

The Indianapolis International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 15, 1998. Notice of this determination was published in the **Federal Register** on April 23, 1998.

The Indianapolis International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2002. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on April 15, 1998 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained forty-eight proposed measures for noise mitigation. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. The overall program, therefore, was approved by the Associate Administrator for Airports effective October 9, 1998.

Outright or partial approval was granted to thirty-eight of forty-eight specific program measures. Seventeen of nineteen of the noise abatement measures (including four submeasures under NA-4), seventeen of twenty-five land use measures and all four of the program management measures where wholly or partially approved.

The other ten measures not approved consisted of two land use measures that were withdrawn by the Airport Authority, three land use measures that were disapproved by FAA for purposes of part 150, and five measures that required no FAA action. Three of the five measures requiring no FAA action were land use measures already completed. The other two were noise abatement measures incorporating flight procedures, which were deferred pending additional FAA review before approval or disapproval. This deferral of flight procedures is allowed under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator of Airports on October 9, 1998. The Record of Approval, as well as other evaluation

materials and the documents comprising the submittal are available for review at the FAA office listed above and at the administrative offices of the Indianapolis Airport Authority.

Issued in Des Plaines, Illinois on October 22, 1998.

Pene' A Beversdorf,

Acting Manager, Chicago Airports District Office FAA, Great Lakes Region,

[FR Doc. 98-29127 Filed 10-29-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held November 17-20, 1998, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will be as follows:

Tuesday, November 17:

(1) Plenary Convenes at 9:00 a.m. for 30 minutes;

(2) Introductory Remarks; (3) Review and Approval of the Agenda;

(4) Working Group (WG)-2, VHF Data Radio Signal-in-Space MASPS, Continue Work on VDL Mode 3. Wednesday, November 18: (a.m.)

(5) WG-2 Continues; (p.m.) (6) WG-3, Review of VHF Digital Radio MOPS Document Progress and Furtherance of Work. Thursday, November 19: (a.m.)

(7) Plenary Reconvenes at 9:00 a.m.:

(8) Review Summary Minutes of Previous Plenary of SC-172;

(9) Report on Operational Scenarios Sub-group Meeting;

(10) Reports from WG's 2 & 3 Activities; (11) Report on AMCP WG's and VDL Activities; (12) EUROCAE WG-47 Report and Discussion of Schedule for Further Work with WG-3; (13) Review Issues List and Address Future Work; (14) Other Business; (15) Dates and Places of Next Meetings; (16) WG's Continue as Necessary. Friday, November 20: (17) WG's Continue as Necessary.

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 October 26, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98-29126 Filed 10-29-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Use a Passenger Facility Charge (PFC) at Grant County International Airport, Moses Lake, Washington; Correction

SUMMARY: This correction incorporates information from the public agency's application.

In notice document 98-27250 beginning on page 54516 in the issue of Friday, October 9, 1998, make the following correction:

In the first column: Proposed charge expiration date: April 1, 2009.

Issued in Renton, Washington, on October 23, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-29124 Filed 10-29-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application (98-03-U-00-RIW) to Use the Revenue From a Passenger Facility Charge (PFC) at Riverton Regional Airport, Submitted by the City of Riverton, Wyoming

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 use PFC revenue at Riverton Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before November 30, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Alan Wiechmann, Manager; Denver Airports District Office; Federal Aviation Administration; 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Vern Heisler, City Engineer/Airport Manager, at the following address; 816 N. Federal, Riverton, Wyoming 82501.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to the Riverton Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Schaffer, (303) 342-1258, 26805 E. 68th Avenue, Suite 224; Denver, CO 80249-6361. 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 98-03-U-00-RIW to use PFC revenue at Riverton Regional Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 23, 1998, the FAA determined that the application to use the revenue from a PFC submitted by Riverton Regional Airport, Riverton, Wyoming, 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 January 14, 1999.

The following is a brief overview of the application.

Level of approved PFC:
\$3.00.

Actual charge effective date: October 1, 1995.

Proposed charge expiration date:
March 1, 2007.

Total requested for use approval:
\$515,955.

Brief description of proposed project:
Construct new terminal building

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at; Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at the Riverton Regional Project.

Issued in Renton, Washington on October 23, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-29125 Filed 10-29-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No: [MARAD-98-4650]

Marine Transport Corp.; Application for Written Permission Under Section 608 and Section 805(a) of the Merchant Marine Act, 1936, as Amended

Marine Transport Corporation, by letter dated September 28, 1998, requests consideration and approval of the following transactions described herein.

The ITB JULIUS HAMMER and ITB FRANCIS HAMMER (Vessels) are currently subject to a leveraged lease financing with General Electric Credit Corporation of Georgia (GECC) (as owner participant) and Fleet National Bank, N.A. (as trustee) and bareboat chartered to subsidiaries of Occidental Chemical Corporation (Occidental Chemical). Debt required for the construction and acquisition of the Vessels is subject to Title XI loan guarantees (the Title XI Obligation). The ITB JULIUS HAMMER is subbareboat chartered to Ocean Chemical Transport, Inc. (Ocean Chemical Transport) which is the operator under Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-440 and the ITB FRANCIS HAMMER is subbareboat chartered to Ocean Chemical Carriers, Inc. (Ocean Chemical Carriers) which is the operator under ODSA, Contract MA/MSB-442. The Vessels are time chartered to a subsidiary of Occidental Chemical, Suwannee River Chartering, Inc., and were constructed with Construction-Differential Subsidy (CDS).

Occidental Chemical, Marine Transport Corporation (MTC), and Stolt-Nielsen, S.A. (Stolt Nielsen) have entered into a Memorandum of Agreement (MOA) to (1) transfer the interest of GECC in the trust that holds legal title to the Vessels to MTC subsidiaries to be formed (the MTC Subsidiaries) and (2) assign the ODSAs from Ocean Chemical Transport and Ocean Chemical Carriers to one or two subsidiaries of Intrepid Ship

Management, Inc. (the Intrepid Subs) as the new subbareboat charterers of the Vessels.¹ Intrepid Ship Management, Inc., a subsidiary of MTC, was formerly named OMI Ship Management, Inc. In carrying out its obligations as the operator under the ODSAs, each Intrepid Sub may contract for specific management and technical services with MTC or subsidiaries of MTC.

As part of these transactions, the bareboat charters, the Title XI Reserve Fund and Financial Agreement, and the Depository Agreement would be assigned to and assumed by the appropriate MTC Subsidiaries and the current bareboat charterer would be released therefrom. The Vessels would continue to be operated in the international trade for the duration of their ODSAs.

Concurrently with the transfer of the interest in the trust that holds legal title to the Vessels, the ODSAs would be assigned to and assumed by the appropriate Intrepid Sub and Ocean Chemical Transport and Ocean Chemical Carriers would be released therefrom.

Concurrently with the transfer of GECC's interest in the trust that holds legal title to the Vessels and the assignment of the ODSAs, the Vessels would be time chartered to a joint venture to be formed by MTC and Stolt Nielsen. The Joint venture, a foreign corporation to be 75 percent owned by MTC and 25 percent owned by Stolt Nielsen, would be called Stolt Marine Transport (SMT). SMT would, in turn, sub-time charter the Vessels to Stolt Product Tankers, Inc. The sub-time charterer would employ the Vessels in accordance with the prevailing market conditions.

MTC and its related companies request permission pursuant to section 805(a) of the Merchant Marine Act, 1936, as amended (Act), to continue to own, operate, or charter vessels in the coastwise trade (or to own a pecuniary interest in entities that own, operate, or charter vessels in the coastwise trade) following the approval of each Intrepid Sub as operator under the appropriate ODSA.

MTC and its subsidiaries currently own 14 U.S.-flag vessels and manage 17 Ready Reserve Fleet vessels and 6 privately owned U.S.-flag vessels. Listed below are those U.S.-flag vessels that are owned and/or operated by MTC in the

¹ By letter dated October 21, 1998, Occidental Chemical, Ocean Chemical Transport and Ocean Chemical Carriers support the request of MTC for Ocean Chemical Transport and Ocean Chemical Carriers to assign the ODSAs to subsidiaries of Intrepid Ship Management a subsidiary of MTC.