

placing even greater demands on the marine transportation system.

Many federal agencies, state and local governments, port authorities, and the private sector share responsibility for the marine transportation system. The economic, safety, and environmental implications of aging infrastructure, inadequate channels, and congested intermodal connections will become more critical as marine traffic volume increases.

To meet these challenges, the Department of Transportation is pursuing the development of a customer-based strategy, in partnership with others responsible for waterways, ports, and their intermodal connections. The strategy will be aligned with the principles of the National Performance Review, will provide better delivery of Federal services, and provide a means to improve the nation's waterways, ports, and their intermodal connections to meet user needs and public expectations for the 21st century.

The regional listening sessions will build upon information from other Department of Transportation-led outreach activities that identified issues of significance to the marine transportation system. For example, in 1997 workshops addressed the impact of larger container ships; in 1994 outreach sessions led to an action plan to improve the dredging process in the United States; and in 1993 port visits identified land-side intermodal access impediments.

The Secretary of the Department of Transportation will host a national conference in the fall of 1998. That conference will address key issues raised by the regional listening sessions and written comments. The purpose of the national conference will be to address these issues, develop solutions, and explore potential strategies to implement these solutions. The conference will also develop a vision for an improved and more cooperative approach to the delivery of Federal services.

Objective and Issues

The objective of these regional listening sessions and the request for comments is to receive information from the general public and user perspective to identify concerns about the current state and future needs of our waterways, ports, and their intermodal connections. We need to identify the most critical issues that should be addressed to meet the challenges likely to be faced by our marine transportation system. We particularly need to identify those areas where the Federal government should improve existing services or provide

future assistance in addressing these issues.

We specifically are interested in information on the following questions for each component of the marine transportation system: waterways, the ports, and their intermodal connections:

- Currently, what elements work best in your region and why?
- Currently, what are the most significant problems in your region?
- What are the obstacles to resolving these problems?
- What is your vision of a marine transportation system that will accommodate the growing and competing demands of the future?
- What changes, additions, and types of assistance are needed to achieve your vision?

Format of Regional Listening Sessions

The first day of each regional listening session will be an open forum to receive views and opinions from the public concerning the current state and future needs of our waterways, ports and their intermodal connections. Persons wishing to make oral presentations should notify the person listed under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. Written material may be submitted before, during, or after the meeting. Speakers are encouraged to provide a written copy of their comments since time limits may be needed to accommodate all speakers, and summary notes will be made of oral comments.

The second day of each regional listening session will be a structured focus group format. A representative cross section from the region's ports, terminals, stevedores, pilots, vessel operators, railroads, truckers, environmental community, and others will be selected to provide expert views on the current state and future needs of our marine transportation system.

A summary of each regional listening will be placed in the public docket and will be available for public review and comment.

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 person under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: February 25, 1998.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 98-5296 Filed 2-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Aircraft Certification Procedures Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss Aircraft Certification Procedures Issues.

DATES: The meeting will be held on March 19, 1998 from 9:00 a.m. to 12:00 noon.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, 1400 K Street NW, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Angela O. Anderson, (202) 267-9681, Office of Rulemaking (ARM-200), 800 Independence Avenue, SW, Washington, DC 20591.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to discuss aircraft certification procedures issues. This meeting will be held March 19, 1998, at 9:00 a.m., at the General Aviation Manufacturers Association. The agenda for this meeting will include progress reports from the Production Certification and Parts Manufacturing Working Group, the Delegation Working Group and the ICPTF Working Group.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the

heading FOR FURTHER INFORMATION CONTACT.

Issued in Washington, DC, on February 25, 1998.

Brian A. Yanez,

Assistant Executive Director for Aircraft Certification Procedures Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-5294 Filed 2-27-98; 8:45 am]

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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 Ontario International Airport, Ontario, CA**

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 PFC at Ontario International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Administration (14 CFR Part 158).

DATES: Comments must be received on or before April 1, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gerald K. Lee, Deputy Executive Director at the following address, Los Angeles World Airports, 1 World Way, Los Angeles, CA 90045-5803.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Los Angeles World Airports under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. John Milligan, Supervisor, Standards Section, Airports Division, Federal Aviation Administration, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261, Telephone (310) 725-3621. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public

comment on the application to impose and use the revenue from a PFC at Ontario International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 28, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Los Angeles World Airports was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 29, 1998.

The following is a brief overview of the application.

PFC application number: PFC No. 97-03-C-00-ONT.

Level of proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1998.

Proposed charged expiration date: January 1, 2003.

Total estimated PFC revenue: \$45,680,000.

Brief description of the proposed projects: Project 1—Land acquisition for development consisting of three (3) parcels (approximately 216.3 acres); Project 2—Noise mitigation, including soundproofing of residences and land acquisition for noise compatibility.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 Air Taxi Operators.

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 Los Angeles World Airports.

Issued in Los Angeles, California, on February 12, 1998.

Ellsworth L. Chan,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 98-5200 Filed 2-27-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement; Tarrant County, Texas**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing a Notice of Intent (NOI) to advise the public that the scope of the environmental impact statement (EIS) for the proposed State Highway 199 project (S.H. 199) in Tarrant County, Texas, will be revised. The project was initially planned to be studied in a single EIS. A NOI was published in the March 18, 1987, **Federal Register**. After preliminary environmental analysis it was determined that the project should be separated into two project segments, each with independent utility, logical termini, and which did not restrict future transportation considerations. Accordingly, a second NOI was published December 28, 1989, addressing the need to revise the scope of the proposed project and the environmental classification. This third NOI will further revise the scope of the proposed project and environmental classification. This revision will result in two separate project segments, each with independent utility, logical termini, and which do not restrict future transportation considerations. For the third revision one segment is from FM 1886 easterly to IH 820 and the other from IH 820 easterly to proposed SH 121. The project for which an EIS is being prepared extends from proposed S.H. 121 westerly to I.H. 820.

FOR FURTHER INFORMATION CONTACT: Walter C. Waidelich, District Engineer, Federal Highway Administration, 826 Federal Office Building, 300 E. 8th Street, Austin, Texas 78701, Telephone (512) 916-5988.

SUPPLEMENTARY INFORMATION: The limits for the original NOI were between the proposed S.H. 121 interchange near the Fort Worth Central Business District (CBD) to Spur 344 in Azle. A NOI, published December 28, 1989, was for revising the scope of the proposed project and environmental classification. The segment from the proposed S.H. 121 interchange northwesterly to F.M. 1886 remained an EIS. The segment from F.M. 1886 northwesterly to Azle was approved with a Finding of No Significant Impact. However, the environmental studies in progress have found that impacts will not be significant within the section of S.H. 199 from I.H. 820 to F.M. 1886 and the project scope should be further revised into two project segments. Therefore, the FHWA, in cooperation with the Texas Department of Transportation (TxDOT), will continue the environmental analysis and prepare separate environmental documents for the improvements to S.H. 199. The limits of the first project from the proposed S.H. 121 interchange to I.H.