FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Commander Robert F. Corbin, Executive Director of CTAC, or Ms. Sara S. Ju, Assistant to the Executive Director, telephone 202–267–1217, fax 202–267–4570. For questions on viewing, or submitting material to, the docket, contact Dorothy Walker, Chief, Dockets, Department of Transportation, 202–366–9329.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agendas of Meetings

Chemical Transportation Advisory Committee (CTAC). The agenda includes the following:

(1) Progress report from the Subcommittee on PTP.

(2) Presentation on the Coast Guard Research and Development, Fatigue Study.

(3) Progress report from the Subcommittee on Proper Cargo Names.

(4) Presentation on the American Waterways Operators (AWO) Responsible Carrier Program.

(5) Presentation on harmonized portable tank design criteria.

(6) Presentation on chemical naming, a European perspective.

(7) Status report on the Certificate of Inspection pilot program.

(8) Status report on the vapor control systems rulemaking project.

(9) Status report on the 46 CFR 151 rulemaking project.

(10) Presentation on best oil spill response practices and new concepts.

(11) Presentation on ballast water management.

Subcommittee on PTP. The agenda includes the following:

(1) Review of work to date, with emphasis on alternative watchstanding measures already implemented on various ocean trading routes to preclude and minimize fatigue endemic to seafarers.

(2) Review of the Coast Guard research and development (R & D) project on crew endurance and R & D/industry efforts to develop crew endurance handbook by 2000.

(3) Discussion of fit-for-duty testing measures and Ship Operations Cooperative Program (SOCP) involvement to date with concerns relative to liability aspects.

(4) Discussion of work efforts on both tasks in the long term assignment and preparation for the CTAC meeting.

Procedural

Both meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Chairs' discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Executive Director no later than March 11, 1999. Written material for distribution at a meeting should reach the Coast Guard no later than March 11, 1999. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of a meeting, please submit 25 copies to the Executive Director no later than March 4, 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: February 8, 1999.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 99–3766 Filed 2–16–99; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Document Availability of Final Environmental Assessment, Finding of No Significant Impact, and Record of Decision for Hulett Airport, Hulett, WY

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) has released for public and agency informational review the Final Environmental Assessment, Finding of No Significant Impact, and Record of Decision for the proposed new general aviation airport at Hulett, Wyoming.

Purpose of the Environmental Assessment

THe purpose of the FAA Environmental Assessment is to document the evaluation of potential environmental impacts associated with the construction of a new general aviation airport at Hulett, Wyoming. The draft environmental assessment was released for public and agency review on July 25, 1995. The comment period ended September 30, 1995.

Contact Person: For additional information contact Mr. Dennis Ossenkop, Airports Division, Federal Aviation Administration, Northwest Mountain Region, 1601 Lind Avenue, SW., Renton, WA 98055–4056.

Any person desiring to review the Final Environmental Assessment, Finding of No Significant Impact, and Record of Decision may do so during normal business hours at the following locations:

Federal Aviation Administration, Airports Division, Room 315, 1601 Lind Avenue, SW., Renton, Washington

Federal Aviation Administration, Airports District Office, 26805 E. 68th Ave., Suite 224, Denver, CO

Hulett Town Hall, 123 Hill Street, Hulett, WY

Hulett Library, 401 Fager, Hulett, WY

Issued in Renton, Washington, on February 5, 1999.

Lowell H. Johnson,

Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

[FR Doc. 99–3804 Filed 2–16–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Safety Advisory: Unauthorized Cargo Tanks Used To Transport Hazardous Materials

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of identification of unauthorized cargo tanks.

SUMMARY: In response to a recommendation by the National Transportation Safety Board (NTSB), the FHWA determined that 13 specification number MC 312 cargo tank motor vehicles manufactured in 1982 by Acro Trailer Company (Acro) of Springfield, MO, did not meet the overturn (rollover) accident damage protection device requirements for cargo tank motor vehicles. Consequently, these cargo tanks were not authorized for the transportation of hazardous materials until the original rollover damage protection devices were modified to improve their structural strength. This is because failure of these non-conforming devices during a collision could result in death, serious injury, and property damage. Acro has cooperated with the FHWA to modify the rollover damage protection devices on the cargo tank motor vehicles that are still in service, but has not been able to locate 3 of the 13 non-conforming cargo tank motor vehicles that were manufactured in

1982. This notice provides motor carriers operating specification MC 312 cargo tank motor vehicles manufactured in 1982 by Acro with information to identify the 3 remaining non-conforming cargo tank motor vehicles that have not been located.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Quade, Office of Motor Carrier Safety and Technology (HSA–10), (202) 366–0476; or Mr. Joseph Solomey, Office of the Chief Counsel (HCC–20), (202) 366–1374, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512–1661. Internet users may reach the **Federal Register**'s home page at *http://www.nara.gov/fedreg* and the Government Printing Office's database at: *http://www.access.gpo.gov/nara.*

Background

Cargo tanks represented, marked, certified, or sold for use in the bulk transportation of hazardous materials must conform with the Hazardous Materials Regulations (49 CFR 171–180). Specification MC 312 cargo tanks are authorized to transport numerous hazardous materials, including flammable liquids (e.g., toluene), poisonous liquids (e.g., pesticides), corrosive liquids (e.g., sulfuric acid), and others. Due to the risk of transporting these types of materials in bulk, the regulations concerning specification MC 312 cargo tanks require that these tanks be protected from damage during rollover accidents. Requirements concerning the size and strength of these rollover damage protection devices for specification MC 312 cargo tank motor vehicles built in 1982 were outlined in the 1982 edition of title 49 of the Code of Federal Regulations (CFR). See section 178.340–8. Specification MC 312 cargo tank motor vehicles are required to meet manufacturing standards in effect at the time the cargo tank was manufactured. See 49 CFR 180.405(b).

On February 4, 1992, NTSB issued recommendation H–92–7 (Special Investigation Report on Cargo Tank Rollover Protection [NTSB/SIR–92/01]) concerning cargo tank motor vehicles. The FHWA then reviewed DOT Specification MC 312 cargo tank designs of tanks manufactured by Acro. The FHWA determined that rollover damage protection devices on thirteen tanks built by Acro in 1982 did not meet the requirements of the specifications. Since these tanks were not equipped with adequate rollover damage protection devices required by the regulations, they may not be represented as specification cargo tanks and may not be used to transport hazardous materials.

Acro installed the rollover damage protection devices on 13 tanks during 1982, but as indicated above, they were non-conforming. After the FHWA completed its investigation, Acro located 10 of the 13 affected cargo tanks and has taken steps to modify the rollover damage protection devices to meet the requirements of the MC 312 specification, or determined that the tanks are no longer in service. The remaining three cargo tanks have not been located and are, therefore, the subject of this notice. Specifically, the rollover damage protection devices installed on the following three cargo tanks as originally manufactured by Acro do not meet the requirements of specification MC 312:

Year	Vehicle identification No.	DOT specification	Serial No.	Drawing No.
1982	1A9114032C1005024	MC 312	5873	5873
1982	1A9114034C1005025	MC 312	5874	5873
1982	1A9114229C1005060	MC 312	5911	5787

If the cargo tanks listed above have rollover damage protection devices modified to a design certified by Acro, or another Design Certifying Engineer to meet the requirements of § 178.340–8, they may continue to be used to transport hazardous materials. If you own or operate one of the cargo tank motor vehicles listed above, please contact Mr. Chuck Beezley of Acro at (417) 862–1758 and the company will assist you in making appropriate modifications. Please also notify Mr. Bill Quade, the FHWA contact person listed at the beginning of this notice, so that the agency is aware that the cargo tank motor vehicles have been located and that arrangements are being made to have the vehicles modified. Cargo tanks which have non-conforming rollover damage protection devices must have the DOT specification plate removed, obliterated, or covered. Non-conforming cargo tanks may not be used to transport hazardous materials requiring a specification cargo tank.

Authority: 49 U.S.C. 5103; and 49 CFR 1.48.

Issued on: February 10, 1999.

Kenneth R. Wykle,

Federal Highway Administrator.

[FR Doc. 99–3840 Filed 2–16–99; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with 49 Code of Federal Regulations (CFR), Sections 211.9 and 211.41 notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Alaska Railroad Corporation (Waiver Petition Docket Number FRA–1998–4901)

Alaska Railroad Corporation(ARRC), seeks a waiver of compliance from certain sections of Title 49 CFR Parts 216, Special Notice and Emergency Order Procedures: Railroad Track, Locomotive and Equipment; 217, Railroad Operating Rules; 218, Railroad Operating Practices; 220, Radio Standards and Procedures; 229, Railroad Locomotive Safety Standards; 233, Signal Systems Reporting Requirements; 235, Instructions Governing Applications for Approval of a 2 Discontinuance or Material Modification of a Signal System or Relief from the Requirements Of Part 236; 236, Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems,