

Issued in Jackson, Mississippi, on February 18, 1998.

Wayne Atkinson,

Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 98-4766 Filed 2-24-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application #98-04-I-00-STL To Impose a Passenger Facility Charge (PFC) at Lambert-St. Louis International Airport, St. Louis, Missouri

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 a PFC at Lambert-St. Louis 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 27, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Leonard L. Griggs, Jr., Director of Airports, Lambert-St. Louis International Airport, at the following address: St. Louis Airport Authority, P.O. Box 10212, St. Louis, Missouri 63145.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the St. Louis Airport Authority, Lambert-St. Louis International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Lorna K. Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. 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 a PFC at the Lambert-St. Louis 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 11, 1998, the FAA determined that the application to impose a PFC submitted by the St. Louis Airport Authority, St. Louis, Missouri, 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 13, 1998.

The following is a brief overview of the application.

Level of the PFC: \$3.00.

Proposed charge effective date: June, 1998.

Estimated charge expiration date: September, 2001.

Total estimated PFC revenue: \$135,000,000.

Brief description of proposed projects: Phase I and II of property and business acquisition for Natural Bridge Road relocation; land acquisition for new Runway 12R/30L and site preparation work; early road work; design fees for roads and Runway 12R/30L.

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 Lambert-St. Louis International Airport.

Issued in Kansas City, Missouri on February 13, 1998.

George A. Hendon,

Manager, Airports Division, Central Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement Number ANM-98-1]

Notice Policy Statement; Request for Comments

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice policy statement, request for comments.

SUMMARY: This notice announces an FAA policy statement applicable to the type certification of transport category airplanes. This notice advises the public, in particular manufacturers of certain transport category airplanes, that the FAA intends to evaluate the

airplanes' wake vortex characteristics as part of the type certification process. This notice is necessary to advise the public of FAA policy and give all interested persons an opportunity to present their views on the policy statement.

DATES: Comments must be received on or before March 27, 1998.

ADDRESSES: Send all comments on this policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT** at Federal Aviation Administration, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, WA 98055-4056.

FOR FURTHER INFORMATION CONTACT: Colin Fender, ANM-111, telephone (425) 227-2191, facsimile (425) 227-1320, or email: Colin.Fender@faa.dot.gov

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on this policy statement by submitting such written data, views, or arguments as they may desire. Commenters should identify the Policy Statement Number of this policy statement, and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff.

Background

Wake vortices, masses of rotating air trailing an airplane, can have serious consequences for following airplanes. According to the National Transportation Safety Board (NTSB), between 1983 and 1993 there were at least 51 accidents and incidents in the United States that resulted from probable encounters with wake vortices. In these 51 encounters, 27 occupants were killed, 8 occupants were seriously injured, and 40 airplanes were substantially damaged or destroyed.

One of the primary means the FAA uses to reduce the potential of a wake vortex upset is to specify minimum separation distances between airplanes. The relative risk of an upset from a wake vortex encounter is a function of the strength of the vortex generated by the leading airplane, the distance between airplanes, and the roll moment inertia of the trailing airplane. In general, both the strength of a vortex that can be generated by an airplane and an airplane's roll moment inertia are a function of the airplane's weight. Therefore, the FAA specifies minimum separation distances in terms of the