

Services and Satellite Communications. Those who plan to attend are invited to submit proposed discussion topics. Requests to make presentations to the assembled forum should be made to the **FOR FURTHER INFORMATION CONTACT** listed.

**DATES:** June 1–4, 9 a.m.–5 p.m.

**ADDRESSES:** Alexandria, VA.

**FOR FURTHER INFORMATION CONTACT:** Registration and submission of suggested discussion topics may be made to Ms. Dottie Wilkins, telephone (202) 484–2535, fax (202) 484–1510 or email at [dottie.ctr.wilkins@faa.gov](mailto:dottie.ctr.wilkins@faa.gov).

**SUPPLEMENTARY INFORMATION:** Open to the aviation industry with attendance limited to space available. Participants are requested to register their intent to attend this meeting by May 10, 1999. Names, affiliations, addresses, telephone and facsimile numbers should be sent to the **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, D.C. on April 30, 1999.

**Donald W. Streeter,**  
C/SOIT Co-Chairman.

[FR Doc. 99–11296 Filed 5–4–99; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**The Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT) hosted forum on the capabilities of the Global Position System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of meeting.

*Name:* FAA SOIT Forum on GPS/WAAS/LAAS Capabilities.

*Time and date:* 9 a.m.—5 p.m., May 17–18, 1999.

*Place:* The Holiday Inn Fair Oaks Hotel, 11787 Lee Jackson Memorial Highway, Fairfax, Virginia 22033.

*Status:* Open to the aviation industry with attendance limited to space available.

*Purpose:* The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics.

*Registration:* Participants are requested to register their intent to attend this meeting by

May 3, 1999. Names, affiliations, telephone and facsimile numbers should be sent to the point of contact listed below.

*Point of contact:* Registration and submission of suggested discussion topics may be made to Mr. Steven Albers, phone (202) 267–7301, fax (202) 267–5086, or email at [steven.CTR.albers@faa.gov](mailto:steven.CTR.albers@faa.gov).

Issued in Washington, D.C., on March 22, 1999.

**Hank Cabler,**

SOIT Co-Chairman.

[FR Doc. 99–11293 Filed 5–4–99; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**Notice of Intent To Rule on Application 99–04–C–00–DSM To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Des Moines International Airport, Des Moines, IA**

**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 the revenue from a PFC at Des Moines International 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).

**DATES:** Comments must be received on or before June 4, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. William F. Flannery, Aviation Director, at the following address: City of Des Moines, 5800 Fleur Drive, Suite 201, Des Moines, IA 50321.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Des Moines, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Lorna Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426–4730. 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 the revenue from a PFC at the Des Moines International 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 Regulation (14 CFR Part 158).

On April 8, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Des Moines, Iowa, was not substantially complete within the requirements of section 158.25 of Part 158. The City of Des Moines submitted supplemental information on April 16, 1999, to complete the application. The FAA will approve or disapprove the supplemental application, in whole or in part, no later than August 18, 1999.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* June, 2005.

*Proposed charge expiration date:* February, 2006.

*Total estimated PFC revenue:* \$1,850,000.

*Brief description of proposed project:* Storm water detention facility.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Des Moines International Airport.

Issued in Kansas City, Missouri on April 20, 1999.

**George A. Hendon,**

Manager, Airports Division Central Region.

[FR Doc. 99–11292 Filed 5–4–99; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

**Environmental Impact Statement: Lafourche Parish, Louisiana**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Lafourche Parish, Louisiana.

**FOR FURTHER INFORMATION CONTACT:** William C. Farr, Program Operations

Manager, Federal Highway Administration, P.O. Box 3929 (Room 255), Baton Rouge, Louisiana, 70821, Telephone: (225) 389-0465, Facsimile: (225) 389-0758.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will prepare an Environmental Impact Statement (EIS) on a proposal to construct a new highway facility on current or new alignment. The proposed project, known locally as the LA 1 Improvements from Golden Meadow to Port Fourchon, is generally located in the present LA 1 corridor from Golden Meadow, Louisiana to Port Fourchon, Louisiana. The roadway includes several alternates based on the number of navigable bridges needed for various alignments. The approximate length of the project is 29 kilometers (18 miles).

The proposed improvements would improve the capacity, reliability, and safety of the existing LA 1 and increase regional access to Port Fourchon for persons, businesses and industry in the region. It is a part of the National Highway System and would improve access to the vitally important deep-water port of Port Fourchon on the coast of Louisiana.

The northern terminus of the proposed project will be the southern end of route LA 3235 and the southern terminus will be Port Fourchon.

Alternatives to be considered are:

(1) The "Do-nothing" Alternative, where the current and existing LA 1 is repaired and maintained in its present location, capacity, and character.

(2) The "Build" Alternative, considering several different alignments, roadway type and control of access.

An agency scoping meeting will be held at a time and place to be determined at a later date. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies and to private organizations, including conservation groups and groups of individuals who have expressed interest in the project in the past. At least one public informational meeting will be held in the project area that will be affected. In addition, a Public Hearing will be held. Public notice will be given of the time and place of the public informational meeting(s) and the Public Hearing. The draft EIS will be available for public and agency review and comment prior to the Public Hearing.

To ensure that the full range of issues related to this proposed action are

addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on April 28, 1999.

**William A. Sussmann,**

*Division Administrator, FHWA, Baton Rouge, Louisiana.*

[FR Doc 99-11227 Filed 5-4-99; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5200; Notice 2]

#### Capacity of Texas, Inc.; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 105

For the reasons expressed in this notice, we are granting the application by Capacity of Texas, Inc., of Longview, Texas ("Capacity"), for a temporary exemption from the anti-lock requirements of Motor Vehicle Safety Standard No. 105 *Hydraulic and Electric Brake Systems* that became effective March 1, 1999. Capacity applied for an exemption on the basis that "compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard." 49 CFR 555.6(a).

We published a notice of receipt of the application on March 10, 1999, and afforded an opportunity for comment (64 FR 11979). We received one comment on the application, from the National Truck Equipment Association (NTEA), which supported it.

The discussion that follows recapitulates Capacity's arguments and is based on information contained in the company's application.

#### Why Capacity Needs a Temporary Exemption

S5.5 of Standard No. 105 requires any motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds, except for a vehicle that has a speed attainable in 2 miles of not more than 33 mph, to be equipped with an antilock brake system if it is manufactured on and after March 1,

1999. Capacity manufactures bus chassis that it provides to World Trans, Inc., of Hutchinson, Kansas, for completion. However, with respect to the buses that will be covered by the exemption, if granted, Capacity has informed us that, pursuant to the option granted the manufacturer of an incomplete vehicle by 49 CFR 568.7(a), it is assuming the responsibilities of the final-stage manufacturer (World Trans). As such, Capacity will certify that the completed buses comply with all applicable Federal motor vehicle safety standards, and provide notification and remedy if required.

#### Why Compliance Would Cause Capacity Substantial Economic Hardship

Capacity produces a limited quantity (100 or less yearly) bus chassis for World Trans, and, as discussed more fully below, has been unable to find a vendor who is willing to provide antilock controllers. Therefore, if Capacity is not granted an exemption, it will have to withdraw the chassis from production, and World Trans's bus production will be diminished. This will cause both Capacity and World Trans to lose income in each of the three years for which an exemption has been requested. Capacity's projected net income for its fiscal year ending October 31, 1998, was \$2,631,018. Its projected net income for the year ending October 31, 1999, is \$2,286,617 if an exemption is granted, and \$1,945,087 if it is not. Thus, net income would be reduced by \$341,530 in the absence of an exemption covering production from March 1–October 31, 1999.

#### How Capacity Has Tried To Comply With the Standard in Good Faith

Capacity contacted four different brake component suppliers. Its search for an anti-lock controller began with Lucas/Varity (formerly Kelsey-Hayes) because of its longtime association with Ford Motor Company and the fact that the bus chassis uses a common Dana drive axle with many Ford light duty trucks. But the company was told that no development could be approached until Capacity could guarantee a purchase order in the range of 10,000 controllers.

Capacity next approached Eaton-Bosch, and found that it is currently producing hydraulic anti-lock brake systems for vehicles up to 12,000 lbs GVWR. Although the company is developing a system for vehicles up to 20,000 lbs GVWR, the system won't be finalized until 2001.

The third vendor that Capacity approached was ITT Automotive-Teves,