

compliance with 46 CFR 91.60-10 (Cargo Ship Safety Equipment Certificate). Until regulations are issued, ABS, NCB, and any other organization designated by the Coast Guard, will follow the procedures in NVIC 10-97. NVIC 10-97 is available on the World Wide Web at: <http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm> in "Publications, Reports and Forms." Paper or CD-ROM copies will soon be available for a free through the National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161, telephone 703-605-6000, or fax 703-321-8547.

Dated: December 23, 1997.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 97-34090 Filed 12-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC No. 183-35G CHG 1]

Proposed Changes to Advisory Circular on Airworthiness Designee Function Codes and Consolidated Directory for DMIR/DAR/ODAR/DAS/DOA AND SFAR NO. 36

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: This notice is proposing two changes to AC 183-35G. The proposed changes address revising the description of the DAR-F and ODAR-F Codes and Functions No. 08 and the DAR-T and ODAR-T Codes and Functions No. 23. These Codes and Functions are changed to address the new airworthiness approval identified in FAA Order 8130.21B.

DATES: Comments must be received on or before January 15, 1998.

ADDRESSES: Send all comments and requests for copies of the proposed AC to: Federal Aviation Administration; ATTN: Evangeline Raines, AFS-640, P.O. Box 25082, Oklahoma City, OK 73125.

FOR FURTHER INFORMATION CONTACT: John Rice, AFS-640, at the above address; telephone (405) 954-6484, (8:00 a.m. to 5:00 p.m. CST).

SUPPLEMENTARY INFORMATION: The Designee Standard Branch, AFS-640, has made changes to AC 183-35G, FAA DAR, DAS, DOA, AND SFAR PART 36 DIRECTORY, to address the new airworthiness approval identified in

FAA Order 8130.21B. The proposed changes address revised the description of the DAR-F and ODAR-F Codes and Functions No. 08 and the ODAR-T Codes and Functions No. 23.

08 Issue original standard airworthiness certificate for U.S. registered aircraft and original airworthiness approvals for engines, propellers, parts and appliances that conform to the approved design requirements and are in a condition for safe operation.

The new verbiage for DAR-T and ODAR-T Codes and function number will read:

23 Issue recurrent airworthiness certificate for U.S. registered aircraft, including Very Light Aircraft (VLA) and recurrent airworthiness approvals for engines, propellers, parts and appliances that conform to the approved design requirements and are in a condition for safe operation.

The FAA intends to revise and republish the advisory circular to seek public comment each time it is proposed to add or delete an authorized function. Additional areas of delegation will be selected and authorized by the Director of Airworthiness based on recommendations from the other FAA elements and the aviation community.

Issued in Washington, DC.

Bill M. Pickelsimer,

Assistant Manager, Regulatory Support Division.

[FR Doc. 97-34047 Filed 12-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA has determined that the minimum percentage rate for drug testing for the period January 1, 1998, through December 31, 1998, will remain at 25 percent of covered aviation employees for random drug testing and will decrease to 10 percent of covered aviation employees for random alcohol testing.

FOR FURTHER INFORMATION CONTACT: Ms. Patrice M. Kelly, Office of Aviation Medicine, Drug Abatement Division, Program Implementation and Special Projects Branch (AAM-810), Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-8976.

SUPPLEMENTARY INFORMATION:

Administrator's Determination of 1998 Random Drug and Alcohol Testing Rates

In final rules published in the **Federal Register** on February 15, and December 2, 1994 (59 FR 7380 and 62218, respectively), the FAA announced that it will set future minimum annual percentage rates for random alcohol and drug testing for aviation industry employers according to the results which the employers experience conducting random alcohol and drug testing during each calendar year. The rules set forth the formula for calculating an annual aviation industry "violation rate" for random alcohol testing and an annual aviation industry "positive rate" for random drug testing. The "violation rate" for random alcohol tests means the number of covered employees found during random tests given under 14 CFR part 121, appendix J to have an alcohol concentration of 0.04 or greater plus the number of employees who refused a random alcohol test, divided by the total reported number of employees given random alcohol tests plus the total reported number of employees who refused a random test. The "positive rate" means the number of positive results for random drug tests conducted under 14 CFR part 121, appendix I plus the number of refusals to take random drug tests, divided by the total number of random drug tests plus the number of refusals to take random drug tests. The violation rate and the positive rate are calculated using information required to be submitted to the FAA by specified aviation industry employers as part of an FAA Management Information System (MIS) and form the basis for maintaining or adjusting the minimum annual percentage rates for random alcohol and drug testing as indicated in the following paragraphs.

When the annual percentage rate for random alcohol testing is 25 percent or more, the FAA Administrator may lower the rate to 10 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the violation rate is less than 0.5 percent.

When the minimum annual percentage rate for random alcohol testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the violation rate is less than 1.0 percent but equal to or greater than 0.5 percent.

When the minimum annual percentage rate for random alcohol

testing is 10 percent, and the data received under the MIS reporting requirements for that calendar year indicate that the violation rate is equal to or greater than 0.5 percent but less than 1.0 percent, the FAA Administrator must increase the minimum annual percentage rate for random alcohol testing to 25 percent.

When the minimum annual percentage rate for random alcohol testing is 25 percent or less, and the data received under the MIS reporting requirements for that calendar year indicate that the violation rate is equal to or greater than 1.0 percent, the FAA Administrator must increase the minimum annual percentage rate for random alcohol testing to 50 percent.

When the minimum annual percentage rate for random drug testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the positive rate is less than 1.0 percent.

When the minimum annual percentage rate for random drug testing is 25 percent, and the data received under the MIS reporting requirements for any calendar year indicate that the reported positive rate is equal to or greater than 1.0 percent, the Administrator will increase the minimum annual percentage rate for random drug testing to 50 percent.

There is a one year lag in the adjustment in the minimum annual percentage rates for random drug and alcohol testing because MIS data for a given calendar year is not reported to the FAA until the following calendar year. For example, MIS data for 1996 is not reported to the FAA until March 15, 1997, and any rate adjustments resulting from the 1996 data are not effective until January 1, 1998, following publication by the FAA of a notice in the **Federal Register**.

The minimum annual percentage rate for random alcohol testing was 25 percent for calendar year 1996. In this notice, the FAA announces that it has determined that the violation rate for calendar year 1996 is less than one-half of one percent positive, at approximately 0.08 percent. The 1995 violation rate was also less than one-half of one percent. Since the violation rate is less than 0.5 percent for two consecutive calendar years, the minimum annual percentage rate for random alcohol testing for aviation industry employers for calendar year 1998 will be lowered to 10 percent.

The minimum annual percentage rate for random drug testing was also 25 percent in calendar year 1996.

Therefore, the FAA is also announcing that it has determined that the positive rate for calendar year 1996 is less than 1 percent, at approximately 0.71 percent, and that the minimum annual percentage rate for random drug testing for aviation industry employers for calendar year 1998 will remain at 25 percent.

Dated: December 23, 1997.

Jon L. Jordan,

Federal Air Surgeon.

[FR Doc. 97-33982 Filed 12-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement: Pitkin, Eagle and Garfield Counties, CO

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent and public scoping meetings.

SUMMARY: The FHWA and FTA are jointly issuing this notice to advise the public that an environmental impact statement/4(f) evaluation will be prepared for transportation improvements in Pitkin, Eagle and Garfield Counties, Colorado.

Five scoping meetings will be held from 7:00 pm to 9:00 pm at the following locations and dates as part of the preparation of the EIS/4(f) evaluation:

Tuesday, February 17, 1998: Rifle City Hall, 202 Railroad Avenue, Rifle, CO

Wednesday, February 18, 1998:

Carbondale Town Hall, 511 Colorado Avenue, Carbondale, CO

Thursday, February 19, 1998: Basalt High School, 150 Cottonwood Drive, Basalt, CO

Monday, February 23, 1998: Garfield County Courthouse, 109 8th Street, Glenwood Springs, CO

Tuesday, February 24, 1998: Aspen City Hall, 130 South Galena, Aspen, CO

A 45-day scoping period will begin on January 6, 1998 and conclude on March 2, 1998.

FOR FURTHER INFORMATION CONTACT:

Michael Kulbacki, FHWA Colorado Division, 555 Zang Street, Room 250; Lakewood, Colorado 80228, Telephone (303) 969-6730

Dave Beckhouse, FTA Region VIII, 216 16th Street, Suite 650; Denver, Colorado 80202, Telephone (303) 844-3242

Joe Tempel, Colorado Department of Transportation, 4201 East Arkansas,

Room 212; Denver, Colorado 80222, Telephone (303) 757-9771

SUPPLEMENTARY INFORMATION: The FHWA and FTA in cooperation with the Federal Railroad Administration (FRA), the Colorado Department of Transportation (CDOT) and the Roaring Fork Railroad Holding Authority (RFRHA) will prepare an environmental impact statement (EIS) and Section 4(f) evaluation on a proposal to make major transportation improvements in the Roaring Fork Valley from Glenwood Springs to the Aspen Airport, a distance of approximately 40 miles. The purpose of these improvements is to accommodate current and projected travel demands through the corridor. The proposed improvements will be identified in a Corridor Investment Study which will be combined with the EIS. At a minimum, the alternatives to be considered in the EIS/4(f) evaluation include the following:

(1) The No Build Alternative—This will include transportation improvements previously cleared.

(2) A Transportation System Management (TSM)—This will consist of low cost improvements to the existing transportation system to maximize its capacity and efficiency.

(3) Improved Bus Alternative—This will consist of adding additional buses to the existing bus system in the Roaring Fork Valley. HOV and Exclusive Bus Lane alternatives will be addressed.

(4) Multimodal Alternatives—These will consist of trail, rail and highway improvements. Various alignments, Station locations, technologies and access control plans (highway and rail) will be assessed along the rail corridor and SH82. Transportation Demand Management (TDM) elements will be incorporated into all of the Multimodal Alternatives to maximize the efficiency of the transportation system. Initial scoping meetings with local agencies and the general public will begin in January and be completed in March 1998. Letters will be sent to the appropriate federal, state and local agencies describing the proposed action and requesting comments. The general public will receive notices on location and time of the scoping meetings through newspaper advertisements and individual correspondence. These scoping meetings provide a forum for interaction between the public and government officials during the EIS/4(f) development. To ensure that a 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