(1) Presentation by each work group of its accomplishments and plans for the future.

(2) Review and discuss the work completed by each work group.

Procedural

All meetings are open to the public. Please note that the meetings may adjourn early if all business is finished. Members of the public may make oral presentations during the meetings.

Information on Services for the Handicapped

For information on facilities or services for the handicapped or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: December 2, 1998.

A.L. Gerfin, Jr.,

Captain, U.S. Coast Guard, Commander, 8th Coast Guard Dist. Acting.

[FR Doc. 98–33591 Filed 12–17–98; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–98–26]

Petitions for Waiver; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for waivers received and of dispositions of prior petitions.

SUMMARY: This notice contains the summary of a petition requesting a waiver for a period of up to eighteen (18) days, that is, until January 18, 1999, from the December 31, 1998 noise compliance requirements of 14 CFR part 91, § 91.867. This request for a waiver is submitted pursuant to § 91.871. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before January 4, 1999.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC–200), Petition Docket No. 29423, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: 9–NPRM–CMTS@faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC–200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3132.

FOR FURTHER INFORMATION CONTACT: Terry Stubblefield (202) 267–7624 or Brenda Eichelberger (202) 267–7470 Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e) and (g) of § 11.27 of part 11 of the Federal Aviation Regulations (14 CFR part 11).

Issued in Washington, DC, on December 14, 1998.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

[FR Doc. 98–33599 Filed 12–17–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Air Traffic Procedures Advisory Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public that a meeting of the Federal Aviation Administration Air Traffic Procedures Advisory Committee (ATPAC) will be held to review present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures.

DATES: The meeting will be held on January 11–14, 1999, from 9 a.m. to 5 p.m. each day.

ADDRESSES: The meeting will be held at the Palm Beach Airport Hilton, 150 Australian Avenue, West Palm Beach, Florida 33406.

FOR FURTHER INFORMATION CONTACT: Mr. Eric Harrell, Executive Director, ATPAC, En Route/Terminal Operations and Procedures Division, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–3725.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App.2), notice is hereby given of a meeting of the ATPAC to be held January 11–14, 1999, at Palm Beach Airport Hilton, 150 Australian Avenue, West Palm Beach, Florida 33406.

The agenda for this meeting will cover: a continuation of the Committee's review of present air traffic control procedures and practices for standardization, clarification, and upgrading of terminology and procedures. It will also include:

1. Approval of Minutes.
2. Submission and Discussion of Areas of Concern.
3. Discussion of Potential Safety Items.
4. Report from Executive Director.
5. Items of Interest.
6. Discussion and agreement of location and dates for subsequent meetings.

Attendance is open to the interested public but limited to the space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting. Persons desiring to attend and persons desiring to present oral statements should notify the person listed above not later than January 8, 1999. The next quarterly meeting of the FAA ATPAC is planned to be held from April 19–22, 1999, in Washington, DC.

Any member of the public may present a written statement to the Committee at any time at the address given above.

Issued in Washington, DC, on December 11, 1998.

Eric Harrell,

Executive Director, Air Traffic Procedures Advisory Committee.

[FR Doc. 98–33601 Filed 12–17–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–3813; Notice 2]

General Motors Corporation; Grant of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) has determined that blackout paint on the rear window of the 1997 GM EV1 (electric vehicle) may cause the center high-mounted stop lamp (CHMSL) to fail to meet the photometric requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 108—*Lamps, Reflective Devices and Associated Equipment.* Pursuant to 49

U.S.C. § 30120, GM has petitioned the National Highway Traffic Safety Administration (NHTSA) for a decision that the noncompliance is inconsequential as it relates to motor vehicle safety. GM submitted a noncompliance notification to the agency pursuant to 49 CFR part 573, ''Defects and Noncompliance Reports.''

A notice of receipt of the application was published in the **Federal Register** (63 FR 33433) on June 18, 1998. Opportunity was afforded for comments until July 20, 1998. No comments were received.

Between August 1996 and June 1997, the petitioner produced 624 model year 1997 EV1 electric cars that have CHMSLs that fail to meet all the requirements mandated by FMVSS No. 108. GM claimed that only 290 of these vehicles are in the field and outside of GM's control. The other vehicles are within GM's control and GM states they will be remedied before delivery to retail customers.

Specifically, Figure 10—Photometric Requirements of Center High-Mounted Stop Lamps, of FMVSS No. 108 lists the photometric requirements for CHMSLs. GM states that the EV1 CHMSL by itself meets these requirements. GM states however that, when the CHMSL is installed on the vehicle, the blackout paint on the rear window may obscure a portion of the CHMSL's photometric output. GM states that if the worst case build condition were present on a vehicle, blackout paint would obscure the portion of the CHMSL corresponding to the 5D (5 degrees below horizontal on the vertical centerline of the lamp) photometric requirement .

The petitioner believed that this noncompliance is inconsequential to motor vehicle safety for the following reasons:

1. The EV1 sits low to the ground, so light provided by the CHMSL is visible to drivers of other vehicles, even with the bottom of the CHMSL obscured. The specified range of photometric output for a CHMSL, from 10U to 5D, was developed from SAE J186a and is presumably intended to allow manufacturers latitude in locating CHMSLs for the myriad of vehicle designs, while assuring sufficient signal light to drivers of following vehicles. Because the EV1 CHMSL is so low to the ground, the 5D angle is far less significant to following drivers than it would be if mounted higher.

2. A perceived benefit of the CHMSL is the ability it provides following drivers to see through intervening vehicles. Because the EV1 and its CHMSL are low to the ground, a following driver's ability to see the CHMSL through intervening vehicles is not compromised by the lost light at the lower portion of the CHMSL.

3. To reduce aerodynamic drag, the EV1 was designed to be extremely narrow. As a consequence of its narrow profile, the stop lamps are in close proximity to the CHMSL (510 mm from the center of the brake lamp to the center of the CHMSL). This minimizes the effect of the obscured portion of the CHMSL.

4. Except for 5D, the EV1 CHMSL meets all other requirements of FMVSS No. 108, and the photometric output of the stop lamps, which are supplemented by the CHMSL, far exceed the FMVSS No. 108 minimum requirements.

5. GM is not aware of any accidents, injuries, owner complaints or field reports related to this issue.

Additionally GM provided two figures as part of its petition (available in the public docket) that illustrate rear brake light visibility to following vehicle drivers to support its claims for inconsequentiality.

Only 290 EV1 vehicles in the field were affected, with the others being brought into compliance, and only in limited conditions could a CHMSL problem be perceived by a driver of a following vehicle. In addition, the stop lamps on these vehicles far exceed the minimum photometric performance levels for stop lamps the agency does not deem this specific noncompliance to have a consequential effect on safety.

In consideration of the foregoing, NHTSA has decided that the applicant has met its burden of persuasion that the noncompliance it described above is inconsequential to motor vehicle safety. Accordingly, its application is granted, and the applicant is exempt from providing the notification of the noncompliance that is required by 49 U.S.C. 30118, and the remedy that is required by 49 CFR 30120.

(49 U.S.C. 30118 and 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued December 14, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98–33546 Filed 12–17–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC–F–20913]

Peter Pan Bus Lines, Inc.—Pooling—Greyhound Lines, Inc.

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice tentatively approving an amendment to a pooling agreement.

SUMMARY: The Board tentatively approves an amendment to the previously approved operations pooling agreement between Peter Pan Bus Lines, Inc. (Peter Pan), of Springfield, MA, and Greyhound Lines, Inc. (Greyhound), of Dallas, TX (collectively, applicants), involving their routes between Albany, NY, and Boston, MA. If no opposing comments are timely filed, this notice will be the final Board action. If opposing comments are timely filed, this tentative approval will be deemed vacated, and the Board will consider the comments and any replies and will issue a further decision on the amendments.

DATES: Comments are due by January 7, 1999, and, if comments are filed, applicants' reply is due by January 19, 1999.

ADDRESSES: Send an original and 10 copies of comments referring to STB No. MC–F–20913 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423–0001. In addition, send one copy of comments to applicants' representatives: Jeremy Kahn, Suite 810, 1730 Rhode Island Avenue, N.W., Washington, DC 20036; and Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005–3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565–1600. [TDD for the hearing impaired: (202) 565–1695.]

SUPPLEMENTARY INFORMATION: This pooling agreement was approved, as originally proposed, by decision served July 8, 1998, covering motor passenger and express operations between Albany and Boston. Applicants have filed a petition to modify the terms of the agreement with respect to when authorized service pursuant to this agreement will commence and to specify that Greyhound shall operate those schedules operating between Boston and Albany with intermediate service at Newton and Worcester, MA, while Peter Pan shall operate those schedules operating between Springfield and Albany with