

Proposed Action

The Coast Guard proposes to buy forty-one 87-foot coastal patrol boats to replace its aging fleet of 82-foot patrol boats. The new boats would be similar to nine 87-foot prototypes currently in use by the Coast Guard. The new boats would be located at existing facilities throughout the continental United States. As with the 82-footers, the new boats would be used for search and rescue, maritime law enforcement, alien migrant interdiction, drug interdiction, marine environmental response, recreational and commercial boating safety, environmental law enforcement, port safety and security, and military operations support. The new boats are needed because the existing fleet of 82-footers, constructed between 1960 and 1970, are reaching the end of their life expectancy and are becoming increasingly difficult to repair. Without a working, dependable boat to carry out our primary missions, our ability to serve the public will be severely hampered. Also, we expect the demands of our missions to increase over the next few years. We expect to see an increase in law enforcement, drug interdiction, alien migrant interdiction, and marine environmental response. The proposed action would improve our current level of service and help us meet our increased needs in the near future.

Draft Programmatic Environmental Assessment

We have prepared a draft Programmatic Environmental Assessment (PEA). The draft PEA identifies and examines the reasonable alternatives and assesses their potential environmental impact. Our preferred alternative is to add forty-one new 87-footers to the nine 87-foot prototypes currently being used. The remaining 82-footers would be classified as excess.

We are requesting your comments on environmental concerns you may have related to the PEA. This includes suggesting analyses and methodologies for use in the PEA or possible sources of data or information not included in the PEA. Your comments will be considered in preparing the final PEA.

Dated: February 7, 2000.

D.W. Reed,

Capt. U.S.C.G., Deputy Assistant Commandant for Acquisition.

[FR Doc. 00-3304 Filed 2-11-00; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Acceptance of Noise Exposure Maps for Burbank-Glendale-Pasadena Airport, Burbank, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Burbank-Glendale-Pasadena Airport Authority, for Burbank-Glendale-Pasadena Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is January 31, 2000.

FOR FURTHER INFORMATION CONTACT:

David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Western-Pacific Region, Federal Aviation Administration, Mailing Address: P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009-2007; Street Address: 15000 Aviation Boulevard, Room 3012, Hawthorne, CA 90261, Telephone 310/725-3615. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Burbank-Glendale-Pasadena Airport are in compliance with applicable requirements of part 150, effective January 31, 2000.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility

program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Burbank-Glendale-Pasadena Airport Authority. The specific maps under consideration are Exhibit 1, "1998 Noise Exposure Map" and Exhibit 2, "2003 Noise Exposure Map," in the submission. The FAA has determined that these maps for the Burbank-Glendale-Pasadena Airport are in compliance with applicable requirements. This determination is effective on January 31, 2000. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.16 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
Community and Environmental
Needs Division, APP-600, 800
Independence Avenue, SW,
Washington DC 20591.

Federal Aviation Administration,
Western-Pacific Region, Airports
Division, AWP-600, 15000 Aviation
Boulevard, Room 3012, Hawthorne,
CA 90261.

Mr. Dios Marrero, Acting Executive
Director, Burbank-Glendale-
Pasadena Airport Authority, 2627
Hollywood Way, Burbank, CA
91505.

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on January
31, 2000.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 00-3383 Filed 2-11-00; 8:45 am]

BILLING CODE 1410-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2000-03]

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

AGENCY: Federal Aviation
Administration (FAA), DOT.

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

SUMMARY: Pursuant to FAA's rulemaking
provisions governing the application,
processing, and disposition of petitions
for exemption (14 CFR Part 11), this
notice contains a summary of certain
petitions seeking relief from specified
requirements of the Federal Aviation
Regulations (14 CFR Chapter I),
dispositions of certain petitions
previously received, and corrections.
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 February 24, 2000.

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. _____, 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 29591; telephone (202)
267-3132.

FOR FURTHER INFORMATION CONTACT:

Cherie Jack (202) 267-7271 or Vanessa
Wilkins (202) 267-8029 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 February 8,
2000.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29880.

Petitioner: Big Sky Transportation Co.
d.b.a., Big Sky Airlines.

Section of the FAR Affected: 14 CFR
121.2(d)(ii) and 121.342.

Description of Relief Sought: To
permit Big Sky to operate certain
Fairchild Metro III and Fairchild Metro
23 airplanes until April 16, 2000,
without installing the required pitot
heat indication system in each airplane.

[FR Doc. 00-3303 Filed 2-11-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33388 (Sub-No.
91)]¹

CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements— Conrail Inc. and Consolidated Rail Corporation (General Oversight)

AGENCY: Surface Transportation Board,
DOT.

ACTION: Decision No. 1; Notice of
general oversight proceeding, and
request for comments from interested
persons on the progress of
implementation of the Conrail

transaction and the workings of the
various conditions imposed.

SUMMARY: In 1998, in *CSX Corporation
and CSX Transportation, Inc., Norfolk
Southern Corporation and Norfolk
Southern Railway Company—Control
and Operating Leases/Agreements—
Conrail Inc. and Consolidated Rail
Corporation*, STB Finance Docket No.
33388, Decision No. 89 (STB served July
23, 1998) (CSX/NS/CR Dec. No. 89), we
approved, subject to various conditions
(including a 5-year general oversight
condition): (1) The acquisition of
control of Conrail Inc. and Consolidated
Rail Corporation (collectively, Conrail
or CR) by (a) CSX Corporation and CSX
Transportation, Inc. (collectively, CSX)
and (b) Norfolk Southern Corporation
and Norfolk Southern Railway Company
(collectively, NS); and (2) the division of
the assets of Conrail by and between
CSX and NS. We are now instituting a
proceeding to implement the general
oversight condition imposed in *CSX/
NS/CR Dec. No. 89*. We are requiring
CSX and NS to file progress reports
respecting the Conrail transaction and to
make certain data available to interested
persons. We are inviting interested
persons to submit comments on the
progress of implementation of the
Conrail transaction and the conditions
we imposed.

DATES: CSX and NS must file progress
reports by June 1, 2000, and must make
their 100% traffic waybill tapes
available to interested persons by June
15, 2000. Comments of interested
persons will be due on July 14, 2000.
Replies will be due on August 3, 2000.

ADDRESSES: An original and 25 copies of
all documents must refer to STB
Finance Docket No. 33388 (Sub-No. 91)
and must be sent to: Surface
Transportation Board, Office of the
Secretary, Case Control Unit, Attn: STB
Finance Docket No. 33388 (Sub-No. 91),
1925 K Street, NW, Washington, DC
20423-0001. In addition, one copy of all
documents filed in this proceeding must
be sent to: (1) Dennis G. Lyons, Esq.,
Arnold & Porter, 555 12th Street, NW,
Washington, DC 20004-1202
(representing CSX); and (2) Richard A.
Allen, Zuckert, Scutt & Rasenberger,
LLP, 888 17th Street, NW, Washington,
DC 20006-3939 (representing NS).

In addition to submitting an original
and 25 copies of all paper documents
filed with the Board, parties must also
submit, on 3.5-inch IBM-compatible
floppy diskettes (disks) or compact discs
(CDs), copies of all pleadings and

¹ A copy of this decision is being served on all
persons designated as POR, MOC, or GOV on the
service list in STB Finance Docket No. 33388.