

**DEPARTMENT OF TRANSPORTATION****Coast Guard****[USCG-1998-4353]****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 are open to the public.

**DATES:** TSAC will meet on Wednesday, September 23, 1998, from 9 a.m. to 1 p.m. TSAC working groups will meet on Tuesday, September 22, 1998, from 9 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 14, 1998. Requests to have a copy of your material distributed to each member of the committee or working group should reach the Coast Guard on or before September 8, 1998.

**ADDRESSES:** TSAC will meet in the North Auditorium, Jackson Federal Building, 915 2nd Avenue, Seattle, Washington. The working groups will meet in the same room. Send written material and requests to make oral presentations to Lieutenant Lionel Mew, Commandant (G-MSO-1), 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:** For questions on this notice, contact Lieutenant Lionel Mew, Assistant Executive Director of CTAC, telephone 202-267-0218, fax 202-267-4570. For questions on viewing, or submitting material to, the docket, contact Dorothy Walker, Chief, Dockets, Department of Transportation, 202-366-9329.

**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) Report of the Coast Guard Research and Development Center study on inland towing vessel crew fatigue.
- (2) Progress report from the Voyage Planning working group.
- (3) Discussion on Alternative Convention Tonnage issues.

(4) Recommendations on the G-M Performance Plan.

(5) Discussion of the Merchant Marine Licensing and Documentation Reengineering Plan.

(6) Status update on the National Marine Safety Incident Reporting System.

(7) Progress report from the Electronic Charting Standards working group.

(8) Presentation by working groups of their accomplishments and future plans.

**Procedural**

Both 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 14, 1998. Written material for distribution at a meeting should reach the Coast Guard no later than September 14, 1998. 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 September 8, 1998.

**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 24, 1998.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 98-23371 Filed 8-28-98; 8:45 am]

**BILLING CODE 4910-15-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Aviation Rulemaking Advisory Committee; Transport Airplanes 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:

**Task 2: Passenger Seat Safety**

The primary issue for FAR 25.562:

FAR 25.562(b) states "Each seat type design approved for crew or passenger occupancy during takeoff and landing must successfully complete dynamic test or be demonstrated by rational analysis based on dynamic tests of a similar type seat \* \* \*." The method for determining the required "rational analysis based on dynamic tests" is different between regulatory bodies.

The FAA has accepted the Revised Means of Compliance (RMCC) as a method of determining which members of a seat family must be demonstrated by dynamic test so that the rest may be certified by similarity. The JAA has not accepted this method of determining the test seats. Harmonization of test article selection is the objective.

A secondary issue for FAR 25.562:

Harmonization should also occur on other methods of compliance to FAR 25.562, including pass/fail criteria and test methodology.

The primary issue for FAR 25.785:

FAR 25.785(c) states that each seat or berth must be approved. The FAA requires all seats that are "in-flight only" to have a restraint system before they will be approved. The JAA does not require restraints for seats that are not occupied for taxi, takeoff and

landing. Harmonization on this issue is the goal.

A secondary issue for FAR 25.785:

FAR 25.785(b) states "Each seat and berth \* \* \* must be designed so that a person making proper use of these facilities will not suffer serious injury in an emergency landing as a result of the inertial forces specified in 25.561 and 25.562." FAR 25.785(e) states "Berths must be free from corners and protuberances likely to cause injury to a person occupying the berth during emergency conditions." The subjective criteria used to determine "corners and protuberances likely to cause injury" and the test/analysis required to demonstrate compliance are different between regulatory bodies. The expectations for demonstrating compliance should be harmonized.

Three specific areas of passenger seat certification issues need to be addressed:

(a) In-Flight Entertainment (IFE) video arms which allow a video screen to rotate in front of the passenger during flight.

(b) Seat back mounted accessories such as telephones, video screens, etc.

(c) Definition of what design features are considered sharp edges or in appropriate corners when exposed to the passenger cabin.

Guidance on acceptable methods of compliance should be provided which are acceptable to both the FAA and the JAA. An advisory circular should be revised or newly issued to address the new guidance.

The FAA expects ARAC to submit its recommendation(s) by July 31, 2000.

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(s) are 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.

#### Working Group Activity

ARAC has accepted the task and has chosen to assign it to the existing Seat Testing Harmonization Working Group. As a result of the new task assigned to the working group and because the working group has been dormant for some time, membership is being reopened. 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.

The Seat Testing 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 tasks, 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 Seat Testing 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 October 1, 1998. The requests will be reviewed by the assistant chair, the assistant executive director, and the working group chair, 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 Seat Testing 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 25, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Stillwater County, Montana

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Revised notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public of a revision to the southern limit for the proposed improvements to Montana Primary 78 (P-78) in Stillwater County, Montana. The southern terminus of the project has been changed from the junction of P-78 with Butcher Creek Road, to the P-78 junction with FAS 419, shortening the project by approximately 5 kilometers (3 miles). This revision represents a logical termini to the proposed improvements as the roadway volumes of P-78 decrease at its junction with FAS 419. An Environmental Impact Statement will be prepared for the proposed highway project in Stillwater County, Montana.