

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 August 26, 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. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electrically 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: Cherie Jack (202) 267-7271 or Terry Stubblefield (202) 267-7624 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 August 10, 1999.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29655.

Petitioner: Rolls-Royce plc.

Section of the FAR Affected: 14 CFR 34.7(c)

Description of Relief Sought/Disposition: To permit Rolls-Royce to obtain an exemption from the emissions standards of § 34.7(c) for 150 newly manufactured RB211-535E4/E4B engines.

Docket No.: 29630.

Petitioner: National Air Transportation Association, Inc.

Section of the FAR Affected: 14 CFR 135.251, 135.255, and Appendices I & J of part 121

Description of Relief Sought: To permit NATA members to conduct local sightseeing flights, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135. The flights would include, but would not be limited to (1) airport open house functions, (2) pancake breakfast functions, (3) fly-ins, (4) functions

providing flights in War Birds and other classic aircraft, (5) charity and fundraising functions, and (6) other annual community-oriented functions.

Docket No.: 29468.

Petitioner: Aircraft Owners and Pilots Association.

Section of the FAR Affected: 14 CFR 135.251, 135.255, and Appendices I & J of part 121

Description of Relief Sought: To permit AOPA members to conduct local, nonstop, sightseeing flights under visual flight rules during the day for charity or community events, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

Docket No.: 29651.

Petitioner: Experimental Aircraft Association.

Section of the FAR Affected: 14 CFR 135.251, 135.255, and Appendices I & J of part 121

Description of Relief Sought: To permit members of local chapters of the EAA to conduct local sightseeing flights or provide flight experiences at various EAA chapter events, for compensation or hire, in experimental aircraft and aircraft with standard airworthiness certificates, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

Dispositions of Petitions

Docket No.: 29513.

Petitioner: Fairchild Dornier/Dornier Luftfahrt GmbH.

Sections of the FAR Affected: 14 CFR C36.9(e)(1).

Description of Relief Sought/Disposition: To allow for the 1-g stall speed used for the 14 CFR part 25 airworthiness certification to also be used for the 14 CFR part 36 noise certification for the approach reference and test limitations on the Dornier 328-300 model aircraft.

GRANT, 6/14/99, Exemption No. 6900

Docket No.: 29572.

Petitioner: Spectrum Aeromed, Inc.
Section of the FAR Affected: 14 CFR 25.562 and 25.785(b).

Description of Relief Sought/Disposition: To permit certification of medical stretchers for transport of persons whose medical condition dictates such accommodation. This exemption is for an installation on Gulfstream Model G-V model series airplanes.

GRANT, 7/1/99, Exemption No. 6911

Docket No.: 29593.

Petitioner: Empresa Brasileira da Aeronáutica S.A.

Sections of the FAR Affected: 14 CFR 25.783(f).

Description of Relief Sought/Disposition: To exempt EMBRAER from the requirement for a pressurization prevention means of § 25.783(f) for the rear electronic compartment access hatch of the Embraer Model 135 airplane.

PARTIAL GRANT, 7/13/99, Exemption No. 69-19

Docket No.: 29614.

Petitioner: United Way Center for Human Service.

Section of the FAR Affected: 14 CFR 135.251, 135.255, 135.353, and Appendices I & J of part 121.

Description of Relief Sought/Disposition: To permit UWCHS to conduct local sightseeing rides over the Lawrence, Kansas, vicinity at a charitable event on June 26 or 27, 1999, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

GRANT, 6/24/99, Exemption No. 6908

Docket No.: 29629.

Petitioner: We Rent Aircraft, Inc. dba Starrett Aviation.

Section of the FAR Affected: 14 CFR 135.251, 135.255, 135.353, and Appendices I & J of part 121.

Description of Relief Sought/Disposition: To allow Starrett Aviation to conduct local sightseeing rides at an airshow at Fairfield County Airport in Lancaster, Ohio, on July 10 and 11, 1999, for compensation or hire, without complying with certain anti-drug and alcohol misuse prevention requirements of part 135.

GRANT, 7/9/99, Exemption No. 6918

[FR Doc. 99-21040 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In July 1999, there were nine applications approved. Additionally, 13 approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Port of Pasco, Pasco, Washington.

Application Number: 99-03-C-00-PSC.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$740,000.

Earliest Charge Effective Date: May 1, 2002.

Estimated Charge Expiration Date: December 1, 2003.

Class of Air Carriers not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Access road reconstruction. Terminal building upgrades. Loading bridge/mobile covered walkways. Security access system upgrade.

Decision Date: July 7, 1999.

For Further Information Contact: Mary Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: City of Des Moines, Iowa.

Application Number: 99-04-C-00-DSM.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$1,850,000.

Earliest Charge Effective Date: June 1, 2005.

Estimated Charge Expiration Date: March 1, 2006.

Class of Air Carriers not Required To Collect PFC's: Part 135 air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Des Moines International Airport.

Brief Description of Projects Approved for Collection and Use: Storm water detention facility.

Decision Date: July 9, 1999.

For Further Information Contact: Lorna Sandridge, Central Region Airports Division. (816) 426-4730.

Public Agency: City of Killeen, Texas.

Application Number: 99-04-C-00-ILE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$2,103,726.

Earliest Charge Effective Date:

November 1, 1999.

Estimated Charge Expiration Date:

July 1, 2005.

Class of Air Carriers Not Required To Collect PFC's: Part 135 charter operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Killeen Municipal Airport (ILE).

Brief Description of Projects Approved for Collection at ILE and Use at Robert Gray Army Airfield (GRK): Perform airport master planning, advanced design, and program management for a passenger terminal facility.

Joint use feasibility and environmental study.

Brief Description of Projects Approved for Collection and Use at ILE: Refurbish aircraft rescue and firefighting vehicle. Apron electrical and lighting upgrades.

Brief Description of Projects Approved for Collection Only at ILE for Future Use at GRK:

Terminal facility site work and utilities.

Construct passenger terminal building and apron.

Construct east side parallel and connecting taxiway to runway 15/33.

Decision Date: July 13, 1999.

For Further Information Contact: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.

Public Agency: City of Boise, Idaho.

Application Number: 99-03-C-00-BOI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$75,631,748.

Earliest Charge Effective Date: October 1, 2000.

Estimated Charge Expiration Date: August 1, 2016.

Class of Air Carriers Not Required To Collect PFC's: Part 135 air taxi/commercial operators who conduct operations in air commerce carrying persons for compensation or hire, except air taxi/commercial operators operating public or private charters with a seating capacity of 10 or more.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Boise Air Terminal Airport.

Brief Description of Projects Approved in Part for Collection and Use: Terminal area renovation and expansion.

Determination: Partially approved.

The non-revenue producing parking lot is ineligible in accordance with Program Guidance Letter 93-3.2, which limits the eligibility for parking facilities to airports which enplane less than 0.05 percent of the total annual national enplanements. Boise Air Terminal exceeds this threshold.

Decision Date: July 15, 1999.

For Further Information Contact: Mary Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: Houghton County Memorial Airport Committee, Hancock, Michigan.

Application Number: 99-07-C-00-CMX.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$113,389.

Earliest Charge Effective Date: October 1, 1999.

Estimated Charge Expiration Date: August 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

PFC account audit charges for fiscal years 1995 through 1998.

PFC application preparation.

Sanitary sewer upgrade, gravity sewer, phase II.

Sanitary sewer upgrade, Force main, phase III.

Mobile manual wheelchair lift.

Cost benefit analysis for the reconstruction of runway 13/31.

Construct and light taxiway "C" extension.

Decision Date: July 19, 1999.

For Further Information Contact: Jon Gilbert, Detroit Airports District Office, (734) 487-7281.

Public Agency: City of Rochester, Minnesota.

Application Number: 99-03-U-00-RST.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue To Be Used in This Decision: \$215,000.

Charge Effective Date: May 1, 1996.

Estimated Charge Expiration Date: December 1, 2009.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use: Acquire land.

Decision Date: July 19, 1999.

For Further Information Contact:

Sandra E. Depottery, Minneapolis Airports District Office, (612) 713-4350.

Public Agency: Metropolitan Washington Airports Authority (MWAA), Alexandria, Virginia.

Application Number: 98-03-C-00-DCA.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$23,563,086.

Earliest Charge Effective Date: November 1, 2000.

Estimated Charge Expiration Date: February 1, 2002.

Class of Air Carriers Not Required To Collect PFC's: On-demand air taxis, both fixed wing and rotary.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Ronald Reagan Washington National Airport (DCA).

Brief Description of Project Approved in Part for Collection at DCA and Use at Washington Dulles International Airport: Airside tunnel complex—pedestrian "walkback".

Determination: The approved amount is less than the amount requested for PFC funding in the application due to the limitations placed on the amount of funding authority available to the MWAA under Pub. L. No. 106-6, as amended by Pub. L. 106-31 (1999). The FAA acknowledges the MWAA's intent, as stated in its June 7, 1999, letter, to seek additional PFC funds, to the amount requested in the application, once the statutory restrictions on further PFC approval are removed.

Decision Date: July 27, 1999.

FOR FURTHER INFORMATION CONTACT:

Terry Page, Washington Airports District Office, (703) 285-2570.

Public Agency: Mobile Airport Authority, Mobile, Alabama.

Application Number: 99-03-C-00-MOB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$5,694,289.

Earliest Charge Effective Date: October 1, 1999.

Estimated Charge Expiration Date: October 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Mobile Regional Airport.

Brief Description of Projects Approved for Collection and Use:

Passenger ramp.
Land acquisition.
Airport beacon.
Taxiway rehabilitation.
Security system upgrade.
Runway overlay.
General aviation ramp.

Brief Description of Projects

Withdrawn: Air bags.

Passenger shuttle.

Determination: These projects were withdrawn by the public agency in its letter dated June 28, 1999. Therefore, the FAA did not rule on these projects in this decision.

Decision Date: July 27, 1999.

For Further Information Contact:

Keafur Grimes, Jackson Airports District Office, (601) 965-4628.

Public Agency: Joint Powers Board, Yellowstone Regional Airport, Cody, Wyoming.

Application Number: 99-22-00-COD.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$219,000.

Earliest Charge Effective Date: August 1, 1999.

Estimated Charge Expiration Date: July 1, 2002.

Class of Air Carriers Not Required To Collect PFC's: Non-scheduled, on-demand air carries filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Yellowstone Regional Airport.

Brief Description of Project Approved for Collection and Use: Rehabilitation of runway 4/22.

Brief Description of Projects Approved for Collection Only:

Encasement of irrigation canal.

Relocation/reconstruction of parallel taxiway.

Decision Date: July 28, 1999.

FOR FURTHER INFORMATION CONTACT:

Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

Amendments to PFC Approvals

Amendment No. city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
95-07-I-02-CHO, Charlottesville, VA	04/06/99	\$56,318	\$57,471	07/01/04	12/01/04
97-10-C-01-CHO, Charlottesville, VA	04/06/99	1,023,120	1,033,600	07/01/04	12/01/04
97-11-C-01-CHO, Charlottesville, VA	04/06/99	30,000	205,900	07/01/04	12/01/04
98-03-C-01-BGM, Binghamton, NY	07/01/99	1,815,455	1,813,334	01/01/02	01/01/02
95-01-C-01-FLO, Florence, SC	07/12/99	881,600	669,334	09/01/99	11/01/99
96-03-C-01-ILE, Killeen, TX	07/13/99	816,500	162,830	11/01/99	11/01/99
97-02-C-01-ATW, Appleton, WI	07/19/99	656,250	754,688	04/01/03	06/01/03
98-05-C-01-RHI, Rhinelander, WI	07/20/99	20,500	36,500	04/01/01	07/01/00
93-01-C-04-EUG, Eugene, OR	07/21/99	5,256,888	6,256,888	02/01/00	01/01/01
98-03-C-01-EUG, Eugene, OR	07/22/99	805,335	1,577,459	02/01/00	01/01/01
96-04-C-3-YKM, Yakima, WA	07/22/99	850,957	965,075	03/01/00	06/01/00
98-03-C-01-IAD, Alexandria, VA	07/23/99	29,849,777	34,919,777	02/01/10	05/01/10
96-03-C-01-TUL, Tulsa, OK	07/30/99	12,206,000	13,586,900	08/01/99	11/01/99

Issued in Washington, DC, on August 6, 1999.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 99-21038 Filed 8-12-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Availability of an Environmental Assessment on the Proposed New York Pennsylvania Station Redevelopment Project

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of availability of the Environmental Assessment, request for public comment.

SUMMARY: Pursuant to the Council on Environmental Quality regulations and the FRA's Procedures for Considering Environmental Impacts, the FRA announces the availability of an Environmental Assessment for the proposed Pennsylvania Station Redevelopment Project in New York, New York. The Environmental Assessment examines the Pennsylvania Station Redevelopment Corporation's proposal to transform a portion of the James A. Farley Post Office (located directly across Eighth Avenue from Pennsylvania Station) into an intermodal transportation facility and commercial center. The FRA is soliciting comments on this Environmental Assessment. FRA will consider these comments in making a decision pursuant to the National Environmental Policy Act (NEPA) and the National Historic Preservation Act of 1966 (NHPA).

DATES: The Environmental Assessment will remain available for public comment through September 10, 1999.

ADDRESSES: Individuals wishing copies of the draft Environmental Assessment should immediately contact the FRA Office and personnel listed below. Copies of the Environmental Assessment are being mailed to agencies and individuals that have participated in the environmental assessment process. The complete Volume I of the Environmental Assessment has also been placed on FRA's Internet page at <http://www.fra.dot.gov/s/regs/env/pennstation.htm> Finally, the Environmental Assessment is also available for public inspection, by appointment, during normal business hours at the following locations:

Washington DC: Federal Railroad Administration, 1120 Vermont Avenue, NW., Room 6060, Washington, DC 20590, (202) 493-6380.

New York, NY.: Pennsylvania Station Redevelopment Corporation (PSRC), 633 Third Avenue, 36th Floor, New York, NY 10017, (212) 803-3642. Boston, MA: McGinley Hart and Associates, 77 N. Washington Street, Boston, MA, 02114, (617) 227-2932.

Comments on the Environmental Assessment should be submitted to: Mr. Alexander V. Chavrid, Federal Railroad Administration, Office of Railroad Development, Mailstop-20, 1120 Vermont Avenue, NW, Washington, DC 20590, (202) 493-6380. Comments can also be submitted through E-mail to pennstation@fra.dot.gov (please include the sender's full name and mailing address).

FOR FURTHER INFORMATION CONTACT: Mr. Alexander V. Chavrid, at the above address and telephone number.

SUPPLEMENTARY INFORMATION: Efforts to improve the National Railroad Passenger Corporation's (Amtrak) rail passenger station facilities in New York City have been underway since 1991. New York Pennsylvania Station is an aging facility and inadequate to serve the thousands of daily intercity and commuter rail passengers that pass through it let alone the expected increases in intercity and commuter rail ridership over the coming years. The environmental impacts associated with an initial Amtrak proposal to expand the Station space by moving intercity rail passenger functions to the James A. Farley Post Office (located directly across the street from Pennsylvania Station with access to the tracks and platforms) was analyzed by the FRA in a 1995 environmental assessment. Amtrak's proposal was not progressed to final design and in 1995, a new corporation, the Pennsylvania Station Redevelopment Corporation (PSRC), was formed specifically to manage the Pennsylvania Station Redevelopment Project. PSRC is a subsidiary of the New York State Urban Development Corporation, a public benefit corporation of the State of New York. PSRC has proposed a comprehensive program of improvements at the Farley Building that would transform it into a major transportation facility and commercial center. Congress has appropriated Federal funds to the FRA for the redevelopment project in Department of Transportation Appropriations Acts, the Intermodal Surface Transportation Efficiency Act (as amended by the National Highway

Designation Act of 1995) and the Transportation Equity Act for the 21st Century. FRA's provision of funds for project purposes is subject to NEPA and NHPA.

Alternatives Analyzed in the Draft Environmental Assessment

Alternative 1. No Action

Under this alternative, the only changes anticipated at Penn Station would be routine repairs and maintenance. Amtrak has underway and will very soon complete life safety improvements and modifications to meet the needs of the start up of Acela high-speed rail service in late 1999. The only changes anticipated on the exterior or interior of the Farley Building would be routine repairs and maintenance of the structure. The No Build alternative also includes minor work at the Eighth Avenue Subway concourse at 33rd Street.

Alternative 2. The Build Alternative

The Build Alternative has been designed to meet New York's transportation needs into the 21st Century. PSRC proposes to redevelop the Farley Building into an intermodal transportation facility and commercial center, which includes an Amtrak station in the original Farley Building, an intermodal hall, a sky-lit train concourse, a postal loading dock below grade, and a commuter concourse as well as Eighth Avenue subway connection improvements and ancillary retail. The new station would have two midblock entrances on West 31st and West 33rd Streets. At these entrances, (complemented by entrances at the north and south corners of Eighth Avenue), at-grade Americans With Disabilities Act-compliant access would be provided for all passengers and postal retail customers and covered areas would be included for taxi pick-up and drip-off. The United States Postal Service (USPS) would improve and continue to occupy the historic postal lobby, the offices on the upper floors of the original Farley Building, and the postal rail access facilities and mail processing and distribution functions on all floors of the Farley Building Annex. New, modern USPS loading facilities would be built on the train concourse and the first-floor levels of the Farley Building Annex, accessible by ramps from Ninth Avenue. Finally, the Build Alternative includes traffic improvements, operational measures, and pedestrian improvements to streets in the vicinity of the Farley Building.

All interested agencies, organizations, and individuals are urged to provide