

and 63 FR 9980, February 27, 1998). These proposed rules present appropriate measures for reducing the likelihood of loss of control and grounding of a tank barge based on whether or not the barge is manned. As a result of reducing the likelihood of groundings, fire prevention measures and emergency control measures are also both part of the system to address tank barge safety.

Another speaker commented on the often insufficient manning on foreign flag vessels, which makes it harder to have safe operations. With certain exceptions, the vessel's Flag State establishes the manning level for each vessel. The Coast Guard is concerned about the safety of foreign vessels operating in U.S. waters and is working with the International Maritime Organization (IMO) to develop more up-to-date guidance on the principles of safe manning. The aim of this guidance is to have crew complements based on the actual crew workload, taking into account work hour limits and rest requirements. During Port State Control (PSC) boardings of foreign vessels, the Safe Manning Document is checked against the actual manning of the vessel. In addition, licenses, certificates, and rest requirements are checked to ensure compliance with the STCW. The Coast Guard will work with representatives of the Flag State to resolve any of the problems. The Coast Guard may detain the vessel in port pending the resolution of the problems to ensure the correction of unsafe conditions, which may include requiring additional crewmembers if insufficient personnel are onboard to safely operate the vessel.

Pilotage

One speaker discussed the need for First Class Pilot's licenses on the inland waterway system. The speaker indicated that the current certification of inland pilots on parts of the inland waterway, which does not specify a geographic area of expertise, is insufficient. The speaker stated that the Coast Guard Regional Examination Centers need to ensure capable people can get their license.

In 1994, the Coast Guard revised the pilot regulations in 46 CFR 15.812 to eliminate the requirement for a First Class Pilot's license on non-designated areas of pilotage waters. Due to this change in regulations, it is now the companies' responsibility to ensure that the pilot they hire has the necessary expertise.

Maintenance

One speaker commented on maintenance. The speaker highlighted

problems with main propulsion failures due to the lack of proper maintenance of ships and equipment. Poor maintenance of ships and equipment has been noted in many casualties, including the December 1996 BRIGHT FIELD accident in New Orleans, LA, where poor maintenance was cited as a cause of the accident in the investigation report, which was published on October 31, 1997.

The speaker noted that the issue of maintenance should receive more attention than it has in the past. The Coast Guard is actively pursuing these efforts through its PSC and SIP programs, which target foreign vessels and domestic that are not operated or maintained properly. Additionally, the ISM Code becomes mandatory for many vessels on July 1, 1998, and requires both the company and the vessel to have a safety management system in place. A properly implemented safety management system will help prevent occurrences such as the BRIGHT FIELD'S loss of propulsion.

Conclusion

The Coast Guard is committed to PTP as a long-term effort to address the root cause of many of these accidents—the human element. Through the continuing efforts of the Coast Guard and marine community, we can all reduce and perhaps, eventually, eliminate these types of accidents. The Coast Guard has an unwavering commitment to safety, and through PTP is undertaking many bold initiatives. The marine community is invited to join in this effort to improve marine safety and environmental protection. Visit one of the web sites listed in this notice to learn more.

Dated: May 18, 1998.

R.C. North,

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

[FR Doc. 98-14163 Filed 5-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Meeting

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 air traffic issues.

DATES: The meeting will be held on June 16, 1998, 10:00 a.m.

ADDRESSES: The meeting will be held at the Air Traffic Control Association Headquarters, 2300 Clarendon Blvd., Suite 711, Arlington, VA.

FOR FURTHER INFORMATION CONTACT: Ms. Beth Allen, Transportation Regulations Analyst, Airmen and Airspace Rules Division, Office of Rulemaking (ARM-105), 800 Independence Avenue, SW, Washington, DC 20591. Telephone: (202) 267-8199, FAX: (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-43; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee. This meeting will be held on June 16, 1998, at 10:00 a.m., at the Air Traffic Control Association Headquarters, 2300 Clarendon Blvd., Suite 711, Arlington, VA.

The agenda for this meeting will include a review of the Special Visual Flight Rules (SVFR) Working Group's activities.

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 written 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 May 21, 1998.

Reginald C. Matthews,

Assistant Executive Director for Air Traffic Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 98-14167 Filed 5-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Air Carrier Operations

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