

Council International, N.A. (ACI), we are now convinced that our original schedule for submission of this material was unrealistic.

The ATA petitioned pursuant to the Department's Rulemaking Procedures (49 CFR 5.25(a)) to extend the comment period by at least 120 days, to December 30, 1998 on the grounds that it needs time to prepare and conduct an extensive survey of airlines and airports, organize and analyze the data collected, and draft comments for approval by its members in response to the complex issues we raised. Stating that it does not wish to unduly delay this proceeding, ATA nevertheless argued that we have no regulatory deadline to meet and that it could be more helpful if it had more time to collect and analyze information. In further support of its petition, the ATA claimed it will need time to review our expected responses to its August 6 Freedom of Information Act requests for records pertinent to our **Federal Register** notice in this docket. Finally, the ATA requests a supplemental notice and comment period for our intended methodology for analyzing the information and data relevant to the competitive issues affecting the airline industry. ATA requested that we act within ten business days of its filing. The ATA stated that, since its member airlines serve, either directly or through code-share relationships, about 95 percent of the more than 400 domestic commercial service airports, it has a substantive interest in this proceeding.

In a July 16 letter to us, the ACI said that our September 1 deadline would not allow it adequate time to compile, verify and analyze pertinent information from airport operators and then prepare well-reasoned responses to the complex legal, economic, and policy questions identified.

Under our rules (49 CFR 5.25(b)), we may grant a petition for extension of time when a petitioner shows that it is in the public interest and the petitioner has good cause for the extension and a substantive interest in the proposed action. We have determined that it would be reasonable and in the public interest to give parties more time to prepare their submissions. While we are interested in a prompt study of the competitive issues affecting the domestic airline industry, we realize that the industry needs additional time to formulate its comments, to issue surveys, and to process the survey results.

#### *Accordingly:*

1. We grant the request of the Air Transport Association to extend the date by which comments to Docket No. OST-

98-4025 are due to December 30, 1998; and

2. We deny all other requests.

**Rosalind A. Knapp,**

*Deputy General Counsel, Department of Transportation.*

**Susan L. Kurland,**

*Associate Administrator for Airports, Federal Aviation Administration.*

[FR Doc. 98-23080 Filed 8-26-98; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Tasks

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

**ACTION:** Notice of new task assignments for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given of new tasks assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

**FOR FURTHER INFORMATION CONTACT:** Stewart R. Miller, Transport Standards Staff (ANM-110), Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; phone (425) 227-1255; fax (425) 227-1320.

#### **SUPPLEMENTARY INFORMATION:**

#### **Background**

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA's rulemaking activities with response to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize its Federal Aviation Regulations (FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine Issues. These issues involve the airworthiness standards for transport category airplanes and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

#### **The Tasks**

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization tasks:

#### *Task 15: Structural Integrity of Fuel Tanks for Emergency Landing Conditions and Landing Gear*

Review the current standards of §§ 25.721, 25.963 and 25.994 as they pertain to the strength of fuel tanks and protection from rupture during emergency landing conditions including landing gear break-away. Review also any related FAA and JAA advisory material. In the light of this review, recommend changes to harmonize these sections and the corresponding JAR paragraphs, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by July 31, 1999.

#### *Task 16: Fire Protection of Structure*

Review the current standards of § 25.865 and those for corresponding JAR 25.865 as they pertain to the protection of Loads and Dynamics and structures from fires in designated fire zones. Review also FAA issue papers issued for engine support structures made of materials other than steel, and any related JAA advisory material. In the light of this review, recommend changes to harmonize this section and the corresponding JAR paragraph, recommend new harmonized standards, and develop related advisory material as necessary.

The FAA expects ARAC to submit its recommendation(s) resulting from this task by March 31, 2001.

The FAA requests that ARAC draft appropriate regulatory documents with supporting economic and other required analyses, and any other related guidance material or collateral documents to support its recommendations. If the resulting recommendation(s) are one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

#### **Working Group Activity**

The Loads and Dynamics Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider transport airplane and engine issues held following publication of this notice.

2. Give a detailed conceptual presentation of the proposed

recommendations, prior to proceeding with the work stated in item 3 below.

3. Draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations. If the resulting recommendation is one or more notices of proposed rulemaking (NPRM) published by the FAA, the FAA may ask ARAC to recommend disposition of any substantive comments the FAA receives.

4. Provide a status report at each meeting of ARAC held to consider transport airplane and engine issues.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public. Meetings of the Loads and Dynamics Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 20, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-22999 Filed 8-26-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Prepare an Environmental Impact Statement and To Conduct Scoping for Proposed Air Traffic Control Procedures and Airspace Modifications for Aircraft Entering and Existing the Chicago and Milwaukee Airspace Areas

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

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement and to Conduct Public Scoping.

**SUMMARY:** The Federal Aviation Administration (FAA), Great Lakes Region, is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered to evaluate proposed air

traffic control procedures and airspace modifications for aircraft entering and exiting the Chicago and Milwaukee Terminal Radar Approach Control airspace areas. To ensure that all significant issues related to the proposed action are identified, public scoping will be held.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Annette Davis, Federal Aviation Administration, Great Lakes Region, Air Traffic Division, 2300 East Devon Avenue, Des Plaines, Illinois, 60018, 847-294-7832.

**SUPPLEMENTARY INFORMATION:** The FAA will prepare an EIS to evaluate proposed air traffic control procedures and airspace modifications as identified by the Chicago Terminal Airspace Project (CTAP). The purpose of the proposed changes is to improve traffic flows and reduce airborne and ground delays during peak periods. The proposed changes would enhance safety and efficiently by maximizing controller flexibility and simplifying operations for pilots.

The primary focus of the proposed project is the transfer of portions of the Chicago Air Route Traffic Control Center (ARTCC) airspace to Chicago Terminal Radar Approach Control (TRACON) airspace along the existing high-altitude arrival gateways. Components of the proposal also include:

- One additional high-altitude arrival route, two modified arrival routes, and more flexible use of existing departure corridors for Chicago O'Hare International Airport
- A more direct route for arrival aircraft from the northwest and northeast destined for Chicago Midway Airport, Chicago Meigs Airport, Gary Airport, and other general aviation/reliever airports
- One new high-altitude arrival route separating Milwaukee General Mitchell Airport and reliever/satellite airport traffic

The proposed changes would occur within a widespread area and include primary and reliever airports in northeast Illinois, southern Wisconsin, and northwest Indiana. Because there exists a potential to generate noise impacts, the FAA has made a decision to initiate the EIS process. The FAA retains the option to terminate the EIS process and issue an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) if warranted, based on the environmental review process.

**Public Scoping:** The purpose of scoping is to ensure that the full range of issues related to a proposed project

are addressed and all significant issues are identified. In this endeavor, comments and suggestions are invited from Federal, State, and local agencies, and other interested parties. Copies of materials regarding the proposed project may be obtained from the information contact listed above.

Information is also available on the Internet at the web site address <http://www.faa.gov/ctap.html>.

To facilitate understanding of the proposed project and receipt of comments from the public, two scoping meetings will be held on Monday, September 28, 1998. The first meeting, for community representatives, locally elected officials, and special interest groups, will be held from 10:00 a.m. to 12:00 p.m. at the Federal Aviation Administration Great Lakes Regional Office, 2300 E. Devon Avenue, Des Plaines, IL, 60018, Room 453. A second meeting, for resource agencies will be held from 1:00 p.m. to 3:00 p.m. at the Federal Aviation Administration Great Lakes Regional Office, 2300 E. Devon Avenue, Des Plaines, IL, 60018, Room 453. A workshop for the general public will be held Thursday, October 1, from 5:00 p.m. to 8:00 p.m., at the Federal Aviation Administration Great Lakes Regional Office, 2300 E. Devon Avenue, Des Plaines, IL, 60018, Room 166/170.

Written comments may be mailed to Ms. Annette Davis, AGL-520.E, Federal Aviation Administration, Great Lakes Region, Air Traffic Division, 2300 E. Devon Avenue, Des Plaines, IL, 60018, prior to October 16, 1998.

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Issued in Des Plaines, Illinois, on August 20, 1998.

**Richard K. Petersen,**

*Acting Assistant Manager, Air Traffic Division.*

[FR Doc. 98-23005 Filed 8-26-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA; Joint Special Committee 190/ EUROCAE Working Group 52

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 Joint Special Committee (SC)-190/EUROCAE Working Group (WG)-52 meeting to be held September 14-18, 1998, starting at 8:30 a.m. each day. The meeting will be held at Hotel Le Domain de Mousquety, 84800, L'Isle sur la Sorgue, France. The hotel phone number is 011 33 04 90 38