Issued in Jackson, Mississippi, on February 18, 1998.

Wayne Atkinson,

Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 98–4766 Filed 2–24–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application #98–04–I–00–STL To Impose a Passenger Facility Charge (PFC) at Lambert-St. Louis International Airport, St. Louis, Missouri

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 a PFC at Lambert-St. Louis 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 March 27, 1998.

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. Leonard L. Griggs, Jr., Director of Airports, Lambert-St. Louis International Airport, at the following address: St. Louis Airport Authority, P.O. Box 10212, St. Louis, Missouri 63145.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the St. Louis Airport Authority, Lambert-St. Louis International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Lorna K. 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 a PFC at the Lambert-St. Louis 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).

On February 11, 198, the FAA determined that the application to impose a PFC submitted by the St. Louis Airport Authority, St. Louis, Missouri, 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 May 13, 1998.

The following is a brief overview of the application.

Level of the PFC: $3.00.

Proposed charge effective date: June, 1998.

Estimated charge expiration date: September, 2001.

Total estimated PFC revenue: $135,000,000.

Brief description of proposed projects: Phase I and II of property and business acquisition for Natural Bridge Road relocation; land acquisition for new Runway 12R/30L and site preparation work; early road work; design fees for roads and Runway 12R/30L.

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 Lambert-St. Louis International Airport.

Issued in Kansas City, Missouri on February 13, 1998.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 98–4773 Filed 2–24–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Policy Statement Number ANM–98–1]

Notice Policy Statement; Request for Comments

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice policy statement, request for comments.

SUMMARY: This notice announces an FAA policy statement applicable to the type certification of transport category airplanes. This notice advises the public, in particular manufacturers of certain transport category airplanes, that the FAA intends to evaluate the airplanes' wake vortex characteristics as part of the type certification process. This notice is necessary to advise the public of FAA policy and give all interested persons an opportunity to present their views on the policy statement.

DATES: Comments must be received on or before March 27, 1998.

ADDRESSES: Send all comments on this policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT** at Federal Aviation Administration, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, WA 98055–4056.

FOR FURTHER INFORMATION CONTACT: Colin Fender, ANM–111, telephone (425) 227–2191, facsimile (425) 227–1320, or email: Colin.Fender@faa.dot.gov

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on this policy statement by submitting such written data, views, or arguments as they may desire. Commenters should identify the Policy Statement Number of this policy statement, and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff.

Background

Wake vortices, masses of rotating air trailing an airplane, can have serious consequences for following airplanes. According to the National Transportation Safety Board (NTSB), between 1983 and 1993 there were at least 51 accidents and incidents in the United States that resulted from probable encounters with wake vortices. In these 51 encounters, 27 occupants were killed, 8 occupants were seriously injured, and 40 airplanes were substantially damaged or destroyed.

One of the primary means the FAA uses to reduce the potential of a wake vortex upset is to specify minimum separation distances between airplanes. The relative risk of an upset from a wake vortex encounter is a function of the strength of the vortex generated by the leading airplane, the distance between airplanes, and the roll moment inertia of the trailing airplane. In general, both the strength of a vortex that can be generated by an airplane and an airplane's roll moment inertia are a function of the airplane's weight. Therefore, the FAA specifies minimum separation distances in terms of the

weights of the leading and trailing airplanes. These minimum separation distances are prescribed in FAA Order 7110.65, ''Air Traffic Control.'' In Order 7110.65, airplane weights are specified in terms of three weight classifications—''small,'' ''large,''or ''heavy.''

The fatal accidents noted above have generally been the result of ''small'' airplanes following ''large'' or ''heavy'' airplanes (as defined in Order 7110.65) in Visual Flight Rules (VFR) meteorological conditions at less than the minimum separation distances prescribed by Order 7110.65. During the time period quoted, the separation standards of Order 7110.65 were only applied during Instrument Flight Rules (IFR) meteorological conditions where prolonged visual contact with the lead airplane may not be possible.

In 1996, the FAA revised Order 7110.65 to change the weight ranges used to define each weight classification and to acquire air traffic controllers to notify pilots of any aircraft trailing a ''heavy'' aircraft of that ''heavy'' aircraft's type, position, altitude, and direction when in VFR conditions. The new weight ranges resulted from a recent review of existing wake vortex evaluation test data, from which the following general relationship between an airplane's weight and its wake vortex strength was developed:

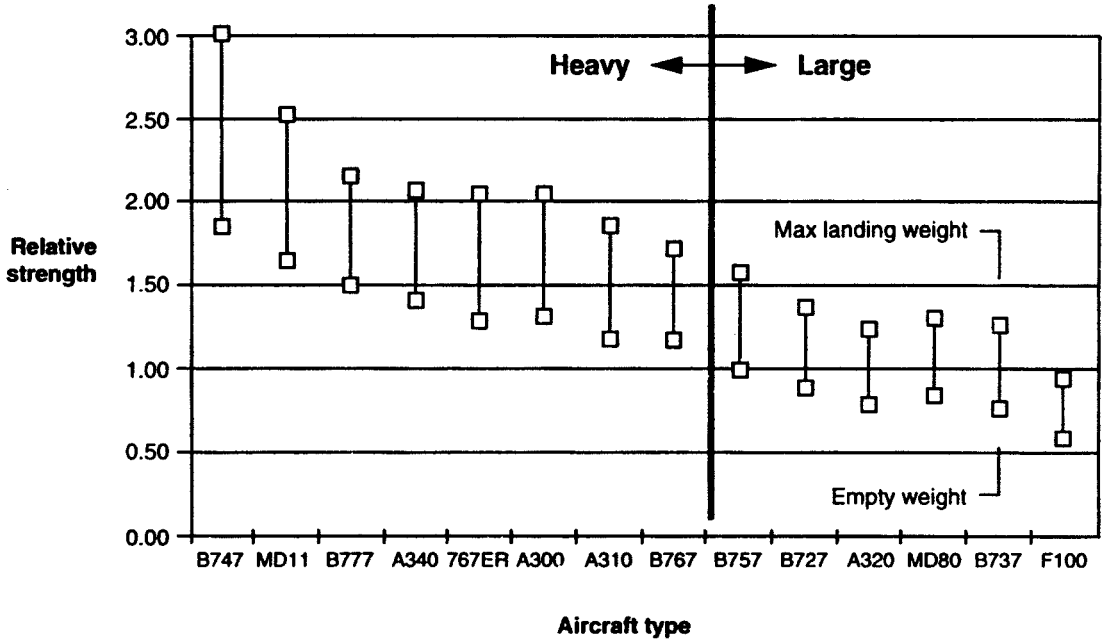

Figure 1. Wake Vortex Relative Strength

This relationship was developed from tests of conventional transport category airplanes with separate wing and fuselage elements, a midfuselage wing location with an aft-mounted horizontal stabilizer, wing lite generated by ambient airflow over airfoil surfaces (i.e., no forced blowing of wing surfaces or high lift devices), and turbojet/turbofan powerplants.

The NTSB has expressed a concern, however, that the design of future airplanes could result in wake vortices that are unusually strong or persistent for the weight of the airplane. Also, due to the wide range of weights covered by the weight classifications, this method of defining minimum separation distances may inappropriately place a new airplane near the top of one weight category when its vortex strength characteristics are more representative of the next higher weight category.

Following a wake vortex-related fatal accident in December 1994, the NTSB's attention was again drawn to the methods used to determine aircraft separation distances. This led to the NTSB issuing Safety Recommendation No. A–94–056 that recommended the FAA, ''Require manufacturers of turbojet-powered transport category airplanes to determine, by flight test or other suitable means, the characteristics of the airplanes' wake vortices during certification.''

In response to Safety Recommendation No. A–94–056, the FAA proposes to establish the following general policy for addressing the potential for mis-categorization of new transport category airplanes relative to minimum separation distance for wake vortex avoidance:

Policy Statement

1. Airplanes that are of a ''conventional'' configuration (transport category airplanes with separate wing and fuselage elements, a midfuselage wing location with an aft-mounted horizontal stabilizer, wing lift generated by ambient airflow over airfoil surfaces, i.e., no forced blowing of wing surfaces or high lift devices, and turbojet/turbofan powerplants) can be placed into the existing weight classification system for determining the minimum separation distances for trailing aircraft. However, if an airplane would be near the maximum weight for a particular classification, the FAA Aircraft Certification Office (ACO) reviewing the application should ensure that the classification is appropriate. The ACO may request the assistance of the applicant in making this determination.

2. For airplanes that do not fit the ''conventional'' configuration description, the ACO reviewing the application should ensure that the classification is appropriate, either by conservatively estimating wake vortex characteristics or, with the assistance of the applicant, by determining the wake vortex characteristics of the airplane, through flight test or other means, as part of the type certification process.

In addition to requesting comments on this policy statement, the FAA requests comments on the means of determining the appropriate classification, when necessary, for new or derivative airplane types. The FAA expects that advisory material will be necessary to provide specific guidance for evaluating wake vortex characteristics. Until new methods are developed and validated, the FAA intends to use the test methods and procedures previously used to develop the current weight classification scheme, illustrated in Figure 1, for transport category airplanes of conventional design. An example of these test methods and procedures can be found in FAA Report No. FAA–AEQ–75–1, ''Investigation of the Vortex Wake Characteristics of Jet Transports During Climbout and Turning Flight,'' May 1975 (available through the National Technical Information System, Springfield, Virginia 22151).

Issued in Renton, Washington, on February 18, 1998.

Gilbert L. Thompson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM–100.

[FR Doc. 98–4765 Filed 2–24–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation

Advisory Board; Notice of Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held at 1:30 p.m., on Monday, March 2, 1998, at the Intercontinental Hotel, 100 Chopin Plaza, Miami, Florida. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Review of Programs; New Business; and Closing Remarks.

Attendance at meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact not later than February 26, 1998, Marc C. Owen, Advisory Board Liaison, Saint Lawrence Seaway Development Corporation, 400 Seventh Street, S.W., Washington, D.C. 20590; 202–366–6823.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, D.C. on February 19, 1998.

Marc C. Owen,

Advisory Board Liaison.

[FR Doc. 98–4751 Filed 2–24–98; 8:45 am]

BILLING CODE 4910–61–P

DEPARTMENT OF THE TREASURY

Commission to Study Capital Budgeting

AGENCY: Advisory Commission to the President of the United States.

ACTION: Notice of meetings.

SUMMARY: The agenda for the next meetings of the Commission to Study Capital Budgeting includes discussions and hearing of testimony on capital budgeting issues on Friday, March 6. On Saturday morning, March 7, the Commission will hear reports from its working groups studying different aspects of capital budgeting and discuss the next steps to be taken in preparation of its report. The Commission's final report on capital budgeting is due on December 13, 1998. Meetings are open to the public. Limited seating capacity is available.

Dates, Times and Places of the Next Commission Meetings

March 6, 1998, 9:00 a.m. to 5:00 p.m.

House Budget Committee Hearing Room, Room 210, Cannon House Office Building, Independence Avenue and C Street, SE, Washington, DC 20515

March 7, 1998, 9:00 a.m. to 1:00 p.m.

White House Conference Center, Truman Room 726 Jackson Place, NW, Washington, DC 20503.

The Commission is seeking all views on capital budgeting. Interested parties may submit their views to: Barry Anderson, Executive Director, President's Commission to Study Capital Budgeting, Old Executive Office Building (Room 258), Washington, DC 20503, Voice: (202) 395–4630, Fax: (202) 395–6170, E-Mail: capital__budget@oa.eop.gov Website: http://www.whitehouse.gov/wh/eop/omb/pcscb/

FOR FURTHER INFORMATION CONTACT: E. William Dinkelacker, Senior Economist, Room 4456 Main Treasury, Washington, DC 20220, Voice: (202) 622–1285, Fax: (202) 622–1294, E-Mail: william.dinkelacker@treas.sprint.com.

E. William Dinkelacker,

Designated Federal Official.

[FR Doc. 98–4714 Filed 2–24–98; 8:45 am]

BILLING CODE 4810–25–P

United States Information Agency

Culturally Significant Objects Imported for Exhibition Determinations

Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978 (43 F.R. 13359, March 29, 1978), and Delegation Order No. 85–5 of June 27, 1985 (50 F.R. 27393, July 2, 1985), I hereby determine that the objects to be included in the exhibit ''Gifts of the Nile: Ancient Egyptian Faience'' (see list [1]), imported from the Petrie Museum of Egyptian Archaeology, England for the temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the listed exhibit objects at The Cleveland Museum of Art, Cleveland, Ohio from on or about May 10, 1998, to on or about July 5, 1998, and Museum of Art, Rhode Island School of Design, Providence, Rhode Island from on or about August 24, 1998, to on or about January 3, 1999, and Kimbell Art Museum, Fort Worth, Texas from on or about January 31, 1999, to on or about April 25, 1999, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

Dated: February 19, 1998.

Les Jin,

General Counsel.

[FR Doc. 98–4839 Filed 2–24–98; 8:45 am]

BILLING CODE 8230–01–M

[1] A copy of this list may be obtained by contacting Mr. Paul W. Manning, Assistant General Counsel, at 202/619–5997, and the address is Room 700, U.S. Information Agency, 301 Fourth Street, S.W., Washington, DC 20547–0001.