

organization consents, the Commission will:

(A) by order approve such proposed rule change, or

(B) institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule is consistent with the Act. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the

public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of such filing will also be available for inspection and copying at the principal office of the Phlx. All submissions should refer to File No. SR-Phlx-98-44 and should be submitted by December 14, 1998.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹³

Margaret H. McFarland,

Deputy Secretary.

[FR Doc 98-31226 Filed 11-20-98; 8:45 am]

BILLING CODE 8010-01-M

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3147]

State of Florida

As a result of the President's major disaster declaration on November 6,

1998, I find that Monroe County in the State of Florida constitutes a disaster area due to damages caused by Tropical Storm Mitch beginning on November 4, 1998 and continuing through November 5, 1998. Applications for loans for physical damage may be filed until the close of business on January 5, 1999 and for economic injury until the close of business on August 6, 1999 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 2 Office, One Baltimore Place, Suite 300, Atlanta, GA 30308.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties in the State of Florida may be filed until the specified date at the above location: Dade and Collier.

The interest rates are:

For Physical Damage:

| | |
|---|-------|
| Homeowners with credit available elsewhere | 6.750 |
| Homeowners without credit available elsewhere | 3.375 |
| Businesses with credit available elsewhere | 8.000 |
| Businesses and non-profit organizations without credit available elsewhere | 4.000 |
| Others (including non-profit organizations) with credit available elsewhere | 7.000 |

For Economic Injury:

| | |
|---|-------|
| Businesses and small agricultural cooperatives without credit available elsewhere | 4.000 |
|---|-------|

The numbers assigned to this disaster are 314711 for physical damage and 9A5300 for economic injury.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: November 13, 1998.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 98-31230 Filed 11-20-98; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3146]

State of Kansas; Amendment #1

In accordance with a notice from the Federal Emergency Management Agency dated November 10, 1998, the above-numbered Declaration is hereby amended to include Douglas County, Kansas as a disaster area due to damages caused by severe storms and flooding beginning October 30, 1998 and continuing.

In addition, applications for economic injury loans from small businesses located in the contiguous counties of

Jefferson, Leavenworth, and Shawnee in the State of Kansas may be filed until the specified date at the previously designated location. Any counties contiguous to the above-named primary county and not listed herein have been previously declared.

All other information remains the same, i.e., the deadline for filing applications for physical damage is January 4, 1999 and for economic injury the termination date is August 5, 1999.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: November 13, 1998.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 98-31231 Filed 11-20-98; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1998-4770]

Implementation Focus and Coordination Team for the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as Amended

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; request for comments.

SUMMARY: The Coast Guard is holding a public meeting to hear information concerning implementation requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995 (STCW). The Coast Guard recently established an STCW Implementation Focus and Coordination Team to monitor and coordinate nationwide implementation of STCW. The Coast Guard encourages you to provide ideas, comments, and questions on implementing the provisions of the

¹³ 17 CFR 200.30-3(a)(12).

STCW Convention. Your input will help the team develop an STCW implementation focus and coordination plan to ensure that affected parties meet the STCW implementation deadlines.

DATES: The meeting will be held on December 16, 1998, from 9 a.m. to 3 p.m. We will begin the meeting at the scheduled time; however, it may end early if all issues have been addressed. Comments must reach the Docket Management Facility on or before January 15, 1999.

ADDRESSES: The meeting will be held in room 6200, Nassif Building, 400 Seventh Street SW., Washington, DC 20593-0001. You may mail comments to the Docket Management Facility, [USCG-1998-4770], U.S. Department of Transportation (DOT), room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001, or deliver them to room PL-401, located 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, located on the Plaza Level of the Nassif Building at the address in this section 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 or to make an oral presentation at the meeting, please contact Lieutenant Commander George H. Burns III, Maritime Personnel Qualifications Division (G-MSO-1), telephone 202-267-0550, fax 202-267-4570, or e-mail gburns@comdt.uscg.mil. Questions concerning the STCW Implementation Focus and Coordination Team should be directed to the Team Leader, Captain Robert L. Skewes (G-MSO), telephone 202-267-0212, fax 202-267-4570, or e-mail rskewes@comdt.uscg.mil. Questions concerning STCW requirements and enforcement should continue to be directed to the Coast Guard National Maritime Center at (703) 235-0018. Captain William C. Bennett, e-mail wbennett@ballston.comdt.mil, retains responsibility for administering the Mariner Licensing and Documentation Program, including STCW. For questions on viewing or submitting material to 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 request by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this notice [USCG-1998-4770] and the specific section of this document to which each comment or question 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**. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope. The Coast Guard will consider all comments received during the comment period.

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 LCDR Burns at the phone numbers listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Background Information

In 1991, the United States became a party to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. The primary intent of STCW is to set minimum international qualifications for masters, officers, and watchkeeping personnel on seagoing merchant ships. The Convention does not apply to mariners on inland merchant vessels, but does apply to mariners on domestic voyages if the vessel operates beyond the boundary line.

In 1993, the International Maritime Organization (IMO) began a comprehensive revision of STCW to establish more detailed standards of competence for mariners, and to address the increased awareness of human error as a major cause of maritime casualties. Before the IMO conference, the Coast Guard held seven public meetings. The information from these meetings helped us to determine the position of the U.S. delegation and to exchange views about the STCW amendments that were under discussion. We received input from advisory committee meetings to discuss developments relating to the STCW amendments and the domestic implementation of these amendments.

The advisory committees included the Merchant Personnel Advisory Committee (MERPAC), the Towing Safety Advisory Committee (TSAC), and the Navigation Safety Advisory Council (NAVSAC).

On July 7, 1995, a Conference of Parties adopted a package of amendments to STCW. These amendments went into force on February 1, 1997. Currently, there are 132 parties to STCW representing almost 96 percent of the world's merchant-ship tonnage.

On March 26, 1996, we published a notice of proposed rulemaking (NPRM) in the **Federal Register** (61 FR 13284) on the implementation of the 1995 STCW amendments. We received over 500 comment letters in response to the NPRM and held four more public meetings.

We published an interim rule with request for comments in the **Federal Register** on June 26, 1997 (62 FR 34506). The interim rule incorporated the 1995 STCW amendments into U.S. regulation.

The STCW amendments adopted in July 1995—

- Concern port-state control, communication of information to IMO to allow for mutual oversight, company responsibilities, watchkeeping arrangements, and responsibilities of all parties to ensure that seafarers meet objective standards of competence;
- Require candidates for certificates (licenses and merchant mariner document endorsements) to establish competence through both subject-area examinations and practical demonstrations of skills; and
- Require all training assessment and certification activities to be monitored by a Quality Standards System (QSS).

The Coast Guard finds that many practical demonstrations of competency already occur in existing formal training programs and in on-the-job training aboard ships. However, we will need a focus and coordination plan to monitor the adequacy of these training programs to meet STCW minimum requirements.

Comment Issues

We are seeking comments on issues related to implementing the STCW provisions to help in the development of an STCW implementation focus and coordination plan. Please include your recommendations on how to address or resolve the issues. Specifically, we would like your input on the following questions:

1. Should the U.S. maritime industry have a standard record of training and assessment for ratings (unlicensed personnel) forming part of the watch?

2. How do we establish all the training program outlines that must meet STCW requirements?

3. How do we establish and document performance standards and measures to assess a mariner's practical proficiency in areas required under STCW?

4. How should we keep a record of the mariner's current training and assessment in the four elements of basic safety—basic firefighting, elementary first aid, personal survival, and personal safety and social responsibility?

5. How can we revise the merchant mariner license exams to make them a useful method of assessing competence?

6. How should we establish national medical fitness standards for U.S. merchant mariners?

7. Besides Coast Guard course approval, what other alternatives should be available meeting the STCW quality standards systems (QSS) that apply to maritime training and assessment of competence?

8. How can we monitor the entire U.S. training, assessment, and certification system under a quality standards system (QSS)? Also, how can we ensure that the U.S. training, assessment, and certification system is evaluated under the QSS every five years?

9. How do we establish simulator performance standards for maritime training and assessment of proficiency?

10. How do we ensure that all active U.S. merchant mariners who are required to hold a 1995 STCW endorsement for service do so on or after February 1, 2002?

11. How do we provide STCW-related information to all mariners?

12. How can we encourage designated personnel to actively participate in training junior personnel on the ship and sign off on training record book entries?

13. Which skills should not be verified by shipboard personnel? Also, which entries in the training record books should be made only at a shore side training facility?

14. How can we account for all the requirements for the various segments of the marine industry in the focus and coordination plan?

Public Meeting

Members of the public can make oral presentations with advance notice, and as time permits. If you wish to make an oral presentation, you should contact LCDR Burns at the numbers listed under **FOR FURTHER INFORMATION CONTACT** no later than December 1, 1998. Please provide your name, you affiliation, and the issue(s) you would like to discuss. We may limit the length of your presentation to ensure that there is

enough time to hear everyone who wishes to present comments.

Dated: November 16, 1998.

Joseph J. Angelo,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 98-31213 Filed 11-20-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Assessment and Finding of No Significant Impact for Sarasota-Bradenton International Airport, Florida, and Invitation to Public Meeting and to Comment

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Availability of Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) and Invitation to Public Meeting and to Comment.

SUMMARY: In March 1996, a Noise Compatibility Program (NCP) was published for the Sarasota-Bradenton International Airport (SRQ). The NCP was prepared by and on behalf of the Sarasota-Manatee Airport Authority (SMAA), owner and operator of SRQ. Included in the NCP was a recommendation for the FAA to implement a revised air traffic procedure for departures utilizing Runway 32 (RWY 32).

In compliance with FAA Order 1050.1D, "Policies and Procedures for considering Environmental Impacts", the EA was prepared to address the potential impacts of implementing the revised procedures for RWY 32 departures from SRQ. Although no other alternative than the proposed departure procedure was examined as part of this EA, numerous other alternatives were evaluated as part of the NCP. Those alternatives, along with a no action alternative were dismissed, as they did not meet the purpose and need identified in the NCP.

Based on the evaluation in the EA, no significant impacts associated with the revised procedure were identified. Therefore, no environmental impact statement will be prepared and a FONSI is being issued.

DATES: Public meeting will be held on December 18, 1998. Comments will be received until January 17, 1999.

ADDRESSES: Comments on the EA/FONSI may be delivered or mailed to: Federal Aviation Administration, Attention: Nancy Shelton, Manager, Airspace Branch, ASO-520, Air Traffic

Division, Southern Region Headquarters, 1701 Columbia Ave., College Park, GA. 30337.

FOR FURTHER INFORMATION CONTACT: Ms. Nancy Shelton at the address listed above or telephone (404) 305-5490.

SUPPLEMENTARY INFORMATION:

Environmental regulations allow for implementation of the revised procedures without further public involvement. However, due to concerns expressed by residents of Long Boat Key, Florida, the FAA will host a public meeting to explain the findings of the EA. The purpose of this meeting is to assist the public in understanding the revised procedures and eliminate any potential controversy.

Additionally, the EA contains explanations and graphics depicting the no action alternative and the proposed alternative for years 1995 and 2000, and the no action alternative for 2013. To assist in the public's understanding of the potential impacts from implementation of the proposed alternative, at the public meeting the FAA will also have handouts and graphics displaying the potential impacts for out-years 2000 and 2005.

The public meeting will be held on Friday, December 18, from 4:00 PM until 7:00 PM. The meeting location and time are as follows: The Sudakoff Center, University of South Florida at Sarasota/Manatee and New College of USF, 5700 North Tamiami Trail, Sarasota, FL 34243.

Any person may obtain a copy of the EA/FONSI and the information relating to the out-year forecasts by submitting a request to Ms. Shelton.

The EA/FONSI and out-year forecasts will also be available for review at the following public libraries:

Sarasota County Selby Public Library, 1001 Boulevard of The Arts, Sarasota, FL 34236.

Manatee County Public Library, 1301 Barcarrota Blvd. West, Bradenton, FL 34205.

Longboat Key Library, 555 Bay Isles Rd., Longboat Key, FL 34228.

History

The current procedure for northbound aircraft departing RWY 32 is to turn left at 0.9 distance measuring equipment (DME) to intercept the SRQ very-high frequency omni-directional range (VOR) 295 degree radial. Aircraft continue on this radial until reaching an altitude of 3,000 feet. At that point they are released to turn north by air traffic control (ATC).

The current procedure for southbound aircraft is to turn left at 0.9 DME to a heading of 270 degrees for radar vectors