

9329. For information concerning this notice, contact Ms. Diane Schneider, Coast Guard Office of Vessel Traffic Management at 202-267-0352 or LCDR Frank Elfring, Coast Guard Office of Vessel Traffic Management at 202-267-6623.

SUPPLEMENTARY INFORMATION:

Background Information

Trends in vessel transit statistics show America's commercial waterways are increasingly more congested with larger vessels. In conjunction with this trend, there is an increasing urgency to move traffic through ports more efficiently and coordinate ship movements with ongoing port operations. Additionally, there is a great desire to mitigate incidences of miscommunication during inclement weather conditions and at night, which can result in accidents and near-miss encounters.

Later this year, the International Maritime Organization's (IMO) Subcommittee on Safety of Navigation is likely to conclude that AIS transponders are useful and worthwhile instruments for promoting safety in international waters and has prepared a recommendation on performance standards for a universal shipborne AIS. Concurrently, the Coast Guard is testing AIS as a domestic VTS tool in both the ship-to-ship and ship-to-shore modes. In anticipation of advancement of this innovative AIS technology, the Coast Guard is seeking public feedback on AIS, benefits to domestic waterways safety, and application of this technology to domestic vessels by way of carriage requirements.

The following projects are being tested and evaluated and will be discussed at the meeting: Ports and Waterways Safety Assessment (PAWSA), Port Operations Information for Safety and Efficiency (POISE), and Ports and Waterway Safety Systems (PAWSS).

PAWSA's main objective is to analyze current safety standards and waterways management tools. By analyzing these things, the Coast Guard will be able to determine whether or not a Vessel Traffic Service (VTS) is necessary in that port.

POISE is a computer Internet-based system that provides a collection of hot links to information about port activities.

PAWSS is an acquisition for future VTS in U.S. waters. This system is primarily an AIS-based system that will meet IMO technical and operational standards.

Request for Comments

The Coast Guard encourages submission of written data, views, or arguments on this notice. Persons submitting comments should include their names and addresses, identify this notice [USCG 1998-3721], the specific issue that each comment addresses, and the reason for the comment. Please submit all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing, to the Department of Transportation Docket Management Facility at the address under ADDRESSES. If you want acknowledgment of receipt of your comment, enclose a stamped, self-addressed postcard or envelope. The Coast Guard will consider all comments received during the comment period.

Agenda for Meeting

- (1) 9 a.m.-10:15 a.m.—Program Direction.
- (2) 10:30 a.m.-11:30 a.m.—Update on Ports and Waterway Safety Assessments.
- (3) 1 p.m.-2 p.m.—Partnerships for Operating Vessel Traffic Services.
- (4) 2 p.m.-3 p.m.—Update on Automatic Identification Systems.
- (5) 3:15 p.m.-4 p.m.—Vessel Traffic Management Customer Satisfaction Tools.
- (6) 4 p.m.-4:30 p.m.—Port Operations Information for Safety and Efficiency (POISE) Demonstration.

Public Meeting

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify Ms. Diane Schneider or LCDR Elfring listed under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. Written material may be submitted before, during, or after the meeting. Persons unable to attend the public meetings are encouraged to submit written comments as outlined above.

Information on Service for Individuals With Disabilities

For information on facilities or services for individuals with disabilities, or to request assistance at the meeting(s), contact Ms. Diane Schneider or LCDR Elfring at the address or phone number under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: April 6, 1998.

R.C. North,

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

[FR Doc. 98-9640 Filed 4-10-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 29194]

RIN 2120-AC22

Emissions and Dispersion Modeling System Policy for Airport Air Quality Analysis; Interim Guidance to FAA Orders 1050.1D and 5050.4A

AGENCY: Federal Aviation Administration, DOT.

ACTION: Policy Statement.

SUMMARY: This document provides a statement of Federal Aviation Administration (FAA) policy concerning the required use of the FAA Emissions and Dispersion Modeling System (EDMS) to assess the air quality impacts of proposed airport development projects. To date, the EDMS has been considered an FAA preferred model for airport air quality analysis. The policy statement is intended to ensure consistency and quality of analysis performed to assess the air quality impacts of airport emission sources for purposes of complying with the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 et seq. (NEPA) and the Clean Air Act as amended, 42 U.S.C. 7401, 7506(c) general conformity (general conformity) requirements.

EFFECTIVE DATE: April 13, 1998.

FOR FURTHER INFORMATION CONTACT: Ms. Julie Ann Draper, Analysis and Engineering Branch (AEE-120), Technology Division, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3494.

SUPPLEMENTARY INFORMATION: The EDMS was developed by the FAA in cooperation with the U.S. Air Force (USAF) in the mid-1980's as a complex source microcomputer model to assess the air quality impacts of proposed airport development projects. It has since been the FAA preferred model for airport air quality analysis. On July 20, 1993, the Environmental Protection Agency (EPA) accepted the EDMS as a formal EPA "Preferred Guideline" model for use in civil airports and

military bases. In response to the growing needs of the air quality analysis community and changes in regulations, the FAA in cooperation with the USAF re-engineered and enhanced EDMS in 1997 to create EDMS Version 3.0. EDMS Version 3.0 was built under the guidance of a government and industry advisory board composed of experts from the scientific, environmental policy, and analysis fields.

The FAA provides guidance on the use of EDMS in FAA Report No. AEE-AEE-97-03, "Air Quality Procedures for Civilian Airports and Air Force Bases," which updates and replaces the original version of the handbook, FAA Report No. FAA-82-21.

The FAA is taking this opportunity to identify EDMS as the *required* model to perform the air quality analyses for aviation emission sources from airport projects instead of the *preferred* model, as stated in the FAA's "Air Quality Procedures for Civilian Airports and Air Force Bases." This policy statement will serve as the interim written document until the revised FAA Orders 1050, Policies and Procedures for Considering Environmental Impacts, and 5050, Airport Environmental Handbook, are published.

Policy Statement

EDMS is designed to assess the air quality impacts of airport emission sources, particularly *aviation* sources, which consist of aircraft, auxiliary power units, and ground support equipment. EDMS also offers the capability to model other airport emission sources that are not aviation-specific, such as power plants, fuel storage tanks, and ground access vehicles.

Except for air toxics or where advance written approval has been granted to use an equivalent methodology and computer model by the FAA Office of Environment and Energy (AEE-120), the air quality analyses for aviation emission sources from airport projects conducted to satisfy NEPA and general conformity requirements under the Clean Air Act must be prepared using the most recent EDMS model available at the start of the environmental analysis process. In the event that EDMS is updated after the environmental analysis process is underway, the updated version of EDMS may be used to provide additional disclosure concerning air quality but use is not required. A complete description of all inputs, particularly the specification of non-default data, should be included in the documentation of the air quality analysis for purposes of complying with NEPA and general conformity

requirements. Users also must provide one copy of EDMS input files used in the analysis and the corresponding output files to the FAA responsible official on magnetic media specified by the FAA responsible official.

As stated above, EDMS currently is not designed to perform air toxic analyses for aviation sources, and may be supplemented with other air toxic methodology and models in consultation with the appropriate FAA regional program office. Use of supplemental methodology and models for more refined analysis of *non-aviation* sources also is permitted in consultation with the appropriate FAA regional program office.

This policy is being issued in order to ensure consistency and quality of analysis performed to assess the air quality impacts of airport emission sources for purposes of complying with NEPA and general conformity requirements.

Issued in Washington, DC, on April 6, 1998.

Paul R. Dykeman,

Deputy Director of Environment and Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

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 a Special Committee 159 meeting to be held April 27-May 1, 1998, starting at 9 a.m. on April 27. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Washington, DC 20036.

The agenda will be as follows:

Specific Working Group Sessions:
April 27: Working Group (WG)-2, WAAS, Rooms A and B; WG-4B Airport Surface Surveillance, Room C; April 28: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Rooms A and B; WG-2, WAAS, Room C; April 29: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Rooms A and B; WG-2, WAAS, Room C; WG-2A, GPS/GLONASS, Room D, 9 a.m.-12 noon; WG-2C, GPS/Inertial, Room D, 1 p.m.-4:30 p.m.; April 30: WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Rooms A and B, 9 a.m.-12 noon.

Plenary Session Agenda, April 30, 1:30 p.m.-4:30 p.m., Rooms A and B; May 1, 9 a.m.-4:30 p.m., Rooms A and B: (1) Chairman's Introductory Remarks; (2) Review/Approval of Minutes of Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: (a) GPS/WAAS (WG-2); (b) GPS/GLONASS (WG-2A); (c) GPS/Inertial (WG-2C); (d) GPS/Precision Landing Guidance and Airport Surface Surveillance (WG-4); (e) Interference (WG-6); (4) Review of EUROCAE Activities; (5) Review/Approval of Proposed Final Drafts: MASPS for LAAS Cat I/II/III, Interface Control Document for LAAS, and Change 3 to RTCA/DO-229; (6) Assignment/Review of Future Work; (7) Other Business; (8) Date and Location 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 Mr. Harold Moses, RTCA Program Director, at (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 April 7, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98-9647 Filed 4-10-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-98-3409]

Third Party CDL Knowledge and Skills Testing Pilot Project

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to conduct a pilot project; request for comments.

SUMMARY: The Federal Highway Administration is proposing a pilot project to evaluate the use of third party testers to administer commercial driver's license (CDL) knowledge testing under certain conditions. The FHWA is proposing this action in response to requests from Arizona, Colorado and Florida. These States desire this added flexibility as a means to streamline State Government and improve customer services. Upon completion of the pilot project, the FHWA would evaluate the results and make a final determination as to whether the integrity of the CDL