

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Key Field Airport, Meridian, MS**

**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 Key Field 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 May 13, 2005.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Jackson Airports District Office, 100 West Cross Street, Jackson, MS 39208.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Tom Williams, Executive Director of the Meridian Airport Authority at the following address: Post Office Box 4351, Meridian, MS 39304-4351.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Meridian Airport Authority under § 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

David Shumate, Program Manager, Jackson Airports District Office, 100 West Cross Street, (601) 664-9882. 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 Key Field 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 April 7, 2005, the FAA determined that the application to impose and use the revenue from a PFC submitted by Meridian Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application,

in whole or in part, no later than July 21, 2005.

The following is a brief overview of the application.

*PFC Application No.:* 05-07-C-00-MEI.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* June 1, 2005.

*Proposed charge expiration date:* March 31, 2008.

*Total estimated net PFC revenue:* \$489,473.

*Brief description of proposed project(s):* Build Terminal Building; Survey and Clear runway approaches; Rehabilitate and improve drainage.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None.

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 Meridian Airport Authority.

Dated: Issued in Jackson, MS on April 7, 2005.

**Rans Black,**

*Manager, Jackson Airports District Office, Southern Region.*

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**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration**

[Docket No. NHTSA 2005-20936]

**Civilian Use of, and Requirements for, the Next Generation of GPS for Automotive Safety**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Request for comments.

**SUMMARY:** The U.S. Department of Transportation (DOT) is working closely with the U.S. Department of Defense (DOD) in modernizing the Global Positioning System (GPS). In this document, the National Highway Traffic Safety Administration (NHTSA) is requesting comments and information to help us determine the civilian specifications for the next generation of the GPS (GPS III) based on future automotive safety needs that could be enhanced by a modernized GPS.

**DATES:** Comments must be received on or before May 31, 2005.

**ADDRESSES:** You may submit comments identified by the DOT DMS Docket

Number above by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, S.W., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Note that all comments received will be posted without change to <http://dms.dot.gov>, including any personal information provided.

*Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to 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.

**FOR FURTHER INFORMATION CONTACT:**

Arthur Carter, Office of Vehicle Safety Research, NVS-332, 400 Seventh Street, SW., Washington, DC 20590 (telephone: (202) 366-5669, fax: (202) 366-7237).

**SUPPLEMENTARY INFORMATION:** The U.S. Department of Transportation (DOT) is working closely with the U.S.

Department of Defense (DOD) in modernizing the GPS. This next generation of GPS will be available beginning in approximately 2012, and in use for approximately two decades. Examples of use include the enhanced vehicle positioning information that could be provided by a modernized GPS that would improve the performance of various automotive safety systems such as intersection collision avoidance and road departure prevention. Many of these applications are being developed today based on the existing GPS complemented by inertial sensors and other technologies. The potential for improved performance over the existing GPS could bring new safety applications to save lives and improve efficiency.

To obtain information that will assist it in this process, NHTSA is publishing this document requesting comments and information about automotive safety and other initiatives related to the automotive safety impact of GPS.

Researchers and technical experts from automotive original equipment manufacturers (OEMs), suppliers, and other interested parties are invited to submit technical information that