

warrant consideration of additional prevention or response measures.

To facilitate the Department's review, the Coast Guard commissioned a study by the Volpe National Transportation Systems Center to assess the relative risks of marine transportation in the waterways of Northwest Washington—including Puget Sound, the Strait of Juan de Fuca, passages around and through the San Juan Islands, and the offshore waters of the Olympic Coast National Marine Sanctuary. Copies of the Volpe Center's report are available from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, VA 22161, telephone (800) 553-6847, fax (703) 321-8547. The report may be ordered as document PB97-205488 and the technical appendices to the report as document PB97-205470. DOT appreciates the efforts of all participants in the Volpe study, which we believe provides a sound basis for the Department's review.

During spring 1998, DOT expects to announce its determinations regarding further DOT actions based on the ITOS and Volpe reports. These determinations will include the following:

1. Hazards that merit evaluation of additional mitigation measures.
2. The specific measures that will be evaluated.
3. An outline of how the evaluations will be accomplished.

Input on all of the above determinations is solicited. While input on specific measures should be based on the ITOS and Volpe studies, input need not be limited to measures that can or should be implemented by the Federal government. Since the evaluation process may vary for different types of measures, it would be helpful if input on how the evaluations should be accomplished were referenced to specific measures.

In proceeding with these determinations and any subsequent evaluations, the Department is sensitive to the need to properly involve other governments—including affected tribes—as well as businesses related to marine transportation, environmental advocacy organizations, and the general public. DOT is also sensitive to the need that the evaluation process be efficient and of minimal burden to participants.

The Department is holding a public meeting to provide the public and interested parties with an opportunity to be briefed on the ITOS and Volpe reports, meet with the senior Departmental officials who are working this issue, and provide oral input.

DOT would appreciate notice to Mr. Shapiro (see **FOR FURTHER INFORMATION CONTACT**) by January 26, 1998 by persons who intend to make a statement.

#### **Information on Services for Individuals With Disabilities**

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, please contact Mr. Shapiro (see **FOR FURTHER INFORMATION CONTACT**).

Dated: December 22, 1997.

**John N. Lieber,**

*Acting Assistant Secretary for Transportation Policy.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Coast Guard**

#### **Cargo Securing Manual Requirements**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of policy.

**SUMMARY:** The Coast Guard announces interim criteria for the approval of qualified organizations desiring authorization to serve as designated U.S. Cargo Securing Manual Approval Authorities for U.S. vessels. The Coast Guard also announces the availability of guidance on the contents of Cargo Securing Manuals required by 1994 amendments to the International Convention on the Safety of Life at Sea, 1974 (SOLAS 74). This criteria and guidance are available to the public in Navigational and Vessel Inspection Circular 10-97.

**DATES:** U.S. flag vessels must have on board a Cargo Security Manual by December 31, 1997.

**FOR FURTHER INFORMATION CONTACT:** LCDR Richard Booth (Navigation and Inspection Circular 10-97), Commandant (G-MOC), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-6700. Mr. Robert Gauvin (Future CSM Regulation), Commandant (G-MSO) U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-1053.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background and Purpose**

U.S. cargo vessels 500 gross tons or greater that carry other than solid or liquid bulk cargoes, and are engaged on international voyages as described in 46 CFR 90.05-10, must have on board an

approved Cargo Securing Manual (CSM) to maintain compliance with their Cargo Ship Safety Equipment Certificates (CG-3347). Voluntary compliance is encouraged for owners of U.S. flag cargo vessels less than 500 gross tons engaged on international voyages. A CSM assists the vessel's master and crew with the proper use of onboard equipment designed to adequately stow and secure the vessel's cargo.

The 1994 amendments to Chapters VI/5.6 and VII/6.6 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) mandated Administration approved CSM's. The International Maritime Organization's Maritime Safety Committee (MSC) Circular 745 of June 13, 1996, provided CSM preparation guidance. MSC Circular 745 encouraged member governments to bring the guidelines to the attention of all parties concerned, with the aim of having CSM's carried on board ships prepared appropriately and in a consistent manner, and to implement them as soon as possible but not later than December 31, 1997. The Coast Guard has publicized the SOLAS 74 requirements and the International Maritime Organization (IMO) Guidelines for CSM's in various marine safety newsletters. This notice further announces the availability of that guidance for those U.S. cargo ships required to have CSM's and those cargo vessels seeking voluntary compliance under the IMO guidelines. The notice also announces the availability of criteria for the approval of organizations seeking authorization to approve CSM's.

Under E.O. 12234 and 46 U.S.C. 3103, in October 1996, the Coast Guard delegated CSM approval authority to the American Bureau of Shipping (ABS) and the National Cargo Bureau, Inc. (NCB), respectively, for U.S. flagged cargo vessels. Other organizations that desire CSM approval authority, should review the approval criteria and make application for authorization under Navigation and Vessel Inspection Circular (NVIC) 10-97 entitled "Guidelines for CSM Approval." This NVIC also provides interim guidance for CSM submittal, review, approval, and appeal procedures for U.S. flagged cargo vessel owners and operators. The Coast Guard is initiating a project to put the NVIC 10-97 criteria into regulation. Until regulations on the authorization of organizations to approve Cargo Securing Manuals and the criteria for CSM content are issued, inspectors will explain to owners and operators of U.S. vessels that the U.S. Coast Guard will be looking for compliance with the SOLAS requirements for CSM's as set forth in NVIC 10-97, in order to ensure

compliance with 46 CFR 91.60–10 (Cargo Ship Safety Equipment Certificate). Until regulations are issued, ABS, NCB, and any other organization designated by the Coast Guard, will follow the procedures in NVIC 10–97. NVIC 10–97 is available on the World Wide Web at: <http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm> in “Publications, Reports and Forms.” Paper or CD-ROM copies will soon be available for a free through the National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161, telephone 703–605–6000, or fax 703–321–8547.

Dated: December 23, 1997.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 97–34090 Filed 12–30–97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[AC No. 183–35G CHG 1]

#### **Proposed Changes to Advisory Circular on Airworthiness Designee Function Codes and Consolidated Directory for DMIR/DAR/ODAR/DAS/DOA AND SFAR NO. 36**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** This notice is proposing two changes to AC 183–35G. The proposed changes address revising the description of the DAR–F and ODAR–F Codes and Functions No. 08 and the DAR–T and ODAR–T Codes and Functions No. 23. these Codes and Functions are changed to address the new airworthiness approval identified in FAA Order 8130.21B.

**DATES:** Comments must be received on or before January 15, 1998.

**ADDRESSES:** Send all comments and requests for copies of the proposed AC to: Federal Aviation Administration; ATTN: Evangeline Raines, AFS–640, P.O. Box 25082, Oklahoma City, OK 73125.

**FOR FURTHER INFORMATION CONTACT:** John Rice, AFS–640, at the above address; telephone (405) 954–6484, (8:00 a.m. to 5:00 p.m. CST).

**SUPPLEMENTARY INFORMATION:** The Designee Standard Branch, AFS–640, has made changes to AC 183–35G, FAA DAR, DAS, DOA, AND SFAR PART 36 DIRECTORY, to address the new airworthiness approval identified in

FAA Order 8130.21B. The proposed changes address revised the description of the DAR–F and ODAR–F Codes and Functions No. 08 and the ODAR–T Codes and Functions No. 23.

08 Issue original standard airworthiness certificate for U.S. registered aircraft and original airworthiness approvals for engines, propellers, parts and appliances that conform to the approved design requirements and are in a condition for safe operation.

The new verbiage for DAR–T and ODAR–T Codes and function number will read:

23 Issue recurrent airworthiness certificate for U.S. registered aircraft, including Very Light Aircraft (VLA) and recurrent airworthiness approvals for engines, propellers, parts and appliances that conform to the approved design requirements and are in a condition for safe operation.

The FAA intends to revise and republish the advisory circular to seek public comment each time it is proposed to add or delete an authorized function. Additional areas of delegation will be selected and authorized by the Director of Airworthiness based on recommendations from the other FAA elements and the aviation community.

Issued in Washington, DC.

**Bill M. Pickelsimer,**

*Assistant Manager, Regulatory Support Division.*

[FR Doc. 97–34047 Filed 12–30–97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The FAA has determined that the minimum percentage rate for drug testing for the period January 1, 1998, through December 31, 1998, will remain at 25 percent of covered aviation employees for random drug testing and will decrease to 10 percent of covered aviation employees for random alcohol testing.

**FOR FURTHER INFORMATION CONTACT:** Ms. Patrice M. Kelly, Office of Aviation Medicine, Drug Abatement Division, Program Implementation and Special Projects Branch (AAM–810), Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–8976.

## SUPPLEMENTARY INFORMATION:

### **Administrator's Determination of 1998 Random Drug and Alcohol Testing Rates**

In final rules published in the **Federal Register** on February 15, and December 2, 1994 (59 FR 7380 and 62218, respectively), the FAA announced that it will set future minimum annual percentage rates for random alcohol and drug testing for aviation industry employers according to the results which the employers experience conducting random alcohol and drug testing during each calendar year. The rules set forth the formula for calculating an annual aviation industry “violation rate” for random alcohol testing and an annual aviation industry “positive rate” for random drug testing. The “violation rate” for random alcohol tests means the number of covered employees found during random tests given under 14 CFR part 121, appendix J to have an alcohol concentration of 0.04 or greater plus the number of employees who refused a random alcohol test, divided by the total reported number of employees given random alcohol tests plus the total reported number of employees who refused a random test. The “positive rate” means the number of positive results for random drug tests conducted under 14 CFR part 121, appendix I plus the number of refusals to take random drug tests, divided by the total number of random drug tests plus the number of refusals to take random drug tests. The violation rate and the positive rate are calculated using information required to be submitted to the FAA by specified aviation industry employers as part of an FAA Management Information System (MIS) and form the basis for maintaining or adjusting the minimum annual percentage rates for random alcohol and drug testing as indicated in the following paragraphs.

When the annual percentage rate for random alcohol testing is 25 percent or more, the FAA Administrator may lower the rate to 10 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the violation rate is less than 0.5 percent.

When the minimum annual percentage rate for random alcohol testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the violation rate is less than 1.0 percent but equal to or greater than 0.5 percent.

When the minimum annual percentage rate for random alcohol