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#### Correction

In the **Federal Register** of November 19, 1998, in FR Doc. 98-30991, on page 64309, in the second column, correct the **DATES** caption to read:

**DATES:** The meeting dates are—

1. December 7, 1998, from 4:30 p.m. until 7 p.m., Cape May, NJ.
2. December 8, 1998, from 6:30 to 9 p.m., Yorktown, VA.
3. December 10, 1998, from 6:30 to 9 p.m., Petaluma, CA.

A public open house will be held before the Cape May meeting from 3 p.m. to 4:30 p.m. and before the Yorktown and Petaluma meetings from 3:30 p.m. to 5:30 p.m.

Written comments must reach the Docket Management Facility on or before December 24, 1998.

Dated: December 1, 1998.

#### D.E. Clapp,

*Capt, USCGR, Director of Reserve and Training Acting.*

[FR Doc. 98-32389 Filed 12-4-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[AC No. 20-XX FSCAP]

#### Proposed Advisory Circular (AC) on Eligibility and Evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts (FSCAP), Engines, and Propellers

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

**ACTION:** Notice of availability of proposed FSCAP AC and request for comments.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed AC pertaining to guidance for use in determining the eligibility of and evaluating U.S. military surplus flight safety critical aircraft parts for installation on U.S. type certificated products. This notice is necessary to give all interested persons the opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before February 5, 1999.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation

Administration, Continuous Airworthiness Maintenance Division, AFS-300, 800 Independence Avenue, SW., Washington, DC 20591, attention Al Michaels. Comments may be inspected at the above address between 9:00 a.m. and 4:00 p.m. weekdays, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Al Michaels, AFS-300, at the above address, or telephone (202) 267-8203, or facsimile (202) 267-5115.

#### SUPPLEMENTARY INFORMATION:

#### Comments Invited

A copy of the proposed AC may be obtained by downloading through the Internet at the following Uniform Resource Location (URL): <http://www.faa.gov/avr/afs/acs/fscap.doc>. The file name is "FSCAP." doc in word 6 format.

Interested persons are invited to comment on the draft AC by submitting such written data, views, or arguments as they may desire or E-mail Al Michaels at [Albert.Michaels@faa.gov](mailto:Albert.Michaels@faa.gov). Commenters should identify FSCAP AC, Eligibility and Evaluation of U.S. Military Surplus Flight Safety Critical Aircraft Parts, Engines, and Propellers to the address specified above. All comments will be considered by the Continuous Airworthiness Maintenance Division, AFS-300, before issuing the final AC.

#### Background

The U.S. Federal Property and Administrative Services Act of 1949, as amended, requires the Department of Defense (DoD) to dispose of its surplus property. However, the DoD is prevented from destroying property with economic value. With the "downsizing" of military requirements, increasing quantities of surplus DoD aircraft and their parts have become available for civil purchase. Depending on the aircraft type and/or whether these surplus military products have had civilian counterpart models for which an FAA U.S. type certificate had been issued, such aircraft may have potential eligibility for issuance of either standard or special airworthiness certificates. Concerns regarding military surplus aircraft parts, specifically those parts designated by the proponent military service as Flight Safety Critical Aircraft Parts (FSCAP), entering into the civil market place led to the forming of a joint DoD/FAA FSCAP Process Action Team (PAT). This team, representing the Defense Logistics Agency, the Departments of the Army, Navy and Air Force, and the FAA, produced recommendations related to the

identification, disposition and control of military surplus FSCAP. DoD and the FAA accepted the PAT recommendations and jointly signed the implementation plan memorandum in 1995. This proposed FSCAP AC is part of the Flight Safety Critical Aircraft Parts, Process Action Team's (PAT) implementation recommendations and provides guidance that is pertinent to any member of the aviation community concerned with the potential installation of military surplus FSCAP on FAA type-certificated products. While many military parts may be the same as their FAA-approved civil counterparts, they are not generally FAA-approved for installation. Typically, the procuring military service specifies requirements for the design, production, and acquisition of parts that may not meet 14 Code of Federal Regulations (CFR); however, certain parts procured by the DoD have the potential to be approved for civil use. Conversely, certain military unique FSCAP are currently part of FAA-certificated, restricted category military surplus products. Some military unique replacement parts have no alternative source other than the military surplus stocks originally procured solely for armed forces use.

The DoD makes no representation as to a military surplus part's eligibility for installation on FAA type certificated products. Therefore, prior to installing such parts on a certificated product, the installer must make a determination of airworthiness. In order to maintain the airworthiness of any aircraft, parts used to maintain the aircraft must meet that aircraft's applicable airworthiness requirements. Failure to comply with Federal Aviation Regulation requirements can subject the owner and/or installer to enforcement actions. Since military surplus parts may not meet FAA type design, and/or may have been operated outside the limitations specified by the Code of Federal Regulations inspections and/or FAA approvals may be needed to determine the part's condition for safe operation and eligibility for installation on a type-certificated product. This Advisory Circular (AC) would address a means to help the installer make these required determinations.

Issued in Washington, DC, on December 1, 1998.

**Richard O. Gordon,**

*Acting Director, Flight Standards Service.*

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