

by ATC to on course. Aircraft typically make the turn to the south either within Sarasota Bay (commuter aircraft) or west of the beaches of LongBoat Key to over the Gulf of Mexico (air carrier aircraft).

The NCP recommended the existing procedures be modified so that all aircraft weighing over 25,000 pounds and all jet aircraft departing RWY 32 be instructed to turn left at 0.9 DME to join the SRQ VOR 270 degree radial outbound. Aircraft would then continue on the SRQ VOR 270 degree radial until they are at least 7 DME, then proceed on course or as instructed by ATC. This would ensure that all jet aircraft are beyond the barrier island and over the Gulf of Mexico prior to turning either north or south.

The EA evaluates the proposed implementation of the revised departure procedures for RWY 32 at SRQ. These proposed procedures are designed to reduce aircraft noise impacts in two ways: first, by directing aircraft over the least populated area, and, secondly, by maximizing the aircraft flyovers above the residential buyout area identified in the NCP.

The FAA had previously approved the NCP. With issuance of the EA/FONSI, the FAA is approving the revised departure procedure for RWY 32 for implementation. However, implementation of the revised procedure will be delayed until training of ATC personnel and until publication of the appropriate documentation can be accomplished.

Issued in Washington, DC on November 17, 1998.

**William J. Marx,**

*Manager, Office of Air Traffic Airspace Management, Environmental Programs Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for December 10 and 11, 1998, beginning at

8:30 a.m. on December 10. Arrange for oral presentations by December 3, 1998.

**ADDRESSES:** Aerospace Industries Association, 1250 Eye Street, NW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075.

**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 given of an ARAC meeting to be held December 10-11, 1998 at Aerospace Industries Association, 1250 Eye Street, NW., Washington, DC.

The agenda will include:

**Thursday, December 10, 1998**

- Opening Remarks.
- FAA Report.
- Joint Aviation Authorities (JAA) Report.
- Transport Canada Report.
- Executive Committee (EXCOM) Meeting Report.
- Harmonization Management Team Report.
- Harmonization Program Plan Update.
- Seat Test HWG Report.
- Proposed Human Factors Terms of Reference (TOR) Update.
- Flight Test Harmonization Working Group (HWG) Report.
- Ice Protection HWG Report and Approval of Concept Plan.
- Engine HWG Report and Vote.
- Airworthiness Assurance HWG Report and Vote.
- System Design and Analysis HWG Report.
- Flight Guidance System HWG Report.

**Friday, December 11, 1998**

- Avionics Systems HWG Report.
- General Structures HWG Report.
- Electromagnetic Effects HWG Report and Vote.
- Loads and Dynamics HWG Report.
- Flight Control HWG Report.
- Electrical Systems HWG Report.
- Mechanical Systems HWG Report.
- Review Action Items.

The Ice Protection HWG will present a concept plan that addresses installation of ice detectors, aerodynamic performance monitors, or other acceptable means to warn flightcrews of ice accumulation on critical surfaces. The Engine HWG is requesting a vote for formal FAA legal review for a draft advisory circular that addresses compliance with the overspeed requirements of turbine,

compressor, fan, and turbosupercharger rotors. The Airworthiness Assurance HWG is requesting a vote to forward a recommendation to the FAA to develop regulations and advisory material to ensure that no large transport category airplane operate beyond a specified flight cycle limit unless an aging aircraft program has been incorporated in the operator's maintenance program. The Electromagnetic Effects HWG is requesting a vote for formal economic and legal review of a proposed notice and advisory circular on lightning protection.

Attendance is open to the public, but will be limited to the space available. The public must make arrangements by December 3, 1998, to present oral statements at the meeting. Written statements may be presented to the Committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine issues or by providing copies at the meeting. Copies of the documents to be voted upon may be made available by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

In addition, sign and oral interpretation as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on November 17, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-31268 Filed 11-20-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-98-4771]

#### Information Collection Available for Public Comments and Recommendations

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request approval for three years of a new information collection entitled Subsidy Voucher—Operating Differential Subsidy (Bulk & Liner Cargo Vessels).

**DATES:** Comments should be submitted on or before January 22, 1999.

**FOR FURTHER INFORMATION CONTACT:** Michael P. Ferris, Director, Office of