

significant increase of single-vehicle, run-off-road crashes for vehicles equipped with ABS as compared to cars without ABS. It is unknown to what extent, if any, this increase is due to incorrect driver usage of ABS, incorrect driver responses to their ABS, or unrealistic driver expectations of an ABS braking ability.

Estimate of Total Annual Burden: 1375 hours.

Address: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on May 21, 1998.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-13982 Filed 5-26-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity To Participate, Criteria Requirements and Change of Application Procedure for Participation in the Fiscal Year 1998 Military Airport Program (MAP)

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of criteria for application and designation, redesignation, or continued participation, in the Fiscal Year 1998 Military Airport Program (MAP).

SUMMARY: This notice announces the criteria, application procedures and schedule to be applied by the Secretary of Transportation in designating, redesignating, and funding capital

development for up to 12 airports in the 1998 MAP.

The 1998 MAP allows the Secretary to consider current or former military airports: (1) that were realigned or closed under Base Realignment and Closure (BRAC) procedures or 10 USC 2687 (property normally reported to the General Services Administration for disposal); or (2) current or former military airports at which grants would reduce delays at airports that have 20,000 hours of annual delay in passenger aircraft takeoffs and landings; or (3) at current or former military airports which grants would enhance airport and air traffic control system capacity in a metropolitan area.

DATES: Airport sponsors should address written applications for designation, redesignation, or continued participation, in the fiscal year 1998 Military Airport Program to the Federal Aviation Administration Regional Airports Division or Airports District Office that serves the airport. Applications must be received by that office of the FAA on or before June 26, 1998.

ADDRESSES: Send an original and two copies of Standard Form 424, "Application for Federal Assistance," and supporting and justifying documentation, specifically requesting to be considered for designation, redesignation to participate, or continue, in the fiscal year 1998 Military Airport Program, to the Regional FAA Airports Division or Airports District Office that serves the airport.

FOR FURTHER INFORMATION CONTACT: Mr. James V. Mottley or Leonard C. Sandelli, Military Airport Program Branch (APP-420), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue, SW, Washington, DC 20591, (202) 267-8780, or (202) 267-8785, respectively.

SUPPLEMENTARY INFORMATION:

General Description of the Program

The Military Airport Program provides assistance to current or former military airports in converting them to civil use, thereby contributing to the capacity of the national air transportation system and/or reducing congestion. Airports designated under the program may obtain funds from a set-aside of four percent of Airport Improvement Program (AIP) discretionary funds to undertake eligible airport development, including certain types of projects not otherwise eligible for AIP assistance.

Number of Airports

A maximum of 12 airports can participate in the 1998 MAP. There are eight airports currently designated and the Secretary can designate up to four more. The current participating airports are: Millington Municipal Airport, Millington, Tennessee; Myrtle Beach International Airport, Myrtle Beach, South Carolina; Williams Gateway Airport, Chandler, Arizona; Austin Bergstrom International Airport, Austin, Texas; Homestead Regional Airport, Homestead, Florida; Rickenbacker Airport, Columbus, Ohio; San Bernardino International Airport, San Bernardino, California; Sawyer Airport, Marquette, Michigan; and Alexandria International Airport, Alexandria, Louisiana.

Amount of MAP funds

The Secretary of Transportation shall allocate at least 4.0 percent of the Discretionary Airport Improvement Program grant funds available to airports designated under the 1998 MAP. However, for FY 1998 the amount is limited to \$26,000,000.

Term of Designation

Five years is the maximum period of eligibility for any airport to participate in the MAP unless an airport sponsor reapplies and is redesignated for another five year period.

Reapplication

Section 124 of the Federal Aviation Reauthorization Act of 1996 permits previously designated airports to apply for an additional five-year period. The airport must have satisfactory MAP eligible projects and must continue to satisfy the designation criteria for the MAP.

Eligible Projects

In addition to other eligible AIP projects, terminals, fuel farms and utility systems and surface parking lots and hangars are eligible to be funded from the MAP.

New Designation and Redesignation Considerations

In making designations of new candidate airports, the Secretary of Transportation will consider the following general requirements:

1. The airport is a Base Realignment and Closure Commission (BRAC) or 10 USC 2687 closure or realignment, classified as a commercial service or reliever airport in the National Plan of Integrated Airport Systems (NPIAS); or
2. The airport and grants issued for projects at the airport would reduce delays at an airport with more than

20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings. Airports with 20,000 or more hours of delay and their associated metropolitan areas are identified in the FAA's Aviation Capacity Enhancement Plan DOT/FAA, Office of System Capacity, 1997 Aviation Capacity Enhancement Plan; or

3. The airport would enhance airport and air traffic control system capacity in a metropolitan area or reduce current or projected flight delays.

The application will be evaluated on how the proposed airport and associated projects would make these contributions to conversion and congestion relief and/or how the airport would enhance air traffic or airport system capacity.

Project Evaluation

The FAA will evaluate the need for the projects in the candidate airport's five year Capital Improvement Plan (CIP), and whether these projects are related to conversion or capacity of that airport or the airport and/or air traffic system. It is the intent of the Secretary of Transportation to fund those airports that have the greatest conversion needs and/or where the benefits to the capacity of the air traffic control or airport system can be maximized, and/or the contribution to reducing congestion can be maximized. Generally, the recently approved BRAC or Title 10 Section 2678 closing or realigned bases or active bases with new joint use agreements will be the locations with the greatest conversion needs.

1. The FAA will evaluate the candidate airports and/or the airports such candidates would relieve based on the following factors:

- Compatibility of airport roles;
- The capability of the candidate airport and its airside and landside complex to serve aircraft that otherwise must use the relieved airport;
- Landside surface access;
- Airport operational capability, including peak hour and annual throughput capacities of the candidate airport;
- Potential of other metropolitan area airports to relieve the congested airport;
- Ability to satisfy or meet air cargo demand within the metropolitan area;
- Forecasted aircraft and passenger levels, type of air carrier service anticipated, i.e., scheduled and/or charter air carrier service;
- Type of aircraft projected to serve the airport and level of operation at the relieved airport and the candidate airport;
- The potential for the candidate airport to be served by aircraft or users,

including the airlines, serving the congested airport;

- Ability to replace an existing commercial service or reliever airport serving the area; and
- Any other documentation to support the FAA designation of the candidate airport.

2. The FAA will evaluate the conversion and capacity related needs which, if funded would make the airport a more viable civil airport.

This procedure conforms with FAA procedures for administering the Airport Improvement Program (AIP), the requirements of 49 U.S.C. 47118, as amended by Section 116 of Public Law 103-305 (August 23, 1994), and the Federal Aviation Reauthorization Act of 1996.

Application Procedures

Airport sponsors applying for consideration for inclusion ("candidate airports" or "Redesignation") or continuation in the MAP ("current airports applying for continuation") must complete a Standard Form 424, "Application for Federal Assistance," and submit documentation to the appropriate FAA office as outlined below. Each sponsor must specifically state in the Standard Form 424, or in its transmittal, that the airport is: (1) applying in response to this notice for consideration as a new candidate for the MAP; (2) if designated in 1994 or thereafter, that the airport is applying as a continuing participant in the MAP; or (3) applying for redesignation. The additional information and data required to support the MAP criteria must be attached to the Application.

Application Procedures and Required Documentation

New Candidate Airports and Airports Applying for Redesignation for Another Five-Year Term

Submit an Application for Federal Assistance, Standard Form 424, along with the documentation and justification indicated below to request designation by the Secretary of Transportation to participate in the Military Airport Program. This should identify the airport as either a current or former military airport and identify whether it was closed or realigned under Public Law 100-526, Public Law 101-510 (Installations Approved for Closure by the Defense Base Realignment and Closure Commissions), 10 U.S.C. 2687 (bases closed by DOD and reported to the General Services Administration) or a joint use of an active military airfield.

A. Qualifications for Additional Candidates

For (1) through (6) below the applicant does not need to resubmit any documentation that has been previously submitted to the regional Airports division or Airports district office. There is no need to submit duplicate information in response to this notice.

(1) Documentation that the airport meets the definition of a "public airport" as defined in 49 U.S.C. Section 47102(16).

(2) Documentation that the required environmental review process for civil reuse or joint-use of the military airfield has been completed. (This is not the environmental review for the projects under this program, but the environmental review necessary for title transfer, a long term lease, or a joint use agreement). The environmental reviews and approvals must indicate that the airport would be able to receive grants during the five years in the program.

(3) In the case of a former military airport, documentation that the local or State airport sponsor holds or will hold satisfactory title, a long term lease in furtherance of conveyance of property for airport purposes, or a long term interim lease for 22 years or more, to the property on which the civil airport is being located. The capital development project needs to be in place for 20 years. In the case of a current military airport, documentation that the airport sponsor has an existing joint-use agreement with the military department having jurisdiction over the airport. This is necessary so the FAA can legally issue grants to the sponsor.

(4) Documentation that the service level the airport is expected to provide is a "commercial service airport" or a "reliever airport" as defined in 49 U.S.C. 47102(7) and 47102(18), respectively, and is included in the current National Plan of Integrated Airport Systems.

(5) Documentation that the airport has an eligible airport "sponsor" as defined in 49 U.S.C. 47102(19).

(6) Documentation that the airport has an approved airport layout plan (ALP) and a five year capital improvement plan indicating all eligible grant projects either seeking to be funded from the MAP or other portions of the Airport Improvement Program. The five year plan must also specifically identify the capacity and conversion related projects, associated costs and projected five year schedule of project construction, including those requested for consideration for 1998 MAP funding.

(7) Information identifying the existing and potential levels of visual or

instrument operations and aeronautical activity at the current or former military airport and, if applicable, the relieved airport. Also, if applicable, information on how the airport contributes to air traffic system or airport system capacity. If served by commercial air carriers, the revenue passenger and cargo levels should be provided.

(8) A description of the projected civil role and development needs for transitioning from use as a military airfield to a civil airport, as appropriate, and how development projects would serve to convert the airport to civil use and/or reduce delays at an airport with more than 20,000 hours of annual delay in commercial passenger aircraft takeoffs and landings and/or how the projects would contribute to the airport and air traffic control system capacity in a metropolitan area or reduce current or projected flight delays.

(9) A description of the existing airspace capacity. Describe how anticipated new operations would affect the surrounding airspace and air traffic flow patterns in the metropolitan area in or near which a current or former military airport is located. Include a discussion of the level to which operations at this airport create airspace conflicts that may cause congestion or whether air traffic works into the flow of other air traffic in the area.

(10) A description of the five year capital improvement plan (CIP), including a discussion of major projects, their priorities, projected schedule for project accomplishment, and estimated costs. Capacity related and/or conversion related projects should be specifically identified, especially those that the airport sponsor proposes to fund under the MAP. A copy of the CIP should also be submitted.

(11) A description of projects that are consistent with the role of the airport and effectively contribute to converting the airfield to a civil airport. Projects can be related to various improvement categories depending on the need to convert from military to civil airport use, to meet required civil airport standards, and/or required to provide capacity to the airport and/or airport system. The projects selected, i.e., safety related, conversion-related, and capacity-related, must be identified and fully explained based on the airport's planned use. The sponsor needs to submit the airport layout plan (ALP) and other maps or charts that clearly identify and help clarify the eligible projects and designate them as conversion-related, or capacity-related. It should be cross referenced with the project costs and project descriptions. Projects that could be eligible under

MAP if needed for conversion-related or capacity-related purposes include:

Airside

- Modification of airport or military airfield for safety purposes or airport pavements (including widths), marking, lighting or strengthening, and of structures or other features in the airport environs to meet civil standards for airport imaginary surfaces.

- Facilities or support facilities such as passenger terminal gates, aprons for passenger terminals, taxiways to new terminal facilities, aircraft parking, and cargo facilities to accommodate civil use.

- Modification of airport or military utilities (electrical distribution systems, communications lines, water, sewer, drainage) to meet civil standards. Also, modifications that allow civil airport utilities to operate independently if other portions of the base are to parties other than the airport. (This is important where portions of the base are being transferred to an entity different from the airport sponsor.)

- Purchase, rehabilitation, or modification of airport and support facilities, including aircraft rescue and fire fighting buildings and equipment, airport security requirements, lighting vaults, and reconfiguration or relocation of buildings for more efficient civil airport operations, and snow removal equipment.

- Modification of airport or military airfield fuel systems and fuel farms to accommodate civil aviation activities.

- Acquisition of additional land for runway protection zones, other approach protection, or airport development.

Landside

- Construction of surface parking areas and access roads to accommodate automobiles in the airport terminal area and provide an adequate level of access to the airport.

- Construction or relocation of access roads to provide efficient and convenient movement of vehicular traffic to, on and from the airport, including access to passenger, air cargo, fixed base operations, and aircraft maintenance areas.

- Modification or construction of facilities such as passenger terminals, surface automobile parking, hangars, and access to cargo facilities to accommodate civil use.

(12) An evaluation of the ability of surface transportation facilities (road, rail, high speed rail, maritime) to provide intermodal connections.

(13) A description of the type and level of aviation and community interest

in the civil use of a current or former military airport.

(14) One copy of the FAA approved ALP for each copy of the application. The ALP or supporting information should clearly show capacity and conversion related projects. Also, other information such as project costs, schedule, project justification, other maps and drawings showing the project locations, and any other supporting documentation that would make the application easier to understand should be included.

Current Airports Applying for Continuation

B. Airports with less than five years in the MAP need to submit the following in order to respond to this notice and remain in the program.

(1) An Application for Federal Assistance, Standard Form 424, along with the documentation and justification indicated below to request participation in the Military Airport Program. Identify the airport as one with less than five years in the MAP applying for continuation.

(2) Identify the existing and potential levels of visual or instrument operations and aeronautical activity at the current or former military airport and the relieved airport if there is any change from the previous information submitted.

(3) Provide a detailed discussion of the projected civil role and continuing development needs for converting a military airfield to a civil airport, and/or how development projects would reduce delays at an airport with more than 20,000 hours of annual delay in commercial passenger aircraft takeoffs and landings, if applicable.

(4) Describe the five year CIP, including a discussion of major projects, their priorities, projected schedule for project accomplishment, and estimated costs, annotated and identified as capacity related, and/or conversion related purposes.

(5) Submit one copy of the FAA approved ALP for each copy of the application. The ALP should clearly show the CIP projects. Also include any other information or drawings that would show and/or clarify the five year plan identifying capacity, and conversion related projects, associated costs, schedule, and project justification.

Airports that have already submitted this information for the 1997 Military Airport Program and have been continued only need to submit updated information and changes in order to continue receiving grants under this program.

Redesignation of Airports Previously Designated and Applying for Another Five-Year Term in the Program

C. Airports applying for another five years in the Military Airport Program need to submit the information required by new candidate airports applying for a new designation. They need to explain in their application why another five-year term is needed to accomplish the conversion to the civil role of the airport.

This notice is issued pursuant to section 49 U.S.C. 47118.

Issued at Washington, DC, on May 20, 1998.

Paul L. Galis,

Director, Office of Airport Planning and Programming.

[FR Doc. 98-13998 Filed 5-26-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA; Special Committee 189/Eurocae Working Group 53; Air Traffic Services (ATS) Safety and Interoperability Requirements

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 a joint Special Committee (SC)-189/EUROCAE Working Group (WG)-53 meeting to be held June 15-19, 1998, starting at 9:00 a.m. on June 15. The meeting will be held at Eurocontrol, 96 Rue de la Fusee, Brussels, Belgium (phone +32 2 729 90 11, fax +32 2 729 90 44).

The agenda will be as follows:
Monday, June 15: Opening Plenary Session Convened at 9:00 a.m.: (1) Introductory Remarks; (2) Review and Approval of the Agenda (Monday); (3) Review and Approval of Summary of the Previous Meeting; (4) Sub-Group and Related Reports; (5) Position Papers Planned for Plenary Agreement; (6) SC-189/WG-53 Co-chair Progress Report. Tuesday, June 16-Thursday, June 18: (7) Sub-group Meetings. Friday, June 19: Closing Plenary Session: (8) Introductory Remarks; (9) Review and Approval of Agenda (Friday); (10) Review of Preliminary Meeting Minutes; (11) Sub-group and Related Reports; (12) Position Papers Planned for Plenary Agreement; (13) SC-189/WG-53 Co-chair Progress Report and Wrap-up.

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 May 19, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98-13997 Filed 5-26-98; 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 Manchester Airport

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 Passenger Facility Charge at Manchester 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 June 26, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airport Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Alfred Testa, Jr., Airport Director for Manchester Airport at the following address: Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire, 03103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Manchester under section 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT:

Priscilla A. Scott, PFC Program Manager, Federal Aviation

Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (781) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a Passenger Facility Charge (PFC) at Manchester 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 May 5, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Manchester was substantially complete within the requirements of section 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than August 3, 1998.

The following is a brief overview of the use application.

PFC Project#: 98-07-C-00-MHT.

Level of the proposed PFC: \$3.00.

Charge effective date: October 1, 1998.

Estimated charge expiration date: October 1, 2016.

Estimated total net PFC revenue: \$84,643,00.

Brief description of project: Runway 6/24 System, Construct Two Remote Parking Aprons, Acquire Stead Aviation.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO).

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 Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103.

Issued in Burlington, Massachusetts on May 13, 1998.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 98-13996 Filed 5-26-98; 8:45 am]

BILLING CODE 4910-13-M