

marine safety and environmental protection through the ISM Code;

(4) Identifying actions to achieve full compliance with and effective implementation of the ISM Code; and

(5) Evaluating the effectiveness of internal reporting and auditing under the ISM Code, and recommending actions to ensure the accuracy and candidness of such reporting and auditing. These recommended actions might include proposed limits on the use of documents produced following external audits required by the ISM Code in legal proceedings.

Questions to the Public and Maritime Industry

We are initiating research for the study by requesting answers to the questions listed below. You may submit your responses in writing to the docket at the address under **ADDRESSES** or present them orally at the public meeting on May 14, 1999. Please consider the following questions with regard to granting access to information in the SMS. Who should have access to this information and what impact could the release of this information have on safety and the intended purpose of the information?

(1) Should the information contained in an SMS be restricted to direct users of the system, i.e., recognized organizations directly responsible for the audit of the system, Port State and Flag State authorities, etc. and no others?

(2) Would restricting the use of information in the SMS to only those entities listed in Question 1, and excluding all others, appreciably improve candid reporting of corrective actions for items related to safety or environmental protection?

(3) If you answered that restricting the access to or use of SMS information by entities other than those listed in Question 1 would improve the reporting of corrective actions, please respond. Would this improvement be of a sufficient magnitude to justify placing restrictions on the use of that information?

(4) If selected entities could be granted access beyond those listed in Question 1, who should they be and why?

(5) Who should not, under any circumstances, be granted access to the information in the SMS and why?

(6) Should the safety information and records contained in the SMS be as accessible as other similar information now contained in ships logs and other records required to be maintained by law, regulations or international

convention (e.g., the ships oil record book)?

(7) If company SMS procedures and SMS audit report information is made available and could be used by private litigants in actions against the company or company employees; what impact, if any, would the use of this information have on the level of detail vessel crew members and company personnel would use in creating and maintaining records that identify corrective actions related to safety items?

(8) Instead of restricting access to the information, should restrictions be placed on the use of the information from the SMS? If yes, for what purposes should information in the SMS not be used?

(9) Are there SMS records that should be accessible while other SMS records should be restricted?

(10) Are there other alternatives that would promote candidness of reporting that would not restrict access (e.g., placing limits of liability on actions stemming from use of information in the SMS)?

Dated: April 16, 1999.

Jeffery P. High,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99-10113 Filed 4-21-99; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[ALJ 99-0004-CIV]

In the Matter of Parker & Parsley Petroleum USA, Inc.

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed penalty; opportunity to participate.

SUMMARY: The Coast Guard gives notice of the proposed assessment of a Class II administrative penalty against Parker & Parsley Petroleum USA, Inc. for violations of the Federal Water Pollution Control Act (FWPCA). The alleged violation involves a discharge of approximately 77,523 gallons of oil into and upon Deadend Canal, Franklin, Louisiana and adjoining navigable waters of the United States on or about November 26, 1996 and continuing through and including December 5, 1996. Interested persons may participate or file comments in this proceeding.

DATES: Filings in this matter must be received no later than May 24, 1999.

ADDRESSES: You may mail comments to the Hearing Docket Clerk, Administrative Law Judge Docketing

Center, United States Coast Guard, 40 South Gay Street, Room 412, Baltimore, Maryland 21202-4022. Comments may also be personally delivered to Room 412 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (410) 962-7434. You may also fax your comments to (410) 962-1742.

The Administrative Law Judge Docketing Center maintains the public docket for this matter. Comments will become part of this docket and will be available for inspection or copying in Room 412 at the address listed above. **FOR FURTHER INFORMATION CONTACT:** Mr. George J. Jordan, Director of Judicial Administration, Office of the Chief Administrative Law Judge, Commandant (G-CJ), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001. The telephone number is (202) 267-2940.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to submit written comments. Persons submitting comments should include their name, address, identify this document (ALJ 99-0004-CIV), and state the reason for each specific comment. Please submit all comments and attachments in an unbound format on white paper no longer than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment or receipt of comments should enclose self-addressed, stamped postcards or envelopes.

Discussion

This is a Class II civil penalty proceeding brought under section 311(b)(3) of the Federal Water Pollution Control Act (33 U.S.C. 1251 et. seq.) (FWCPA), as amended by the Oil Pollution Act of 1990 (33 U.S.C. 1321(b)(3)). The FWPCA requires the Coast Guard to publish notice of the proposed issuance of an order assessing a Class II civil penalty in the **Federal Register**.

If you wish to be an interested person, you must file written comments on the proceeding or written notice of intent to present evidence at any hearing held in this Class II civil penalty proceeding with the Hearing Docket Clerk.

The following table explains how interested persons may participate in a Class II civil penalty proceeding.

If—	Then—
a hearing is scheduled.	You will be given

If—	Then—
the proceeding is concluded without a hearing.	<p>Notice of any hearing; A reasonable opportunity to be heard and to present evidence during any hearing; and Notice and a copy of the decision.</p> <p>33 CFR 20.404</p> <p>You may petition the Commandant of the Coast Guard to set aside the order and to provide a hearing.</p> <p>You must file the petition within 30 days after issuance of the administrative law judge's order.</p> <p>33 CFR 20.1102.</p>

You can find the regulations concerning Class II civil penalty proceedings in 33 CFR Part 20.

The Coast Guard alleges that on or about November 26, 1996 and continuing through and including December 5, 1996, Parker & Parsley Petroleum USA, Inc. discharged approximately 77,523 gallons of oil into and upon Deadend Canal, 100 yards off the Atchafalaya River, Myette Point, Franklin, Louisiana and adjoining navigable waters of the United States.

The Coast Guard filed the complaint on March 24, 1999 at New Orleans, LA.

The Respondent is Parker & Parsley Petroleum USA, Inc., 303 W. Wall Street, Suite 101, Midland, Texas 79701.

The Coast Guard seeks a civil penalty of \$100,000.

Dated: April 15, 1999.

George J. Jordan,

Director of Judicial Administration, Office of the Chief Administrative Law Judge, United States Coast Guard.

[FR Doc. 99-10112 Filed 4-21-99; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular (AC) 23.1309-1C, Equipment, Systems, and Installations in Part 23 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular (AC) 23.1309-1C, Equipment, Systems, and Installations in Part 23 Airplanes. AC 23.1309-1C provides information and guidance concerning an acceptable means, but not the only means of showing compliance with the

requirements of § 23.1309(a) and (b) (Amendment 23-49) for equipment, systems, and installations in Title 14 Code of Federal Regulations (14 CFR) Part 23 airplanes.

DATES: AC 23.1309-1C was issued by the Manager, Small Airplane Directorate, Aircraft Certification Service, ACE-100, on March 12, 1999.

HOW TO OBTAIN COPIES: This AC is currently available on the internet at <http://www.faa.gov/avr/air/airhome.htm>.

Printed versions of this AC should be available within 60 days of the issue date and copies may be obtained by writing the U.S. Department of Transportation, Subsequent Distribution Office, SVC-121.23, Ardmore East Business Center, 3341, Q 75th Avenue, Landover, MD 20785, or by faxing your request to that office at 301-386-5394.

Issued in Kansas City, Missouri, on April 9, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-10087 Filed 4-21-99; 8:45 am]

BILLING CODE 4910-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular (AC) 23.1311-1A, Installation of Electronic Displays in Part 23 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular (AC) 23.1311-1A, Installation of Electronic Displays in Part 23 Airplanes. AC 23.1311-1A provides information and guidance concerning an acceptable means, but not the only means of showing compliance with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) applicable to the installation of electronic displays in Part 23 airplanes.

DATES: AC 23.1311-1A was issued by the Manager, Small Airplane Directorate, Aircraft Certification Service, ACE-100, March 12, 1999.

HOW TO OBTAIN COPIES: This AC is currently available on the internet at <http://www.faa.gov/avr/air/airhome.htm>.

Printed versions of this AC should be available within 60 days of the issue date and copies may be obtained by writing the U.S. Department of

Transportation, Subsequent Distribution Office, SVC-121.23, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785, or by faxing your request to that office at 301-386-5394.

Issued in Kansas City, Missouri, on April 9, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-10088 Filed 4-21-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (98-04-C-00-CRW) To Impose and Use a Passenger Facility Charge Revenue at Yeager Airport, Charleston WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: This correction revises information from the previously published notice.

In notice document 98-23630 beginning on page 46825 in the issue of Wednesday September 2, 1998, under Supplementary Information, last paragraph, the Class or classes of air carriers which the public agency has requested not be required to collect PFCs should read, "Far Part 135 Charter Operators for hire to the General Public and unscheduled Part 121 Charter Operators for hire to the General Public".

DATES: Comments must be received on or before May 24, 1999.

FOR FURTHER INFORMATION CONTACT: Oz Turner, Manager, Airports Field Office, 176 Airport Circle, Rm. 101, Beaver, WV 25813-9350.

Issued in Jamaica, New York on April 12, 1999.

Thomas Felix,

Manager, Planning & Programming Branch, Airports Division, Eastern Region.

[FR Doc. 99-10049 Filed 4-21-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environment Impact Statement: SR 20, Fredonia to 1-5, Skagit County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.