

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.

[FR Doc. 98-24419 Filed 9-10-98; 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 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.

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** located at the FAA, Alaskan Region Airports Division, Anchorage, Alaska.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Ketchikan International Airport.

Issued in Anchorage, Alaska on September 1, 1998.

David S. Stelling,

Acting Manager, Airports Division, Alaskan Region.

[FR Doc. 98-24418 Filed 9-10-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Travis and Williamson Counties, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that the scope (project limits) of the environmental impact statement (EIS) for the proposed State Highway 45 project in Travis and Williamson Counties, Texas, will be revised. This notice amends the NOI for proposed State Highway 45 that was published in the **Federal Register** on October 31, 1997.

FOR FURTHER INFORMATION CONTACT: Walter C. Waidelich, District Engineer, Federal Highway Administration, Room 850, Federal Building, 300 East 8th Street, Austin, Texas 78701, (512) 916-5988. Stacey Benningfield, Environmental Manager, Texas Turnpike Authority Division, Texas Department of Transportation, 125 E. 11th Street, Austin, Texas 78701-2483, (512) 936-0983.

SUPPLEMENTARY INFORMATION: As initially planned SH 45 was to extend from FM 685 north of Pflugerville, Texas, westerly to a terminus at U.S. Highway 183 (a distance of approximately 22.5 kilometers or 14 miles) with a 1.1 kilometer (0.7 mile) transition to existing Ranch-to-Market Road 620.

Based on preliminary traffic and engineering analyses, it was determined that the western project terminus and 1.1 kilometer (0.7 mile) transitional

area, as originally proposed, would not provide for efficient dissipation of traffic demand and would, in fact, contribute to congestion on US 183, Anderson Mill Road and RM 620. To provide for efficient traffic movement in the western portion of the project area, it is necessary to extend the western project limit to Anderson Mill Road (Ranch-to-Market Road 2769). West of Anderson Mill Road the proposed facility will be transitioned back to existing RM 620. The environmental impact statement for proposed State Highway 45 will address the entire 26.1 kilometer (16.2 miles) length of the revised limits of State Highway 45 including the transitional area west of Anderson Mill Road.

Since publication of the original NOI in October 1997, the proposed SH 45 project has been identified as a turnpike project candidate. Accordingly, the Texas Department of Transportation has assigned project development responsibility to its Turnpike Authority Division (TTA). The proposed project is now being developed by the FHWA in cooperation with the TTA.

As currently envisioned, between Anderson Mill Road in southwest Williamson County and proposed State Highway 130 in northeast Travis County, the proposed facility will be initially constructed and operated as a controlled access toll road. Frontage roads will be provided in some areas, but will not be continuous throughout the length of the proposed project. Between Anderson Mill Road and proposed State Highway 130 the ultimate facility design is anticipated to be a six-lane controlled access freeway with frontage roads.

From State Highway 130 to FM 685, the eastern project terminus, the proposed facility will be a non-toll 4-lane divided highway.

In conjunction with preparation of the EIS for State Highway 45 and selection of a preferred alternative, the TTA will conduct a toll feasibility study to evaluate the viability of developing the selected alternative as a toll road (except in the area east of proposed State Highway 130) and financing it, in whole or in part, through the issuance of revenue bonds. The toll road designation will not influence the selection of a preferred alternative. Proposed alternatives, including alternative alignments, will be evaluated for how well they meet the established purpose and need for the proposed project. Any impacts owing to the toll road designation will be discussed in the environmental impact statement.

On October 7, 1998, the TTA will conduct a public meeting to discuss the

proposed State Highway 45 project. The purpose of the public meeting will be to receive comments on the proposed project. During the public meeting, particular emphasis will be placed upon the portion of the proposed facility to be located within the expanded project limits. The meeting will be held at Noel Grisham Middle School, 10805 School House Lane, Austin, Texas 78750. From 6:00 to 7:00 p.m., displays showing the preliminary alternatives corridors will be available for review. During this time, TTA staff will be available to answer questions. At 7:00 p.m. there will be a formal project presentation followed by a public comment period. All interested citizens are invited to attend this meeting.

A public hearing will be held after publication of the Draft EIS. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EIS should be directed to the FHWA or TTA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Walter C. Waidelich,

District Engineer, Austin, Texas.

[FR Doc. 98-24445 Filed 9-10-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Ford

AGENCY: National Highway Traffic Safety Administration (NHTSA) Department of Transportation (DOT).

ACTION: Grant of petition for exemption.

SUMMARY: This notice grants in full the petition of Ford Motor Company (Ford) for an exemption of a high-theft line, the Ford Mustang, from the parts-marking requirements of the Federal Motor Vehicle Theft Prevention Standard. This petition is granted because the agency has determined that the antitheft device