

SOLAS by harmonizing interpretations with other countries. One of the Coast Guard's long-term goals is to eliminate the need for administration-specific interpretations to international conventions. Regulations applicable to all vessels include the navigation safety and pollution prevention regulations of Title 33 Code of Federal Regulations. The Coast Guard plans to develop and publish a Navigation and Vessel Inspection Circular (NVIC) listing statutory requirements, U.S. interpretations to international conventions, and regulations applicable to all vessels.

In summary, the Coast Guard will review U.S. Supplements submitted by class societies seeking authorization under the ACP against four lists of inputs: statutory requirements, international interpretations, regulations applicable to all vessels, and the critical ship safety systems table. Class societies can and should use these four lists to develop their U.S. Supplement. Anyone seeking information on the content of these lists can contact LCDR Petow or LCDR Pippenger at the number listed under **FOR FURTHER INFORMATION**. Any item on the lists relating to ship design or construction that is not adequately covered by class rules and applicable international conventions must be included in a U.S. Supplement. Classification societies are in no way prohibited from using the line-by-line approach (comparing class rules and international conventions to Title 46 regulations) in developing their U.S. Supplement. However, the Coast Guard believes the risk-based approach offers a more efficient means with which to develop a U.S. Supplement to classification Society Rules.

Dated: January 29, 1998.

R.C. North,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 187; Mode Select Beacon and Data Link System

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 187 meeting to be held on March 10, 1998, starting at 9 a.m. The meeting will be held at RTCA, 1140 Connecticut

Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review and Approval of the Summary of the Previous Meeting; (4) Review and Approval of Change 3 to RTCA/DO-181A; (5) Review and Approval of Change 2 to RTCA/DO-218; (6) Other Business; (7) Date and Place of Next Meeting.

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 February 9, 1998.

Jancie L. Peters,

Designated Official.

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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 Wilmington International Airport, North Carolina

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 Wilmington 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before March 16, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia, 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Willard G. Plentl, P.E. Airport Director at the following address: Mr. Willard G. Plentl, P.E., Airport Director, Wilmington International Airport, 1740 Airport Boulevard, Wilmington, NC 28405.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the New Hanover County Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Southern Region, Atlanta Airports District Office, Mr. Terry R. Washington, Program Manager, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747, (404) 305-7143.

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 Wilmington 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) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 6, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by New Hanover County Airport Authority 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 May 8, 1998. The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1998.

Proposed charge expiration date: March 31, 2014.

Total estimated PFC revenue: \$8,251,051.

Application number: 98-03-C-00-ILM.

Brief description of proposed project(s): (1) Land acquisition; (2) construction of new equipment building; (3) airfield drainage system rehabilitation; (4) develop daylight/limited use taxiway; (5) establish a 1,000 foot safety area.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: (1) Air Taxi/Commercial Operators (ATCO), and (2) Large Certified Route Air Carriers filing RTSPA Form T-100 having less than 1,000 annual enplanements at ILM.

Any person may inspect the application in person at the FAA office