

Department of Transportation, room PL-401, 400 Seventh Street SW., Washington DC 20590-0001, or deliver them to room PL-401 on the Plaza level of the Nassif Building at the same address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The Docket Management Facility maintains the public docket for this notice. Comments, and documents as indicated in this preamble, will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building at the same address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also access this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, please contact Mr. Bob Gauvin, Project Manager, Office of Operating and Environmental Standards, Commandant (G-MSO-2), U.S. Coast Guard Headquarters, telephone 202-267-1053. For questions on viewing material in the docket, contact Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to respond to this notice by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify the docket number (USCG-1998-4620) and the specific section of this notice to which each comment applies, and give the reason for each comment. Please submit all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing to the Docket Management Facility at the address under **ADDRESSES**. If you want acknowledgment of receipt of your comments, enclose a stamped, self-addressed postcard or envelope.

The Coast Guard is opening a 60-day comment period for your responses to this notice. Copies of this notice will be mailed to U.S.-flag tank vessel owners and posted on our Marine Safety Regulations web site at <http://www.uscg.mil/hq/g-m/regs/current.html>.

The Coast Guard plans no public meeting concerning this notice. Persons may request a public meeting by writing to the Docket Management Facility at the address under **ADDRESSES**. The request should include the reasons why

a meeting would be beneficial. If it determines that the opportunity for oral presentations will be helpful, the Coast Guard will hold a public meeting at a time and place announced by a later notice in the **Federal Register**.

Background and Purpose:

Section 4115 of the Oil Pollution Act of 1990 (OPA 90) amended Title 46, United States Code, by adding a new section 3703a. This section contains the double hull requirements and a phase-out schedule for single hull tank vessels operating in U.S. waters. It requires an owner to remove a single hull tank vessel from bulk oil service on specific dates, depending on a vessel's gross tonnage, build date, and hull configuration. The phase-out schedule allows more years of service for single hull tank vessels configured to include double sides or double bottoms than for single hull tank vessels without these hull configurations.

The OPA 90 timetable for double hull requirements and the phase-out schedule for single hull tank vessels are implemented in Title 33 Code of Federal Regulations (CFR) part 157, Appendix G. Both OPA 90 and the implementing regulations are silent on if or when a vessel owner can convert a single hull tank vessel to include double sides or a double bottom to qualify for a later phase-out date. As a result, some vessel owners have asked the Coast Guard to clarify the types of vessel conversions permitted and their associated phase-out dates.

A 1997 inquiry to the Coast Guard asked if a single hull tank vessel with wing cargo tanks reconfigured as segregated ballast tanks or void spaces to create double sides would qualify for a different OPA 90 phase-out date. We indicated that this type of conversion and an associated later phase-out date was acceptable provided that the modified tanks meet the double side dimension requirements applied to new tank vessels in 33 CFR 157.10d(c)(1). Converted double side segregated ballast tanks must also provide protection to the full extent of a vessel's cargo tank length. In 1998, we received a similar inquiry from the same source asking if hull conversions completed after a single hull tank vessel's original phase-out date qualified the vessel to reenter bulk oil service with a later phase-out date.

Recent inquiries by the maritime industry indicate a continued interest in converting single hull tank vessels to include double sides or double bottoms to increase the vessels' operational lives past their original OPA 90 phase-out dates. The Coast Guard is using this

notice to assist us in determining the full impacts of these requests.

Since OPA 90 and current regulations do not explicitly address issues such as modifications to hull designs or allowing recently converted vessels to reenter operations with new phase-out dates, the Coast Guard is interested in your feedback to help us develop a clear and detailed policy. Specifically, we are interested in your comments on the following:

1. If the Coast Guard does not allow single hull tank vessels to qualify for later OPA 90 phase-out dates by converting the single hulls to single hulls with double sides or double bottoms, what would be the effect on U.S. oil transportation and supplies?

2. If single hull tank vessels which have passed their initial phase-out date could qualify for later phase-out dates, and reenter service by converting their single hulls with double sides or double bottoms, what would be the effect on U.S. oil transportation and supplies?

3. If single hull tank vessels could qualify for later phase-out dates through these types of hull conversions, what would be the effect on the conversion of the tank vessel fleet to double hull tank vessels? Would there be an adverse impact on the marine environment?

4. Are there any other concerns regarding whether we should recognize a single hull tank vessel converted to include double sides or a double bottom as a different hull design when applying the vessel phase-out dates under OPA 90?

The Coast Guard will consider all comments submitted to this docket. We will publish our final decision regarding the effect of tank vessel hull conversions on the OPA 90 phase-out schedule in the **Federal Register**.

Dated: November 9, 1998.

Joseph J. Angelo,

Director of Standards, Acting Assistant Commandant for Maine Safety and Environmental Protection.

[FR Doc. 98-30594 Filed 11-13-98; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on General Aviation and Business Airplane Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this

notice to advise the public of a meeting of the FAA Aviation Rulemaking Advisory Committee to discuss General Aviation and Business Airplane Issues.

DATES: The meeting will be held on December 17, 1998, from 9 a.m. to 1 p.m. Arrange for presentations by December 10, 1998.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association (GAMA), 1400 K Street NW, Suite 801, Washington, DC 20005-2485.

FOR FURTHER INFORMATION CONTACT:

Carolina E. Forrester, Federal Aviation Administration, Office of Rulemaking (ARM-206), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9690; fax (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to be held on December 17, 1998, from 9 a.m. to 1 p.m. at GAMA.

The agenda will include:

1. Opening remarks;
2. Committee Administration;
3. Discussion of Tasks assigned by the FAA:

Airworthiness Standards for Commuter Category Airplane Seats

Airworthiness Standards for Part 23 Turbofan/Turbojet Airplanes

4. A discussion of future meeting dates, locations, activities, and plans.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by December 10, 1998, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on November 9, 1998.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-30579 Filed 11-13-98; 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 Capital City Airport, Lansing, Michigan

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 Capital City 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 December 16, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas W. Schmidt, Executive Director, Capital City Airport of the Capital Region Airport Authority at the following address: Capital City Airport, Lansing, Michigan 48906.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Capital Regional Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jack D. Roemer, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (734-487-7282). 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 to impose and use the revenue from a PFC at Capital City 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 October 9, 1998, the FAA determined that the application to impose and use the revenue from a PFC

submitted by the Capital Region Airport Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 26, 1999.

The following is a brief overview of the application.

PFC Application No.: 98-03-C-00-LAN.

Level of the PFC: \$3.00.

Proposed charge effective date: June 1, 2002.

Proposed charge expiration date: June 31, 2005.

Total estimated PFC revenue: \$3,306,343.00.

Brief description of proposed projects: Terminal Improvements Including Passenger Enclosed Walkways, Mutual Users Flight Information Display System (MUFIDS), Extend Existing Baggage Claim Conveyors, Baggage Claim Expansion and Ground Level Concourse. Construct Commuter Walkways, Install Landside Signage, Upgrade Security Access Control System, Rehabilitate Air Carrier Ramp, Rehabilitate Runway 10R/28L and Taxiway B, Rehabilitate and Expand ARFF Building, Acquire ARFF Vehicle, NPDES Permit and Mitigation, Acquire Land—Vector Property, Rehabilitate and Extend West Service Road, PFC Consultant Fees.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 and Air Taxi Operations.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

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

Issued in Des Plaines, Ill., on November 6, 1998.

Benito DeLeon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 98-30581 Filed 11-13-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Chicago Midway Airport, Chicago, Illinois

AGENCY: Federal Aviation Administration (FAA), DOT.