

Administrator for Commercial Space Transportation, DOT.

ACTION: Notice of availability of advisory material.

SUMMARY: This is a notice of availability of an Advisory Circular (AC), which provides guidance as to an acceptable means of compliance with certain conditions of insurance coverage required for the conduct of licensed launch activities.

FOR FURTHER INFORMATION CONTACT:

Ms. Esta M. Rosenberg, Attorney-Advisor, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, U.S. Department of Transportation (202) 366-9320.

SUPPLEMENTARY INFORMATION: This notice announces the availability of Advisory Circular Number 440-1, issued November 3, 1998, by the Associate Administrator for commercial Space Transportation concerning financial responsibility requirements for licensed launch activities. The FAA Advisory circular System provides guidance and advisory information to the public on aviation and aerospace matters, including acceptable methods of demonstrating compliance with Federal Aviation Regulations and Commercial Space Transportation Regulations.

Part 440 of the Commercial Space Transportation, FAA, DOT Regulations, 14 CFR Ch. III, prescribes insurance and other financial responsibility requirements for the conduct of licenses launch activities. One condition of insurance coverage provides that each insurance policy obtained by a launch licensee under Part 440 be placed with an insurer that is licensed to do business in any State, territory, possession of the United States, or the District of Columbia. Advisory Circular Number 440-1 states that a licensee satisfies the condition if policies of insurance obtained under Part 440 contain a service of suit clause in which the insurer agrees to submit to the jurisdiction of a court of competent jurisdiction within the United States and designates an authorized agent with the United States for service of legal process.

A copy of Advisory Circular Number 440-1 may be obtained from the Associate Administrator for Commercial Space Transportation (AST), Federal Aviation Administration, Room 331, 800 Independence Avenue, SW., Washington, DC 20591. Internet users may obtain a copy by accessing AST's

webpage at <http://ast.faa.gov>. Issued in Washington, DC, on November 3, 1998.

Patricia Grace Smith,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 98-30368 Filed 11-12-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT) Hosted Forum on the Capabilities of the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics. Requests to make presentations to the assembled forum should be made to the point of contact listed.

DATES: November 16-17, 1998, 9 a.m.-5 p.m.

ADDRESSES: The meeting will be held at the Holiday Inn Fair Oaks hotel, 11787 Lee Jackson Memorial Highway, Fairfax, VA 22033, adjacent to the Fair Oaks Mall.

POINT OF CONTACT: Registration, submission of suggested discussion topics and requests to make presentations may be made to Mr. Steven Albers, phone (202) 267-7301, fax (202) 267-5086, or email at steven.albers@faa.gov.

SUPPLEMENTARY INFORMATION: Open to the aviation industry with attendance limited to space available. Participants are requested to register their intent to attend this meeting by October 30, 1998. names, affiliations, telephones and facsimile numbers should be sent to the point of contact listed.

Dated: September 22, 1998.

Hank Cabler,

SOIT Co-Chairman.

[FR Doc. 98-30374 Filed 11-12-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Draft Environmental Impact Statement; Little River, Miller, and Sevier Counties, Arkansas, and Bowie County, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Supplemental Draft Environmental Impact Statement (SDEIS) will be prepared for a proposed highway project in Little River, Miller, and Sevier Counties, Arkansas, and Bowie County, Texas.

FOR FURTHER INFORMATION CONTACT: Elizabeth A. Romero, Environmental Specialist, Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, Arkansas, 72201-3298, Telephone: (501) 324-6430; or Walter Waidelich, District Engineer, Federal Highway Administration, Texas Division, Suite 826, Federal Office Building, 300 East Eighth Street, Austin, Texas 78701, Telephone (512) 916-5988.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Arkansas State Highway and Transportation Department, and the Texas Department of Transportation, will prepare a Supplemental Draft Environmental Impact Statement (SDEIS) on a proposal to construct a four-lane, divided, fully controlled access facility located on new alignment. The proposed Supplemental Draft EIS is a follow up to a Draft EIS dated February, 1997.

The overall project will serve southwest Arkansas and northeast Texas, including Little River, Miller, and Sevier Counties, Arkansas, and Bowie County, Texas. The Supplemental Draft EIS will address new alternatives in the vicinity of Texarkana, AR, Texarkana, TX, and Ashdown, AR which were identified through the public involvement activities related to the circulation of the Draft EIS in 1997. The new alternatives introduce the concept of a northern loop facility for Texarkana connecting with Interstate Highway (IH) IH-30 (W) and

US59(S) on the west side of Texarkana and connecting with IH-30(E) and US71(S) on the east side of Texarkana. This facility has the potential to divert through US71 traffic around the two cities, and reduce traffic volumes along the stretch of IH-30 between the northern loop termini and other routes through Texarkana. The northern loop alternatives add approximately 18 miles (29 kilometers) of new alignment to the project. Revisions to previously studied alternatives will add approximately 5 miles (8 km) of additional new alignment to the project.

The east-west connector portion of the proposed northern loop, along with a new northern extension from the loop crossing the Red River, result in environmental consequences that were not thoroughly documented as a part of the 1997 DEIS. The Northern Loop alternatives will include major environmental issues at different locations than those studied in the Draft EIS such as floodplain encroachments, a crossing of the Red River, wetlands, and archaeological sites on the Red River floodplain. In addition to documenting the engineering and environmental aspects of the new northern loop alignments, the SDEIS will provide a comparative analysis of the project's alternatives with the goal being the identification of a preferred alternative for the entire project, from Texarkana to DeQueen, AR.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies and to private organizations who have expressed interest in the project in the past, and to major Arkansas and northeast Texas newspapers. Formal public hearings will be held in Arkansas and Texas during the circulation of the SDEIS. Public notice will be given of the time and place of the public involvement sessions and the public hearings. The SDEIS will be available for public and agency review and comment prior to the public hearings. The US Army Corps of Engineers, the US Environmental Protection Agency, and the US Department of Interior are Cooperating Agencies for the EIS. A formal scoping meeting for the Northern Loop Alternatives will be held and opportunity for public comment will be provided.

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 this proposed action and the EIS should be directed to either the FHWA Arkansas

or Texas Division at the addresses provided above.

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

Elizabeth A. Romero,

Environmental Specialist, Federal Highway Administration, Little Rock, Arkansas.

Walter C. Waidelich,

District Engineer, Federal Highway Administration, Austin, Texas.

[FR Doc. 98-30348 Filed 11-12-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Steuben County, NY

AGENCY: Federal Highway Administration, New York State Department of Transportation.

ACTION: Notice of Intent.

SUMMARY: The action to be evaluated by this environmental impact statement is the reconstruction of the U.S. Route 15 juncture with NYS Route 17 (the Southern Tier Expressway) in Steuben County, New York. This proposed action would improve capacity at the interchange and provide for the separation of local and regional traffic.

FOR FURTHER INFORMATION CONTACT: Harold J. Brown, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 9th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, (518) 431-4125; or Peter White, Regional Director, New York State Department of Transportation Region 6, 107 Broadway, Hornell, New York 14843, (607) 324-8404.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), in cooperation with the New York State Department of Transportation (NYSDOT), will evaluate various alternatives which will consider development of a fully directional interchange at the juncture of U.S. Route 15 with NYS Route 17 in Steuben County, New York. Each build option would include the complete reconfiguration/reconstruction of the existing interchange to provide direct connections for the primary movements between Route 15 and Route 17 while accommodating local high volume traffic flows and local access.

Additionally there would be new expressway and ramp construction, pavement rehabilitation/reconstruction, bridge and culvert rehabilitation/replacement, drainage, lighting and signalization. The proposed project limits extend along NYS Route 17 from Exit 43 (NYS Route 415) easterly to Exit 45 (NYS Route 352) approximately two miles; and along U.S. Route 15 from its intersection NYS Route 17, southerly to its overpass with NYS Route 417 approximately two miles. The proposed action is anticipated to result in a balanced transportation system that will supply sufficient capacity, improved mobility and access; meet current/future traffic demand; eliminate current bridge deficiencies; reduce or eliminate vehicular conflicts/accidents; separate local and regional traffic flows, as well as provide improved local service access between the City of Coming, the Villages of Riverside and painted Post, and the Hamlet of Gang Mills.

Alternatives under consideration include: no build or the null alternative; separation of local and expressway traffic through the relocation of Hamilton Street and the upgrade of Route 15 to a limited access expressway; development of a half or full diamond interchange at Route 417; retainage or elimination of the Route 352 flyover to Route 17; the development of collector-distributor roads along Route 17 between Exit 44 and Exit 45; and retention or elimination of local access at Exit 44. The environmental, socio-economic, and engineering viability implications of each alternative will be examined. The no action alternative will also be analyzed as a base line for gauging, the impacts of the build alternates.

Input from Federal, state and local governments, local agencies, private organizations, and the community will be solicited during the development of the Environmental Impact Statement (EIS). A public scoping, meetings and a formal public hearing will be scheduled. Public notice will be given to identify the time and place for the meeting and hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

Comments, questions, and suggestions pertaining to the proposed action are invited from interested parties to ensure that all significant issues are identified and addressed. Comments should be directed to the FHWA or the NYSDOT at the addresses provided above.