEDERAL AIRWAY 285 IS AMENDED TO READ IN PART		
CLOCK, MI FIX	WHITE CLOUD, MI VORTAC	2800
§ 95.6289 VOR FEDERAL AIRWAY 289 IS AMENDED TO READ IN PART		
TEXARKANA, AR VORTAC	*PROVO, AR FIX	**2200
*4500—MRA		
**1700—MOCA		
PROVO, AR FIX	UMPIR, AR FIX	*3900
*3400—MOCA		
UMPIR, AR FIX	BATEZ, AR FIX	*4300
*3800—MOCA		
BATEZ, AR FIX	FORT SMITH, AR VORTAC	*4100
*3600—MOCA		
§ 95.6292 VOR FEDERAL AIRWAY 292 IS AMENDED TO READ IN PART		
SAGES, NY FIX	*WIGAN, NY FIX	**10000
*4500—MRA		
**5200—MOCA		
WIGAN, NY FIX	BARNES, MA VORTAC	*10000
*5200—MOCA		
§ 95.6306 VOR FEDERAL AIRWAY 306 IS AMENDED TO READ IN PART		
JUNCTION, TX VORTAC	AMUSE, TX FIX	3800
AMUSE, TX FIX	CENTEX, TX VORTAC	3100
CENTEX, TX VORTAC	NAVASOTA, TX VORTAC	2300
§ 95.6454 VOR FEDERAL AIRWAY 454 IS AMENDED TO READ IN PART		
GLOSS, GA FIX	MADDI, GA FIX	*3000
*2200—MOCA		
§ 95.6485 VOR FEDERAL AIRWAY 485 IS AMENDED TO READ IN PART		
HENCE, CA FIX	SAN JOSE, CA VOR/DME	4600
§ 95.6490 VOR FEDERAL AIRWAY 292 IS AMENDED TO READ IN PART		
UTICA, NY VORTAC	*GALWA, NY FIX	**4000
*6000—MRA		
**3300—MOCA		
GALWA, NY FIX	CAMBRIDGE, NY VOR/DME	*4000
*3300—MOCA		
CAMBRIDGE, NY VOR/DME	STRUM, NH FIX	*6000
*5300—MOCA		
STRUM, NH FIX	DUBIN, NH FIX	5000
DUBIN, NH FIX	LURCH, NH FIX	4000
LURCH, NH FIX	*MUGGY, NH FIX	4000
*4000—MCA MUGGY FIX, W BND		
MUGGY, NH FIX	MANCHESTER, NH VOR/DME	3000
§ 95.6521 VOR FEDERAL AIRWAY 521 IS AMENDED TO READ IN PART		
*TERES, FL FIX	CRESS, FL FIX	**4000
*7000—MCA TERES FIX, E BND		
*1300—MOCA		
§ 95.6550 VOR FEDERAL AIRWAY 550 IS AMENDED TO READ IN PART		
SAN ANTONIO, TX VORTAC	PINCH, TX FIX	3100

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 412 Effective Date, December 3, 1998]

From		To	MEA	
PINCH, TX FIX		CENTEX, TX VORTAC	3000	
§ 95.6556 VOR FEDERAL AIRWAY 556 IS AMENDED TO READ IN PART				
STONEWALL, TX VORTAC		MARCS, TX FIX	*4500	
*3400–MOCA				
MARCS, TX FIX		SEEDS, TX FIX	*7500	
*1900–MOCA				
§ 95.6558 VOR FEDERAL AIRWAY 558 IS AMENDED TO READ IN PART				
LLANO, TX VORTAC		SLIMM, TX FIX	3100	
SLIMM, TX FIX		CENTEX, TX VORTAC	4100	
CENTEX, TX VORTAC		MOUZE, TX FIX	2200	
MOUZE, TX FIX		INDUSTRY, TX VORTAC	2100	
§ 95.6565 VOR FEDERAL AIRWAY 565 IS AMENDED TO READ IN PART				
LLANO, TX VORTAC		AMUSE, TX FIX	3300	
AMUSE, TX FIX		CENTEX, TX VORTAC	3100	
CENTEX, TX VORTAC		COLLEGE STATION, TX VORTAC	2200	
§ 95.6568 VOR FEDERAL AIRWAY 568 IS AMENDED TO READ IN PART				
STONEWALL, TX VORTAC		LLANO, TX VORTAC	3700	
§ 95.6574 VOR FEDERAL AIRWAY 574 IS AMENDED TO READ IN PART				
CENTEX, TX VORTAC		MOUZE, TX FIX	2200	
MOUZE, TX FIX		NAVASOTA, TX VORTAC	2100	
§ 95.6583 VOR FEDERAL AIRWAY 583 IS AMENDED TO READ IN PART				
CENTEX, TX VORTAC		TOAMY, TX FIX	2200	
TOAMY, TX FIX		COLLEGE STATION, TX VORTAC	2200	
From		To	MEA	MAA
§ 95.7021 JET ROUTE NO. 21 IS AMENDED TO READ IN PART				
SAN ANTONIO, TX VORTAC		CENTEX, TX VORTAC	18000	45000
CENTEX, TX VORTAC		WACO, TX VORTAC	18000	45000
§ 95.7025 JET ROUTE NO. 25 IS AMENDED TO READ IN PART				
SAN ANTONIO, TX VORTAC		CENTEX, TX VORTAC	18000	45000
CENTEX, TX VORTAC		WACO, TX VORTAC	18000	45000
§ 95.7086 JET ROUTE NO. 86 IS AMENDED TO READ IN PART				
JUNCTION, TX VORTAC		HUMBLE, TX VORTAC	18000	45000
From		To	Changeover points	
			Distance	From
§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS V–510 IS AMENDED TO READ IN PART AIRWAY SEGMENT				
EMMONAK, AK VOR/DME		ANVIK, AK NDB/DME	69	EMMO- NAK.

[FR Doc. 98-28837 Filed 10-28-98; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Federal Highway Administration

23 CFR Part 1240

[Docket No. NHTSA-98-4494]

RIN 2127-AH38

Safety Incentive Grants for Use of Seat Belts—Allocations Based on State Seat Belt Use Rates

AGENCY: National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), DOT.

ACTION: Interim final rule; request for comments.

SUMMARY: This interim final rule establishes procedures for determining allocations of funds under a new Federal grant program. Section 157 of title 23, United States Code, directs the Secretary of Transportation to allocate funds to States whose seat belt use rates meet certain requirements. Allocations are to be based on savings in medical costs to the Federal Government due to seat belt use rates that meet the requirements. In order to allocate the funds, the Secretary must determine which States have seat belt use rates that meet the requirements and the amount of medical savings to the Federal Government attributable to each such State's seat belt use rate. This document sets forth the requirements that govern allocations of funds under this program.

DATES: This interim final rule is effective on October 29, 1998. Comments concerning this document are due no later than January 29, 1999.

ADDRESSES: Comments should refer to the docket number set forth above and be submitted in writing to: Docket Management, Room PL-401, National Highway Traffic Safety Administration, Nassif Building, 400 Seventh Street, SW, Washington, DC 20590. (Docket hours are Monday-Friday, 9 a.m. to 5 p.m., excluding Federal holidays.)

FOR FURTHER INFORMATION CONTACT: The following persons at the U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590—In NHTSA: Joan Catherine Tetrault, State and Community Services, NSC-01, (202) 366-2121; John Donaldson, Office of the Chief Counsel,

NCC-30, (202) 366-1834. In FHWA: Byron E. Dover, Office of Highway Safety, HHS-10, (202) 366-2161; Raymond W. Cuprill, Office of the Chief Counsel, HCC-20, (202) 366-0834.

SUPPLEMENTARY INFORMATION:

A. Background

Section 1403 of the recently enacted Transportation Equity Act for the 21st Century (Pub. L. 105-178) added a new Section 157 to title 23 of the United States Code (replacing a predecessor Section 157). The new section (hereafter Section 157) authorizes a State seat belt incentive grant program covering FYs 1999 through 2003. Under this program, the Secretary of Transportation is directed to allocate funds each fiscal year to States that achieve a seat belt use rate that exceeds, for the past two years, the national average seat belt use rate, or that exceeds the highest seat belt use rate achieved by the State in certain designated previous years. The allocated funds are to reflect the amount of savings in medical costs to the Federal Government, based on the seat belt use rates. States may use these allocated funds for any projects eligible for assistance under title 23, United States Code. (Section 157 provides for the further distribution of funds, if any funds remain unallocated after the required allocations related to seat belt use rates are made, but today's action does not address those provisions.)

Today's interim final rule sets forth the requirements and procedures that will apply to the allocation of funds based on seat belt use rates. The Secretary's authority to administer the program has been delegated to NHTSA and FHWA. Consequently, this interim final rule is being issued jointly by the two agencies (hereafter, the agencies).

B. General

Section 157 requires the Secretary to allocate funds, starting in FY 1999, to States that achieve certain seat belt use rates. A State can satisfy the requirement by meeting one of two conditions: First, if the State's seat belt use rate in each of the preceding two calendar years exceeded the national average seat belt use rate for those years; and second, if the State's seat belt use rate in the previous calendar year exceeded its "base seat belt use rate." The base seat belt use rate is defined as the State's highest seat belt use rate for any calendar year during the period of 1996 through the calendar year preceding the previous calendar year. (For example, for allocations made in FY 2000 (on or about October 1, 1999), the base seat belt use rate would be the State's highest seat belt use rate during

the period from calendar year 1996 through calendar year 1997.) Section 157 further provides that a State may receive an allocation under the second condition only if it fails to meet the first condition. Hence, if a State meets both conditions, it may not receive an allocation under both conditions, and it may not receive an allocation under the second condition. It must receive an allocation under the first condition.

A State that meets the first condition described above is to receive an allocation of funds that reflects the "savings to the Federal Government" due to the amount by which the State seat belt use rate for the previous calendar year exceeds the national average seat belt use rate for that year. A State that meets the second condition (and not the first condition) is to receive an allocation that reflects the "savings to the Federal Government" due to the amount by which the State seat belt use rate for the previous calendar year exceeds the State's base seat belt use rate. Section 157 defines "savings to the Federal Government" as "the amount of Federal budget savings relating to Federal medical costs (including savings under the medicare and medicaid programs under titles XVIII and XIX of the Social Security Act (42 U.S.C. 1395 *et seq.*)), as determined by the Secretary."

In order to determine whether a State is eligible for an allocation of funds during each fiscal year, based on the above-described requirements, NHTSA must obtain and evaluate State seat belt use rate information from two contiguous calendar years. Specifically, to make the determinations necessary to allocate funds in FY 1999, Section 157 requires the use of seat belt use rate information submitted by the States for calendar years 1996 and 1997. Section 157 provides that this information is to be weighted by the Secretary to ensure national consistency in methods of measurement. The determinations necessary to allocate funds in FY 2000 and thereafter require the use of seat belt use rate information for calendar year 1998 and beyond, and are subject to different requirements. (For FY 2000 allocations only, calendar year 1997 seat belt use rate information is still required, along with the calendar year 1998 information, and the 1997 information is subject to the above-described weighting procedure.) Specifically, beginning in calendar year 1998, Section 157 requires States to measure seat belt use rates following criteria established by the Secretary, to ensure that the measurements are "accurate and representative." In accordance with this latter mandate,