

Issued in Renton, Washington on December 7, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-33096 Filed 12-11-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99-01-C-00-PKB) to Impose and Use a Passenger Facility Charge (PFC) at Wood County Airport in Parkersburg, West Virginia

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use a PFC at Wood County Airport in Parkersburg, West Virginia, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before January 13, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Elonza Turner, Project Manager, Beckley Airports Field Office, 176 Airport Circle, Rm. 101, Beaver, WV 25813-9350.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Carolyn Strock, airport manager for the Wood County Airport Authority at the following address: P.O. Box 4089, Parkersburg, WV 26104-0089.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Wood County Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Elonza Turner, Project Manager, Beckley Airports Field Office, 176 Airports Circle, Beaver, West Virginia, 25813 (Tel. (304) 252-6216). The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use a PFC at Wood County Airport under the provisions of the Aviation

Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 23, 1998, the FAA determined that the application to impose and use a PFC submitted by the Wood County Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 20, 1999.

The following is a brief overview of the application.

Application number: 99-01-C-00-PKB.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: May 1, 1999.

Proposed change expiration date: December 1, 2002.

Total estimated PFC revenue: \$305,491.

Brief description of proposed projects:

- Rehabilitate Taxiway (H)
- Rehabilitate Runway (3-21)
- Rehabilitate Runway (10-28)

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Under FAR Part 135—Charter Operators for hire to the general public and Unscheduled Part 121 Charter Operators for hire to the general public.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, #111, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Wood County Airport Authority.

Thomas Felix,

Manager, Planning & Programming Branch, AEA-610, Eastern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Prevention of Prohibited Drug Use in Transit Operations; Prevention of Alcohol Misuse in Transit Operations

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of random drug and alcohol testing rate.

SUMMARY: This notice announces the random testing rates for employers

subject to the Federal Transit Administration's (FTA) drug and alcohol rules.

EFFECTIVE DATE: January 1, 1999.

FOR FURTHER INFORMATION: Judy Meade, Director of the Office of Safety and Security (202) 366-2896 (telephone) and (202) 366-7951 (fax). Electronic access to this and other documents concerning FTA's drug and alcohol testing rules may be obtained through FTA's Transit Safety and Security Bulletin Board at 1-800-231-2061 or through the FTA World Wide Web home page at <http://www.fta.dot.gov>; both services are available seven days a week.

SUPPLEMENTARY INFORMATION: The Federal Transit Administration (FTA) required large transit employers to begin drug and alcohol testing "safety-sensitive" employees on January 1, 1995, and to report, annually by March 15 of each year beginning in 1996, the number of "safety-sensitive" employees who had a verified positive for the use of prohibited drugs, and the number of safety-sensitive employees who tested positive for the misuse of alcohol. Small employers started testing their "safety-sensitive" employees on January 1, 1996, and began reporting the same information as the large employers beginning on March 15, 1997. Employers are required annually to submit other data, not relevant here, in the same report; these data are available from the FTA as discussed below.

The rules established a random testing rate for prohibited drugs and the misuse of alcohol; specifically, the rules require that employers conduct random drug tests at a rate equivalent to at least 50 percent of their total number of safety-sensitive employees for prohibited drug use and at least 25 percent for the misuse of alcohol. The rules provide that the drug random testing rate may be lowered to 25 percent if the "positive rate" for the entire transit industry is less than one percent for two consecutive years. Once lowered, it may be raised to 50 percent if the positive rate equals or exceeds one percent for any one year. ("Positive rate" means the number of positive results for random drug tests conducted under part 653 plus the number of refusals of random tests required by part 653, divided by the total number of random drug tests, plus the number of refusals of random tests required by part 653.)

Likewise, the alcohol rule provides that the random rate may be lowered to 10 percent if the "violation rate" for the entire transit industry is less than .5 percent for two consecutive years. It will remain at 25 percent if the

"violation rate" is equal to or greater than .5 percent but less than one percent, and it will be raised to 50 percent if the "violation rate" is one percent or greater for any one year. ("Violation rate" means the number of covered employees found during random tests given under part 654 to have an alcohol concentration of .04 or greater, plus the number of employees who refuse a random test required by part 654, divided by the total reported number of random alcohol tests conducted under part 654, plus the total number of refusals of random tests, required by part 654.)

FTA has received and analyzed the 1997 data from large and small transit employers. The "positive rate" for random drug tests was 1.21 percent and the "violation rate" for random alcohol tests was 0.14 percent; therefore, for 1999, transit employers will continue to be required to conduct random drug tests at a rate equivalent to at least 50 percent of the total number of their "safety-sensitive" employees for prohibited drugs. In 1998, the FTA lowered the random alcohol testing rate to 10 percent. Because the random alcohol violation rate was lower than .5 percent for two consecutive years (0.21 percent for 1996 and 0.19 percent for 1997), the random alcohol testing rate will remain at 10 percent for 1999.

FTA will be publishing in December a detailed report on the 1997 data collected from large and small employers. This report may be obtained from the Office of Safety and Security, Federal Transit Administration, 400 Seventh Street, SW, Room 9301, Washington, DC 20590, (202) 366-2896.

Issued: December 8, 1998.

Gordon J. Linton,
Administrator.

[FR Doc. 98-33113 Filed 12-11-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice 98-12]

Safety Advisory; High Pressure Composite Cylinders

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: RSPA is alerting persons who own, use or are responsible for the maintenance of composite cylinders to a hazard. Damage may occur when a composite cylinder comes in contact

with strong cleaners or other strong corrosive agents. RSPA is aware of ruptures involving two DOT-E 8059 composite cylinders made with aluminum liners and wrapped with "S glass" fibers. The probable cause of both cylinder failures was stress-corrosion cracking of the fiberglass overwraps as a result of exposure to a strong corrosive agent.

FOR FURTHER INFORMATION CONTACT: Cheryl West Freeman, Office of Hazardous Materials Technology, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, 20590-0001, Telephone (202) 366-4545.

SUPPLEMENTARY INFORMATION: RSPA investigated two failures involving self-contained breathing apparatus (SCBA) cylinders manufactured by EFI Corporation under exemption, DOT E-8059. The first failure occurred in March 1996 at the Humboldt (California) Fire Protection District. The second failure occurred this year at the Hawthorne (Florida) Volunteer Fire Department. Both cylinders failed while stored in fire trucks. Exponent-Failure Analysis Associates (FaAA) in Menlo Park, California, analyzed the cylinders. In its reports, FaAA concluded that the failures were caused by stress-corrosion cracking of the fiberglass wraps resulting from exposure to a strong corrosive agent. Fiberglass composite cylinders are particularly at risk for stress-corrosion cracking because the fibers are under constant tension due to the internal pressure. When the structural integrity of the overwrap is weakened, a catastrophic failure of a cylinder can occur that may result in serious injury or death.

Persons responsible for the care of composite cylinders should take measures to ensure that they do not come in contact with strong corrosive agents, that the cylinders are washed only with a mild soap and water solution, and that all recommendations of the cylinder manufacturer or distributor in regard to maintenance, requalification and use are carefully followed.

Issued in Washington, DC on December 8, 1998.

Alan I. Roberts,
Associate Administrator for Hazardous Materials Safety.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-98-4523; Notice 1]

Pipeline Safety: Request for System Integrity Inspection Pilot Program Applications

AGENCY: Office of Pipeline Safety, DOT.

ACTION: Notice of Request for Letters of Application.

SUMMARY: The Office of Pipeline Safety (OPS) is initiating a new program with interstate pipeline operators to evaluate an approach to improve the effectiveness of the inspection process. The System Integrity Inspection Pilot Program is designed to enhance the inspection practices currently in use by focusing on a broad set of pipeline integrity issues instead of conducting inspections only from a regulatory compliance perspective. OPS invites eligible pipeline operators to submit Letters of Application expressing interest in participating in the Pilot Program. This notice begins the solicitation process by specifying a deadline and address for Letters of Application and by providing guidance for operators interested in participating.

DATES: Letters of application will be accepted until February 12, 1999.

ADDRESSES: Interstate pipeline operators interested in participating in the System Integrity Inspection Pilot Program should send their letters of application to Richard B. Felder, Associate Administrator for Pipeline Safety, Research and Special Programs Administration, Department of Transportation, Room 7128, 400 7th Street, SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Donald Moore (816) 426-2654 or any of the five OPS Regional Directors: William Gute (202) 366-4580, Frederick Joyner (405) 562-3530, Ivan Huntoon (816) 426-2654, Rodrick Seeley (713) 718-3746, or Christopher Hoidal (303) 231-5701.

SUPPLEMENTARY INFORMATION:

I. Introduction

The Office of Pipeline Safety (OPS) is in the process of improving its regulatory programs to assure greater levels of safety, environmental protection, and service reliability. An important part of this effort is re-examining the approach OPS uses to conduct inspections of interstate pipeline operators and searching for more effective processes. Traditionally, OPS inspections have focused strongly