

(h) Officials of the Department of other government agencies in the letting of a contract, issuance of a license, grant or other benefit, and the establishment of a claim;

(i) Any private or public source, witness, or subject from which information is requested in the course of a legitimate agency investigation or other inquiry to the extent necessary to identify an individual; to inform a source, witness or subject of the nature and purpose of the investigation or other inquiry; and to identify the information requested;

(j) An attorney or other designated representative of any source, witness or subject described in paragraph (i) only to the extent that the information would be provided to that category of individual itself in the course of an investigation or other inquiry;

(k) By a Federal agency following a response to its subpoena or to a prosecution request that such record be released for the purpose of its introduction to a grand jury.

Also see "Routine Uses" of Prefatory Statement published in the **Federal Register**.

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

**STORAGE:**

Hard copy, microfilm, microfiche, tape recordings, electronic media and photographs.

**RETRIEVABILITY:**

The system is accessed by individual name, personal identifier or case number; but the files may be grouped for the convenience of the user by type, country code, group name, subject, contract number, weapons serial number, or building pass number.

**SAFEGUARDS:**

All employees of the Department of State have undergone a thorough personnel security background investigation. Access to the Department of State building and its annexes is controlled by security guards, and admission is limited to those individuals possessing a valid identification card or individuals under proper escort. Access to Annex 10 also has security access controls (code entrances) and/or security alarm systems. All records containing personal information are maintained in secured file cabinets or in restricted areas, access to which is limited to authorized personnel. Access to computerized files is password-protected and under the direct supervision of the system manager. The system manager has the

capability of printing audit trails of access from the computer media, thereby permitting regular *ad hoc* monitoring of computer usage.

**RETENTION AND DISPOSAL:**

Retention of those records varies depending upon the specific kind of record involved. The records are retired or destroyed in accordance with published schedules of the Department of State and as approved by the National Archives and Records Administration. More specific information may be obtained by writing to the Director, Office of IRM Programs and Services (A/RPS/IPS), Room 1239, Department of State, 2201 C Street, NW, Washington, DC 20520-1512.

**SYSTEM MANAGERS AND ADDRESS:**

Principal Deputy Assistant Secretary for Diplomatic Security and Director for the Diplomatic Security Service; Department of State; SA-10; 8th Floor; 2121 Virginia Avenue, NW; Washington, DC 20522-1003.

**NOTIFICATION PROCEDURE:**

Individuals who have reason to believe that the Bureau of Diplomatic Security may have security/investigative records pertaining to themselves should write to the Director; Office of IRM Programs and Services; Room 1239; Department of State; 2201 C Street, NW; Washington, DC 20520-1512. The individual must specify that he/she wishes the Security Records to be checked. At a minimum, the individual must include: Name; date and place of birth; current mailing address and zip code; signature; and a brief description of the circumstances which may have caused the creation of the record.

**RECORD ACCESS AND AMENDMENT PROCEDURES:**

Individuals who wish to gain access to or amend records pertaining to themselves should write to the Director; Office of IRM Programs and Services (address above).

**RECORD SOURCE CATEGORIES:**

These records contain information obtained from the individual; persons having knowledge of the individual; persons having knowledge of incidents or other matters of investigative interest to the Department; other U.S. law enforcement agencies and court systems; pertinent records of other Federal, state, or local agencies or foreign governments; pertinent records of private firms or organizations; the intelligence community; and other public sources. The records also contain information obtained from interviews, review of records, and other authorized investigative techniques.

**SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:**

Records originated by another agency when that agency has determined that the record is exempt under 5 U.S.C. 552a(j). Also, records contained within this system of records are exempted from 5 U.S.C. 552a(c)(3) and (4), (d), (e)(1), (2), (3), and (e)(4)(G), (H), and (I), and (f) to the extent they meet the criteria of section (j)(2) of the Act. See 22 CFR 171.32.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

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

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** Notice is given of new tasks 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 Tasks**

This notice is to inform the public that the FAA has asked ARAC to

provide advice and recommendation on the following harmonization tasks:

*Task 1: Electrical Generating and Distribution System Requirements*

Phase I—The following differences between Part 25 and JAR 25 and their associated guidance material have been identified as having a potentially significant impact on airplane design and cost.

1. FAR/JAR 25.1351(b)—FAR 25.1351(b) defines minimum requirements for generating system power sources, distribution busses and cables, and associated control, regulation and protection devices. JAR 25.1351(b), with its related ACJ 25.1351(b)(5), adds accessibility requirements for means to disconnect power sources from the electrical system.

2. FAR/JAR 25.1351(c)—FAR 25.1351(c) defines minimum requirements for connecting external power to the airplane electrical power system. JAR 25.1351(c) introduces additional parameters for external power protection.

3. FAR/JAR 25.1351(d)—FAR 25.1351(d) defines minimum requirements for a standby power system that can enable safe operation in VFR conditions for a period of not less than five minutes to enable engine relight. JAR 25.1351(d), with its related ACJs, requires provision for a high integrity standby power system with a duration for time limited systems compatible with JAR-OPS and ICAO Annex 8. These ACJs also provide Interpretive Material for non-time limited standby power sources and specifies services that must remain powered following loss of normal electrical power.

For each of the above tasks the working group is to review airworthiness, safety, cost, and other relevant factors related to the specified differences, and reach consensus on harmonized Part 25/JAR 25 regulations and guidance material.

The FAA expects ARAC to submit its recommendation(s) from Phase I by July 31, 2001.

Phase II—The following additional differences between Part 25 and JAR 25 and their associated guidance material have been identified as having a lesser impact on airplane design and cost:

4. FAR/JAR 25.1353(a) & 25.1431(d)—JAR 25.1353(a) provides an additional sentence for consideration of the effects of interference on systems with associated interpretative material. JAR 25.1431(d) has additional requirements on the survivability of essential electronic equipment during electrical

power transients. Such paragraph does not exist in the FAR's. Neither FAA advisory nor JAA guidance material currently is available. This guidance material needs to be generated.

5. FAR/JAR 25.1353(c)(5)—JAR 25.1353(c)(5) is different to FAR 25.1353(c)(5) in that it requires any Nickel-Cadmium battery (receiving a direct charge from the aircraft electrical system) to be subjected to this requirement. Past experience has shown that damage has been caused to structure (from defective batteries and their installations) from batteries irrespective of whether utilized for engine or APU starting or not.

6. FAR/JAR 25.1353(c)(6)—See also item 5 above. In addition, interpretative material is provided in JAR's concerning maintenance check intervals for over temperature sensing devices.

7. FAR/JAR 25.1353(d)—JAR 25.1353(d) contains additional paragraphs for electrical cables. Note: Paragraph 1 of ACJ to JAR 25.1301(b) in effect duplicates JAR 25.1353(d)(2) and could be deleted after harmonization of FAR/JAR 25.1353(d).

8. FAR/JAR 25.1355(c)—JAR 25.1355(c) introduces interpretative material concerning segregation of electrical feeders to minimize the possibility of cascade or multiple failures. The ACJ to JAR 25.1355(c) should be reviewed in conjunction with current ACJ No. 6 to JAR 25.1309 with a view to combining the two ACJs and forming new interpretative material to FAR/JAR 25.1355(c).

9. FAR/JAR 25X1360—Precautions against injury. This JAR requirement and corresponding ACJ was created following reported injuries to service and maintenance personnel.

10. JAR 25X1362—Electrical supplies for emergency conditions. This JAR requirement and corresponding ACJ was created to ensure that electrical supplies are maintained to emergency services (such as fuel and hydraulic shut-off valves) so that these may be closed after the main power sources have been switched off by the Flight Crew.

11. FAR/JAR 25.1363—JAR 25.1363 requires tests to be performed under specific criteria with (ACJ) additional means of compliance.

12. Tasks coming from the System Design and Analysis Harmonization Working Group (SD&A HWG): Harmonize and update 25.1310 (previous 25.1309(e) and (f)) as proposed by the SD&A HWG. Consider also JAA specific AMJ 25.1309(b) on heated domestic appliances and electric overheat protection equipment design/failures considerations.

For each of the above tasks the working group is to review the current standards of the FAR and JAR requirements concerning electrical generating and distribution system requirements and any associated advisory material, to review also any relevant service experience and consider the increased reliance of aircraft and systems dependent on electrical power and distribution systems. In the light of this review, recommend changes to harmonize the above FAR and JAR requirements and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) from Phase II by July 31, 2003.

*Task 2: Electrical Bonding and Protection Against Lightning and Static Electricity*

JAA regulations include JAR 25X899 and ACJ 25x899 or consideration of electrical bonding and protection against lightning and static electricity. FAA regulations do not include this requirement. This initiative will consider the material contained in the JAR and ACJ, revise this information (as appropriate), develop new FAA requirements, revise JAA requirements as applicable, including regulations and advisory material, to achieve a harmonized result. Part 23, 27, 29 and 33 requirements will be reviewed to assure consistency in requirements and modified as applicable. The use of the phrase "as applicable" provides the responsible working group with the prerogative to recommend changes to any or all identified FAR's, JAR's, or none. Suitable representative from industry and regulatory authorities is necessary to accomplish this assignment.

The FAA expects ARAC to submit its recommendation 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 Electrical systems 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 Electrical Systems 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 Electrical Systems Harmonization Working Group will be composed of technical experts having an interest in the assigned tasks. 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 12, 1998. The requests will be reviewed by the assistant 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 Electrical Systems 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 September 4, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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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 Ketchikan International Airport, Ketchikan, AK

**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 Ketchikan 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) (Pub. L.

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before October 13, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Ronnie V. Simpson, Manager; Alaskan Region Airports Division, Federal Aviation Administration; 222 West 7th, Box 14; Anchorage, AK 99513.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Don Chenhall, Airport Manager, at the following address: Ketchikan International Airport, 1000 Airport Terminal Building, Ketchikan, Alaska 99901.

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

**FOR FURTHER INFORMATION CONTACT:** Debbie Roth, Programming Specialist, Alaskan Region Airports Division, Planning and Programming Branch, AAL-611A, 222 W 7th, Box 14, Anchorage, AK, 99513-7587, (907) 271-5443. 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 (#98-01-C-00-KTN) to impose and use the revenue from a PFC at Ketchikan 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) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 27, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by Ketchikan Gateway Borough 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 November 27, 1998.

The following is a brief overview of the impose and use application.

*Application number:* 98-01-C-00-KTN.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* February 1, 1999.

*Proposed charge expiration date:* February 1, 2018.

*Total estimated PFC revenue:* \$6,419,400.

*Brief description Impose and Use Projects:* Terminal Building Improvements, Acquire Replacement Airport Ferry.