

(CFIVAC) will meet to discuss the Coast Guard's proposed safety initiatives that resulted from the Fishing Vessel Casualty Task Force Report and input from CFIVAC and Coast Guard Fishing Vessel Coordinators. The meeting is open to the public.

DATES: CFIVAC will meet on Monday, October 4, 1999, from 8:30 a.m. to 4:30 p.m. and Tuesday, October 5, 1999, from 8:30 a.m. to 4:30 p.m. These meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before September 20, 1999. Requests to have a copy of your material distributed to each member of the committee should reach the Coast Guard on or before September 17, 1999.

ADDRESSES: On Monday, October 4, 1999, CFIVAC will meet at Coast Guard Headquarters, 2100 2nd Street, SW, Room 2415, Washington, DC, and on Tuesday, October 5, 1999, CFIVAC will meet at the Department of Transportation, NASSIF Building, 400 7th Street, Room 3328, Washington, DC. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Commander Mark A. Prescott, Executive Director of CFIVAC, or Lieutenant Commander Randy Clark, Assistant to the Executive Director, telephone 202-267-1181, fax 202-267-4570.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2. As the result of an alarming death rate in the commercial fishing industry in late 1998 and early 1999 the Coast Guard chartered a Task Force to conduct a fast track study to determine the circumstances of these casualties; examine these incidents in the context of historical data; review the current fishing vessel safety program and past recommendations; recommend the most significant measures that have the greatest potential for reducing the loss of life and property and provide quick feedback to the commercial fishing industry. The Task Force completed its report in March 1999 and it was presented to CFIVAC and Coast Guard Fishing Vessel Coordinators for their review in April 1999. The report is available at <http://www.get.to/thefishingreport> or at Commandant (G-MOA), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, 202-267-1430. The Coast Guard consolidated only those recommendations that were commonly supported by these groups and developed a draft proposal of future

safety initiatives to be undertaken. The final proposal will be available at the October 4-5 meeting. The Coast Guard is seeking further feedback on these safety initiatives and their implementation from CFIVAC. Interested parties, including members of Congress, have been advised of this meeting.

Draft Agenda of Meeting

Monday, 4 October

Report from Coast Guard on casualty statistics and implementation of new safety initiatives since the Task Force Report

Presentation from Coast Guard on proposed safety initiatives

Discuss with CFIVAC specific details on how to implement these proposals

Tuesday, 5 October

Continue working on details of new initiative development

Progress report—wrap up

Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. Due to security procedures, members of the public must produce a photo ID to enter the Coast Guard Headquarters and Department of Transportation, NASSIF buildings. At the Chairperson's discretion, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations at the meetings should notify the Executive Director no later than September 20, 1999. Written material for distribution at a meeting should reach the Coast Guard no later than September 17, 1999. If a person submitting material would like a copy distributed to each member of a subcommittee in advance of a meeting, that person should submit 20 copies to the Executive Director no later than September 17, 1999.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: September 2, 1999.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 99-23947 Filed 9-13-99; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular; Instructions for Continued Airworthiness

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of Advisory Circular (AC) on Instructions for Continued Airworthiness.

SUMMARY: This notice announces the issuance of Advisory Circular (AD), No. 33.4, Instructions for Continued Airworthiness. This AC may be used to prepare Instructions for Continued Airworthiness (ICA) under § 33.4. This AC is meant to provide information and guidance concerning an acceptable method, but not the only method, for compliance. This AC neither changes any regulatory requirements nor authorizes changes in or deviations from the regulatory requirements.

DATES: Advisory Circular No. 33.4, was issued by the Engine and Propeller Directorate, Aircraft Certification Service, on August 27, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. Chung Hsieh, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7114, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Background

This AC is on the subject of continued airworthiness of aircraft engines type certificated under part 33 of Title 14 of the Code of Federal Regulations (14 CFR Part 33). The information and guidance presented in this AC would provide a method that can be used to demonstrate compliance with the requirements of § 33.4 and Appendix A to part 33—Instructions for Continued Airworthiness.

Interested parties were given the opportunity to review and comment on the draft AC during the proposal and development phases. Notice was published in the **Federal Register** on April 5, 1999 (64 FR 16515), to announce the availability of, and comment to the draft AC.

This advisory circular, published under the authority granted to the Administrator by 49 U.S.C. 106(g), 40113, 44701-44702, 44704, provides guidance for these new requirements that were published in the **Federal Register** on September 11, 1980 (45 FR 60154).

Issued in Burlington, Massachusetts, on August 27, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-23946 Filed 9-13-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Riverside County, California

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this Notice of Intent to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Riverside County, California.

FOR FURTHER INFORMATION CONTACT: C. Glenn Clinton, Team Leader, Program Delivery Team-South, Federal Highway Administration, 980 9th Street, Suite 400, Sacramento, CA 95814-2724, Telephone: (916) 498-5037.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an EIS on a proposal to replace the existing seismic deficient River Road Bridge over the Santa Ana River. The proposed bridge would be constructed on approximately the same alignment but at a higher elevation to avoid local flooding.

Alternatives under consideration include (1) taking no action, (2) alternatives reflecting various lengths of structure and fill, and (3) alternatives on or adjacent to the existing crossing. Within the limits of the study area for this project, various environmental resources and issues are known to exist. These include, but are not limited to: cultural, parkland, wetlands, floodway and floodplain, wildlife habitat, noise, seismic exposure, hazardous waste, and irrigation/drain systems.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. At least one public meeting will be held to solicit input from the local citizens on alternatives. In addition, a public hearing will be held. Public Notice will be given of the time and place of the meetings and 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 this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

Issued on: September 1, 1999.

C. Glenn Clinton,

Team Leader, Program Delivery Team-South, Sacramento, California.

[FR Doc. 99-23951 Filed 9-13-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6021; Notice 1]

Explorer Van Company, Receipt of Application for Decision of Inconsequential Noncompliance and Safety-Related Defect

Explorer Van Company (Explorer), a division of the Bodor Corporation, is a corporation organized under the laws of the State of Indiana and is located in Warsaw, Indiana. Explorer has determined that it manufactured conversion vans that are in noncompliance with the agency's Federal Motor Vehicle Safety Standard (FMVSS) No. 120, Tire selection and rims for motor vehicles other than passenger cars, and 49 CFR Part 567, Certification, and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Explorer has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance and defect are inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

First, from February 1, 1998 to May 31, 1998, Explorer manufactured approximately 2,416 conversion vans that do not meet the requirements stated

in FMVSS No. 120, "Tire selection and rims for vehicles other than passenger cars." The certification label affixed to these Explorer's units pursuant to 49 CFR part 567 failed to comply with S5.3 of FMVSS No. 120 because of the omission of metric measurements, and the failure of Explorer to separately provide the metric measurements on another label, an alternative allowed by FMVSS No. 120.

Second, from January 1998 to August 1998, Explorer manufactured approximately 187 conversion vans that do not meet the requirements stated in FMVSS No. 120. On the vehicles' certification labels provided by Explorer, the tires on the rear axle have a specified inflation pressure of 41 psi, while the maximum inflation pressure indicated on the tires is 35 psi. Therefore, the maximum inflation pressure specified on the certification label exceeds the inflation pressure molded on the sidewall of the standard load tires. Per the safety standard, a vehicle manufacturer must not specify a higher inflation pressure for a tire than the maximum inflation pressure molded on that tire. This problem occurred because these vans were equipped with the wrong tires. To properly accommodate the weight of the conversion van, the vans were supposed to be equipped with extra load rated tires; however, they were equipped with standard load tires. Hence, each van has an inflation pressure specified on its certification label for extra load tires, but not for the standard load tires that are actually on it.

Third, from 1997 to 1999, Explorer manufactured approximately 68 conversion vans that do not meet the requirements stated in 49 CFR Part 567. On the vehicles' certification label, the GVWR of the vehicle was indicated to be 7,000 pounds; however, the vehicles' actual GVWR was found to be 7,214 pounds, which exceeds the specified GVWR by 214 pounds. Failure to provide a proper GVWR may constitute a safety-related defect.

Explorer supports its application for inconsequential noncompliance with the following statements:

1. METRIC AND ENGLISH INFORMATION: "All certification labels now in use by Bodor Corporation's Explorer Vans correctly specify the weights and pressures in metric and English, as required. There were a small number of "old style" labels remaining in inventory which were to have been destroyed and were inadvertently used by the production staff during a short period when the error was discovered . . . the