

Form(s): N/A.

Abstract: This is an opinion survey of parents flying with small children, intended to determine their views on child safety seat use when flying commercially, as well as their views about paying fares for small children.

Estimated Annual Burden Hours: 249 hours.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention OST Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on August 20, 1998.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-22925 Filed 8-25-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed During the Week Ending August 14, 1998

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-98-4303.

Date Filed: August 10, 1998.

Parties: Members of the International Air Transport Association.

Subject: PTC COMP 0318 dated August 7, 1998, Expedited Resos 100 (r1) and 100aa (r2), Intended effective date: September 15, 1998.

Docket Number: OST-98-4304.

Date Filed: August 10, 1998.

Parties: Members of the International Air Transport Association.

Subject: PAC/Reso/399 dated July 9, 1998, Mail Vote A098—Reso 810 in

Orient Countries, Intended effective date: September 1, 1998.

Docket Number: OST-98-4305.

Date Filed: August 10, 1998.

Parties: Members of the International Air Transport Association.

Subject: PAC/Reso/398 dated July 9, 1998, Mail vote A097—Resolution 898a (ERSPs), Intended effective date: November 1, 1998.

Docket Number: OST-98-4323.

Date Filed: August 12, 1998.

Parties: Members of the International Air Transport Association.

Subject: COMP Telex 024f—Pakistan, Local Currency Fare Changes, Intended effective date: August 16, 1998.

Docket Number: OST-98-4324.

Date Filed: August 12, 1998.

Parties: Members of the International Air Transport Association.

Subject: PTC12 CAN—EUR 0032 dated August 11, 1998, Canada-Europe Expedited Resos r1-6, Intended effective date: November 1, 1998.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 98-22833 Filed 8-25-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending August 14, 1998

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-98-4301.

Date Filed: August 10, 1998.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: August 17, 1998.

Description: Application of Delta Air Lines, Inc. pursuant to 49 U.S.C. Section 41101 and Subpart Q, applies for (1) a new or amended certificate of public convenience and necessity to provide scheduled foreign air transportation

between the United States and South Africa; and (2) the designation available for third-country code-share service to South Africa beginning November 1, 1998.

Docket Number: OST-98-4330.

Date Filed: August 13, 1998.

Due Date for Answers, Conforming Applications, or Motions to Modify Scope: September 10, 1998.

Description: Application of Air Tahiti Nui pursuant to 49 U.S.C. Section 41302 and Subpart Q, applies for an initial foreign air carrier permit to provide foreign air transportation of persons, property and mail between Papeete, Tahiti, French Polynesia and Los Angeles, California.

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 98-22834 Filed 8-25-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Stewart R. Miller, Transport Standards Staff (ANM-110), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; phone (425) 227-1255; fax (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine Issues.

These issues involve the airworthiness standards for transport category airplanes and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization task:

Flight Control Systems

Review the current §§ 25.671 and 25.672 standards and corresponding JAR 25.671 and 25.672 standards pertaining to flight control systems, taking into account the requirements in §§ 25.1309 and 25.1329. Also review current policy including that established by special conditions issued for fly-by-wire control systems and active flight controls, and any related advisory material. Examine accumulated transport airplane service history to validate assumptions made on the probability of occurrence of system failure and consider any NTSB recommendation. In light of this review, recommend new harmonized standards, and develop related advisory material as necessary. Of particular concern is development of advisory material addressing the following regulatory areas:

A. In FAR 25.671(c), the definition of extremely improbable and probable failures is provided in the rule itself, and this definition differs from the numerical definition which is commonly used in showing compliance with FAR 25.1309, which sometimes leads to confusion. Unlike FAR, JAR 25.671(c)(1) excludes single failures when they are shown to be extremely improbable. JAR definition of probabilities is in line with 25.1309. A uniform means of compliance needs to be developed. It is expected that considerable elaboration would be made as to how the various mechanical, hydraulic and electrical failures should be handled. Consideration should be given to latent failures and the relationship of the flight control failures with the occurrence of engine failures.

B. In light of the rate of control jams experienced in the transport fleet to date, and using the experience as an indicator of types of control system malfunctions that may be safety concerns, provide any necessary regulatory and/or policy provisions to:

1. Define the meaning of the terms "normal flight envelope", "without exceptional piloting skill or strength", "minor effects", and "control position normally encountered" as used in § 25.671(c).

2. Determine to what extent basic airmanship skills and reasonable pilot response and action may be used to alleviate the resulting airplane control problems. Determine the applicability of crosswind to the landing situation with a jammed flight control.

3. Identify acceptable methodology by which to judge the controllability/maneuverability of an airplane with a jammed control system (e.g. Handling Qualities Rating System (HQRM)).

4. Review NTSB Recommendation A-96-108 and appropriately respond to the proposed criteria.

5. Consider comments in AIA-GAMA letter dated January 23, 1997 and the input received at the December 3, 1996, public meeting conducted by the FAA.

6. Address structural loading conditions following the jammed failure condition required for continued safe flight and landing.

C. Provide advisory material that addresses the all engine failure condition defined in § 25.671(d).

The FAA expects ARAC to submit its recommendation(s) by March 31, 2001.

The FAA requests that ARAC draft appropriate regulatory documents with supporting economic and other required analyses, and any other related guidance material or collateral documents to support its recommendations. If the resulting recommendation is one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

ARAC Acceptance of Tasks

ARAC has accepted the tasks and has chosen to establish a new Flight Controls Harmonization Working Group. The working group will serve as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

Working Group Activity

The Flight Controls Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider transport airplane and engine issues held following publication of this notice.

2. Give a detailed conceptual presentation of the proposed

recommendations, prior to proceeding with the work stated in item 3 below.

3. Draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations. If the resulting recommendation is one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

4. Provide a status report at each meeting of ARAC held to consider transport airplane and engine issues.

Participation in the Working Group

The Flight Controls Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than September 25, 1998. The requests will be reviewed by the assistance chair and the assistant executive director, and the individuals will be advised whether or not the request can be accommodated.

Individuals chosen for membership on the working group will be expected to represent their aviation community segment and participate actively in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also will be expected to devote the resources necessary to ensure the ability of the working group to meet any assigned deadline(s). Members are expected to keep their management chain advised of working group activities and decisions to ensure that the agreed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for a vote.

Once the working group has begun deliberations, members will not be 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 Flight Controls 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 August 20, 1998.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-22918 Filed 8-25-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Joint Special Committee 182/ Eurocae Working Group 48; Minimum Operational Performance Standards (MOPS) For an Avionics Computer Resource

Pursuant to section 10(a)(2) of the Federal Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-182/ EUROCAE Working Group (WG)-48 meeting to be held September 9-11, starting at 9:00 a.m. The meeting will be held at the EUROCAE office—17 rue Hamelin, 75783 Paris, CEDEX 16, France.

The agenda will include: (1) Chairman's Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review of Meeting Report: Joint RTCA SC-182/EUROCAE WG-48 Meeting (5/12-14/98); (4) Review MOPS Draft 1.2: Inclusion of comments 1, 3-5, 7-9, 11-13, 15-20, 22-24, 37, 39, 40, 42; (5) Discuss and recommend for inclusion in draft 1.3: Comments 2, 6, 14, 21, 35, 36, 41; (6) Portability and DO-178B objectives achieved independent of the platform; (7) Working Group Sessions: a. Complete comment 38; b. Chapter 2 sections; c. Chapter 3 sections; (8) Working Group Reports; (9) Other Business; (10) Date and Place of Next Meeting (12/09-11/98, RTCA, Washington, DC.)

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting.

Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 20, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98-22917 Filed 8-25-98; 8:45 am]

BILLING CODE 4910-13-M

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 Nashville International Airport, Nashville, Tennessee

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 Nashville International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). **DATES:** Comments must be received on or before September 25, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 3385 Airways Blvd., Suite 302, Memphis, TN 38116-3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to General William G. Moore, Jr., President of the Metropolitan Nashville Airport Authority at the following address: One Terminal Drive, Suite 501, Nashville, TN 37214-4114.

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

FOR FURTHER INFORMATION CONTACT: Mr. Michael L. Thompson, Program Manager, Memphis Airports District

Office, 3385 Airways Blvd., Suite 302, Memphis, TN 38116-3841, telephone number 901-544-3495. 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 Nashville International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 19, 1998, the FAA determined that the application to Impose and Use the revenue from a PFC submitted by the Metropolitan Nashville 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 December 3, 1998.

The following is a brief overview of PFC Application No. 98-05-C-00-BNA.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: May 11, 2001.

Proposed charge expiration date: July 20, 2001.

Total estimated PFC revenue: \$2,210,000.

Brief description of proposed project(s):

Construct Emergency Operations Center
Construct Outbound Baggage Conveyor System
Construct Moving Sidewalk
Construct Perimeter Fence

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 (Air Taxi) Operators.

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 Metropolitan Nashville Airport Authority.

Issued in Memphis, Tennessee on August 19, 1998.

LaVerne F. Reid,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 98-22916 Filed 8-25-98; 8:45 am]

BILLING CODE 4910-13-M