

## 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)]<sup>1</sup>

#### **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

<sup>1</sup> 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.