

determining whether to grant relief to applicants.

Used by the Coast Guard in presenting its views to the Board concerning pending cases. Also used by applicant and his representative.

Used by the General Counsel and his staff in determining whether to approve decisions of the board.

See Prefatory Statement of General Routine Uses.

POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:

STORAGE:

File folders stored in file cabinets.

RETRIEVABILITY:

Indexed individually by name in one of two alphabetical sequences representing pending and closed cases. Also indexed by docket number. Pending cases filed by docket number; closed cases filed alphabetically.

SAFEGUARDS:

Records are disclosed only to the applicant, his representative, interested members of Congress, and the Coast Guard.

RETENTION AND DISPOSAL:

Transfer of official military record of individual separated from service to Federal Records Center when case closed; transfer of official military record of Active or Reserve member to Coast Guard Headquarters when case closed; retention of application file in all cases.

SYSTEM MANAGER(S) AND ADDRESS:

Mail Address: Executive Secretary, Board for the Correction of Military Records, C-60, U.S. Department of Transportation, Washington, DC 20590.

Office Location: 400 7th Street, SW., Room 4100.

NOTIFICATION PROCEDURE:

Apply to System Manager.

RECORD ACCESS PROCEDURES:

Apply to System Manager.

CONTESTING RECORD PROCEDURES:

Same as "Record Access Procedure."

RECORD SOURCE CATEGORIES:

U.S. Coast Guard, Veterans Administration, individual applicants.

Dated: June 22, 1998.

Nancy E. McFadden,
General Counsel, Department of Transportation.

[FR Doc. 98-17229 Filed 6-29-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 25-XX, Certification of Transport Airplane Structure

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Availability of Proposed Advisory Circular (AC) 25-XX and request for comments.

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular (AC) which provides methods acceptable to the Administrator for showing compliance with the provisions of subparts C and D of 14 CFR part 25 regarding the type certification requirements for transport airplane structure. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

DATES: Comments must be received on or before October 28, 1998.

ADDRESSES: Send all comments on proposed AC to: Federal Aviation Administration, Attention: Jim Haynes, Airframe/Airworthiness Branch, ANM-115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Katherine Burks, Transport Standards Staff, at the address above, telephone (206) 227-2114.

SUPPLEMENTARY INFORMATION:

Comments Invited

A copy of the draft AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25-XX, and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC.

Discussion

This AC contains guidance for the latest amendment of the regulations and applies to all transport category airplanes for which a new, amended, or supplemental type certificate is

required. This guidance should be applied to any portion of the airplane structure that has been modified. In the past, advisory and guidance information applicable to transport airplane structure has been formally published as ACs. Advisory circulars have not been developed for all of the regulatory requirements applicable to transport airplane structure, however. In many instances, certification of new technology airplanes resulted in the need to interpret the existing regulations and to apply new regulations. Issue papers and special conditions were generated to document the compliance method agreed upon between the applicant and the FAA. In other instances, applicants, FAA Aircraft Certification Office (ACO) managers, and foreign regulatory authorities have requested interpretation of the intent of specific regulations. This guidance was documented in the form of policy memorandums that were distributed to all ACOs, letters to applicants and foreign airworthiness authorities, and issue papers. In many instances, this information was not organized in a manner that allowed easy access, and applicants were not aware of revised policy. This AC formalizes existing policy so that the public and FAA personnel have access to this information. The methods and procedures described in this AC have evolved after many years and represents current certification practice. Issued in Renton, Washington, on June 22, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

[FR Doc. 98-17365 Filed 6-29-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Fire and Cabin Safety Research; Notice of Public Conference

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Public Conference.

SUMMARY: This notice announces an International Public Conference on Fire and Cabin Safety Research, which is being held by the Federal Aviation Administration (FAA) as a follow-up to a similar conference in November of 1995, and to discuss the current state of cabin and fire safety research. The Cabin Safety Research Program (CSRP) and the conference are being jointly sponsored by the Joint Aviation Authorities (JAA)

of Europe, Transport Canada Civil Aviation (TCCA) and the Civil Aviation Bureau of Japan (JCAB).

DATES: The Conference is scheduled for Monday through Friday, November 16–20, 1998. Registration will be from 6:00 p.m. until 8:00 p.m., November 15, and from 7:00 a.m. until 8:30 a.m. on November 16. The Conference will begin at 8:30 a.m., November 16.

REGISTRATION: Persons planning to attend the public conference are encouraged to pre-register by contacting the person identified later in this notice as the contact for further information. Pre-registration deadline is October 1, 1998, and registration is subject to space availability. There is a \$225 fee to attend the conference, which will include lunch and refreshments each day, as well as one dinner. Payment can be in the form of checks or certain major credit cards.

ADDRESSES: The public conference will be held at Harrah's Casino-Hotel, 777 Harrah's Boulevard, Atlantic City New Jersey 08401, telephone 1-800-242-7724 (outside the United States: 609-441-5600).

FOR FURTHER INFORMATION CONTACT: April Horner, Galaxy Scientific Corporation, c/o FAA Technical Center, Fire Safety Branch, AAR-422, Bldg. 287, Atlantic City International Airport, New Jersey 08405, telephone 609-485-4471, fax 609-646-5229, or on internet at: April_CTR_Horner@admin.tc.faa.gov

SUPPLEMENTARY INFORMATION: Notice is given of a public conference November 16–20, 1998, at the Harrah's Casino-Hotel, 777 Harrah's Boulevard, Atlantic City, New Jersey 08401. This conference is a follow-up to a similar conference of November 1995 and is intended to summarize the current state of cabin and fire safety research, as well as explore the directions of future research.

In order to more systematically address the subject to cabin safety research, the FAA, in conjunction with the JAA and TCCA developed a Cabin Safety Research Program plan. This document describes a procedure whereby the Aviation Authorities can identify and assess the potential benefit of research in different areas and later determine the appropriateness of specific cabin safety research. This plan was introduced at the 1995 conference and the authorities have been working under its provisions since then.

While research has been very productive and has resulted in improved safety standard, it has been largely carried out in piecemeal fashion, outside of a systematic framework. There was no formal vehicle to integrate all cabin safety research so that the

benefits are maximized, and the available funds are spent most effectively. The FAA has developed such a vehicle to improve both the efficiency and quality of future cabin safety research. Because research will often result in new guidance or regulation, and because the aviation industry is largely an international entity, this potential regulatory impact must be harmonized between regulatory authorities. Therefore, the development of the CSRP was coordinated with the JAA, TCCA and the JCAB.

The FAA has determined that a follow-up to the 1995 conference is appropriate and timely, and that issues relating to fire safety in general (that is, fire safety not limited to the cabin) should be included. This conference will afford the interested public an opportunity to comment on the research programs currently underway, as well suggest the course of future research.

Additional information regarding the conference can be found on the World Wide Web, at: <http://asp.tc.faa.gov/FAATC/AAR422/conference/brochure.html>

The agenda for the conference will include:

Monday, November 16, 1998

Conference Opening Session
Presentations of general interest and program goals

Tuesday, November 17, 1998

AM
CRASH DYNAMICS (Structures)
FIRE—General
PM
CRASH DYNAMICS—Injury
FIRE—Halon Systems
OPERATIONAL ISSUES
FIRE—Advanced Materials

Wednesday, November 18, 1998

AM
CRASH DYNAMICS—Modeling
OPERATIONAL ISSUES
FIRE—Cargo Compartment
FIRE—Advanced Materials
PM
CRASH DYNAMICS—Workshop
EVACUATION
FIRE—Cargo Compartment (Modeling)
FIRE—Advanced Materials

Thursday, November 19, 1998

AM
EVACUATION—
FIRE—Applied Materials
FIRE—Fuel Tank Explosion
PM
EVACUATION
FIRE—Applied Materials
FIRE—Watermist and other Systems

Friday, November 20, 1998

AM

Sessions Summaries
Conference Closing Session
Note that this agenda involves simultaneous presentation of different topics. However, to the extent possible, subjects that might have broader applicability have been scheduled so as to not overlap.

Attendance is open to the interested public, but will be limited to the space available.

Conference Procedures

Hotel room reservations should be made in advance. A block of rooms has been reserved at Harrah's Hotel-Casino at Conference rates of \$79 plus tax and fees for a standard single/double room, and \$99 plus tax and fees for a single/double suite. Persons wishing to attend the Conference are encouraged to make reservations by October 1, 1998, by contacting the hotel direct at 1-800-242-7724 (outside the United States: 609-441-5600). Be sure to identify yourself as an FAA Fire/Cabin Safety Conference attendee to receive the conference rate.

Persons in Canada that have questions of a technical nature, or would like to find out more regarding Transport Canada's involvement, may contact: Mr. Claude Lewis, Transport Canada Civil Aviation, Aircraft Certification Branch—AARDH, Ottawa, Ontario, Canada KIA ON8, Telephone: 613-990-5906, fax: 613-996-9178; e-mail: lewisc@tc.gc.ca.

Persons who plan to attend the Conference should be aware of the following procedures which are established to facilitate the workings of the conference.

1. The Conference will be open on a space available basis to all persons registered.

2. A \$225 fee will be charged for attending the conference. This fee will include lunch each day, as well as refreshments during breaks, and one dinner.

3. Following each presentation, or series of presentations on a similar topic, a brief question and answer period may be allowed and participants will be given the opportunity for open discussions, within the time available. In addition, there will be separate workshop sessions following some of the technical sessions for more in-depth discussions.

4. This conference is intended to address fire and cabin safety research, rather than regulatory, issues. As such, statements made by Airworthiness Authority participants at the conference will not be taken as expressing final Authority positions.

Issued in Renton, Washington, on June 19, 1998.

Darrell M. Pederson,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service,
ANM-100.*

[FR Doc. 98-17366 Filed 6-29-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

June 12, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before July 15, 1998 to be assured of consideration.

Special Request: In order to ensure that the survey described below is available to include in the materials used for the Federal Tax Deposit (FTD) School, the Department of the Treasury is requesting that the Office of Management and Budget (OMB) review and approve this information collection by June 26, 1998. To obtain a copy of this study, please contact the Internal Revenue Service Clearance Officer at the address listed below.

Internal Revenue Service (IRS)

OMB Number: 1545-1432.

Project Number: M:SP:V 98-012-G.

Type of Review: Revision.

Title: Small Business Laboratory Survey for ABCs of Federal Tax Deposits (FTDs) Pilot Classes.

Description: The purpose of the survey is to obtain feedback from the class attendees on the effectiveness of the class. Any appropriate feedback will be used to improve the class material, presentation, instructors, and related customer service.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 500.

Estimated Burden Hours Per Respondent: 2 minutes.

Frequency of Response: Other (one time only).

Estimated Total Reporting Burden: 17 hours.

Clearance Officer: Garrick Shear (202) 622-3869, Internal Revenue Service, Room 5571 1111 Constitution Avenue, N.W., Washington, DC 20224.

OMB Reviewer: Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports, Management Officer.
[FR Doc. 98-17330 Filed 6-29-98; 8:45 am]

BILLING CODE 4830-01-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

June 16, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L. 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before July 30, 1998 to be assured of consideration.

Bureau of the Public Debt (PD)

OMB Number: 1535-0122.

Form Number: None.

Type of Review: Extension.

Title: Voluntary Customer Satisfaction Survey to Implement Executive Order 12862.

Description: The voluntary customer service survey, as mandated by Executive Order 12862, measures customer satisfaction.

Respondents: Individuals or households.

Estimated Number of Respondents: 7,000.

Estimated Burden Hours Per Respondent: 7 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 876 hours.

Clearance Officer: Vicki S. Thorpe (304) 480-6553, Bureau of the Public Debt, 200 Third Street, Parkersburg, West VA 26106-1328.

OMB Reviewer: Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10226, New

Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports, Management Officer.
[FR Doc. 98-17331 Filed 6-29-98; 8:45 am]

BILLING CODE 4810-40-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

June 17, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L. 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before July 15, 1998 to be assured of consideration.

Special Request: In order to conduct the focus group interviews described below in a timely manner, the Department of the Treasury is requesting that the Office of Management and Budget (OMB) review and approve this information collection by June 30, 1998. To obtain a copy of this study, please contact the Internal Revenue Service Clearance Officer at the address listed below.

Internal Revenue Service (IRS)

OMB Number: 1545-1432.

Project Number: M:SP:V 98-014-G.

Type of Review: Revision.

Title: Balance Due Return Focus Group Interviews.

Description: There are two objectives of the focus groups:

- (1) To learn more about why taxpayers have insufficient withholding and estimated payments; and
- (2) To receive input from taxpayers and return preparers on what the Service can or should do about this situation.

With this knowledge, we hope to improve IRS policies and procedures, reduce the burden balance due taxpayers face, and improve taxpayer satisfaction.

Respondents: Individuals or households. Business or other for-profit.

Estimated Number of Respondents: 96.

Estimated Burden Hours Per Respondent: