

rule change is appropriate and consistent with the Act.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act, that the proposed rule change, SR-NASD-97-35 be, and hereby is, approved on an accelerated basis.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.⁹

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 98-15079 Filed 6-5-98; 8:45 am]

BILLING CODE 8010-01-M

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3082]

State of Kentucky; (Amendment #2)

In accordance with a notice from the Federal Emergency Management Agency dated May 13, 1998, the above-numbered Declaration is hereby amended to include Pike County in the State of Kentucky as a disaster area due to damages caused by severe storms, tornadoes, and flooding beginning on April 16, 1998 and continuing through May 10, 1998.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the previously designated location: McDowell and Mingo Counties in West Virginia, and Buchanan, Dickenson, and Wise Counties in Virginia. Any counties contiguous to the above-name primary county and not listed herein have been previously declared.

All other information remains the same, i.e., the deadline for filing applications for physical damage is June 28, 1998 and for economic injury the termination date is January 29, 1999.

The economic injury number for West Virginia is 987600 and for Virginia the economic injury number is 987700.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: May 21, 1998.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 98-15170 Filed 6-5-98; 8:45 am]

BILLING CODE 8025-01-U

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3078]

State of Tennessee; (Amendment #3)

In accordance with a notice from the Federal Emergency Management Agency dated May 18, 1998, the above-numbered Declaration is hereby amended to establish the incident period for this disaster as beginning on April 16, 1998 and continuing through May 18, 1998.

All other information remains the same, i.e., the deadline for filing applications for physical damage is June 19, 1998 and for economic injury the termination date is January 20, 1999.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: May 21, 1998.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 98-15169 Filed 6-5-98; 8:45 am]

BILLING CODE 8025-01-U

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings, Agreements Filed During the Week Ending May 29, 1998

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-98-3889.

Date Filed: May 28, 1998.

Parties: Members of the International Air Transport Association.

Subject: PTC12 Telex Mail Vote 942, Zimbabwe-US/Canada/Mexico fare adjustment, r1-First/Intermediate fares, r2-Normal economy/special fares, Intended effective date: July 1, 1998.

Docket Number: OST-98-3890.

Date Filed: May 28, 1998.

Parties: Members of the International Air Transport Association.

Subject: COMP Telex Mail Vote 941 Reso 010L, Zimbabwe fares—(excluding US/Canada/Mexico), Intended effective date: July 1, 1998.

Dorothy W. Walker.

Federal Register Liaison.

[FR Doc. 98-15151 Filed 6-5-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1998-3897]

Merchant Marine Personnel Advisory Committee; Vacancies

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

SUMMARY: The Coast Guard seeks applications for appointment to membership on the Merchant Marine Personnel Advisory Committee (MERPAC). MERPAC provides advice and makes recommendations to the Coast Guard on matters related to the training, qualification, licensing, certification, and fitness of seamen serving in the U.S. merchant marine.

DATES: Applications must reach the Coast Guard on or before August 1, 1998.

ADDRESSES: You may request an application form by writing to Commandant (G-MSO-1), U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593-0001; by calling 202-267-0229; or by faxing 202-267-4570. Submit application forms to the same address. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

For questions on this notice, contact Commander Steven J. Boyle, Executive Director of MERPAC, or Mr. Mark C. Gould, Assistant to the Executive Director, telephone 202-267-6890, fax 202-267-4570. For questions on this docket, contact Carol Kelly, Coast Guard Dockets Team Leader, or Paulette Twine, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-9329.

SUPPLEMENTARY INFORMATION: MERPAC is chartered under the Federal Advisory Committee Act, 5 U.S.C. App. 2. It provides advice and makes recommendations to the Assistant Commandant for Marine Safety and Environmental Protection, on merchant marine personnel issues such as implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, types of marine simulation utilized in lieu of sea service for marine licenses, and regional examination center activities.

MERPAC meets at least twice a year, once at Coast Guard Headquarters, Washington, DC, and once elsewhere in the country. Its subcommittees and working groups may also meet to consider specific problems as required.

The Coast Guard will consider applications for six positions that expire

⁹ 17 CFR 200.30-3(a)(12) (1997).

on January 31, 1999. Applicants with one or more of the following backgrounds are needed to fill the positions:

- (a) Licensed Deck Officer.
- (b) Shipping Company employed in ship operation management.
- (c) Licensed Engineering Officer.
- (d) Pilot.
- (e) Able Bodied Seaman.
- (f) Marine Educator associated with a maritime academy.

Each member serves for a term of 3 years. No member may hold more than two consecutive 3-year terms. MERPAC members serve without compensation from the Federal Government; however, travel reimbursement and per diem will be provided.

In support of the policy of the Department of Transportation on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and members of minority groups.

Applicants selected may be required to complete a Confidential Financial Disclosure Report (OGE Form 450). Neither the report nor the information it contains may be released to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act (5 U.S.C. 552a).

Dated: May 28, 1998.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 98-15141 Filed 6-5-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1998-3917]

Year 2000 (Y2K) Problems in the Maritime Industry

AGENCY: Coast Guard, DOT.

ACTION: Notice; solicitation of comments.

SUMMARY: "Y2K" is the acronym for "Year 2000" and the problems which may occur in computer software and equipment with computer chips before, on or after January 1, 2000. The effects on equipment could be disastrous. Consequently, the Coast Guard has arranged to serve as a clearing house for any lessons learned or problems identified with this issue as it relates to the maritime industry.

DATES: This docket will remain open until January 1, 2002.

ADDRESSES: You may mail comments to the Docket Management Facility,

[USCG-1998-3917], U.S. Department of Transportation, Room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001, or deliver them to room PL-401, located on the Plaza Level of the Nassif Building at the same address between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 366-9329.

The Docket Management Facility maintains the public docket for this notice. Comments will become part of this docket and will be available for inspection or copying at room PL-401, located on the Plaza Level of the Nassif Building at the above address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. You may also access this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

For questions concerning the issues discussed in this notice contact John Schonacher at the National Maritime Center, (703) 235-0018. For questions concerning the Docket Management Service contact Paulette Twine, Chief, Documentary Services Division, U.S. Department of Transportation, telephone (202) 366-9329.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested person to participate in discussions regarding the Y2K problem by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identifying this notice and the specific section of this notice to which each comment applies, and give the reason for each comment. Please submit all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Background and Purpose

"Y2K" is the acronym for "Year 2000" and the problems which may occur in computer software and equipment with computer chips at the onset of the year 2000. This phenomenon is also referred to as the "Millennium Bug." Either term may be used to describe the potential failure of software and electronic devices prior to, on, or after January 1, 2000.

The potential exists because of the widespread industry practice of using two digits, not four, to represent the year in computer databases, software applications, and hardware chips to

store or calculate dates. Many systems will cease "00" in the year 2000 because they will treat the year as 1900 instead. The results may be disastrous. For example, envision the scenario of a generator or main engine which automatically shuts down because the automated control system believes it has not received maintenance for 97 years instead of 3 years.

The Y2K problem is not confined to large mainframe computer systems. Personal computers and electronics embedded with microprocessors are also at risk. "Smart Devices" on board ships, ranging from simple items such as timers, to more sophisticated systems like electronic cargo handling systems, radar systems, and GPS, could be affected and are at risk from this threat.

This problem is not limited to U.S. and foreign flag ships, but also affects port facilities of every kind. In addition to shipboard systems with embedded microprocessors or date sensitive lines of codes, the effects of Y2K on related shoreside systems should be considered. These include, but are not limited to crane, cargo systems, servicing equipment, firefighting and scheduling equipment.

The insidious nature of this problem is compounded by the fact that identical devices, performing well today, may act very differently in the year 2000. This potentially drastic difference in performance is due to the fact that they each may use a very slightly different chip. For this reason, experts recommend that any "smart" system or electronic device be checked out.

A recent survey found that only one in six of the corporations surveyed have begun implementing a Y2K fix. Many executives apparently do not understand the magnitude of the problem or the complexity and costs involved with fixing it. Corporations and government agencies will reportedly spend over \$200 billion, by even conservative estimates, to fix the Y2K problem.

In addition to the Coast Guard's Marine Safety Y2K website, the International Chamber of Shipping has a site at <http://www.ship2000.com>. This site provides a comprehensive look at Y2K issues in the maritime industry, and contains links to other maritime Y2K sites.

Due to the potentially significant impact of this problem, the Coast Guard has arranged to serve as a clearing house for any lessons learned or problems identified with this issue as it relates to the maritime industry. The comment period will be open until January 1, 2002, since we anticipate that problems may still occur at least two years after