

Oakland County International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on February 26, 1999. Notice of this determination was published in the **Federal Register** on March 8, 1999.

The Oakland County International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of February 23, 1999 to beyond the year 2002. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on February 26, 1999, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program contained 11 proposed actions for noise mitigation. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Associate Administrator for Airports effective Airports effective August 25, 1999.

Outright approval was granted for all of the specific program elements. Issue One, a Land Use Measure, recommends that the Airport purchase of all homes within the 70 DNL noise contour. Issue Two, a Land use Measure, recommends that the Airport will sound attenuate, on a voluntary basis, those single family homes within the 65 or greater DNL noise contour which are economically feasible to attenuate. Issue Three, a Program Management Measure, recommends that the Airport will continue its Noise Concern/Citizen Liaison Program to record all noise concerns received from citizens. Issue four, a Program Management Measure, recommends that the Airport will update and monitor the FAR Part 150 Study at five-year increments or when a significant change in aircraft types or numbers of operations occurs. Issue Five, a Noise Abatement Measure, recommends that the Airport will institute a Fly Quiet Program in an effort to voluntarily reduce the noise levels associated with aircraft operations at the airport. For reasons of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any preset noise

thresholds. Issue Six, a Noise Abatement Measure, recommends that the Airport will construct a run-up enclosure to be used for all jet run-up operations. Issue Seven, a Noise Abatement Measure, recommends that the Airport will construct a noise wall along the north boundary of the airport. Issue Eight, a Noise Abatement Measure, recommends that the Airport will until the noise wall is built, amend its Rules and Regulations to require the use of tugs in the northeast FBO area to pull Stage II jet aircraft to the taxiway. The FAA recognizes that this is a temporary measure whereby the nosier, Stage II aircraft will be towed from the apron to the taxiway in preparation for takeoff. This activity will cease upon completion of the noise wall. Issue Nine, Land Use Measure, recommends that the Airport will amend the Comprehensive Plan for both Waterford and White Lake Townships to reflect compatible future land use development. Issue Ten, a Program Management Measure, recommends that if the Airport determines the Fly Quiet Program is not meeting the voluntary State II phase out goals, then the Airport should initiate the request to fund an FAR Part 161 Study to evaluate the use of Stage II business jets at night, or other measures as appropriate. After the Fly Quiet Program is in place for five years, a determination will be made concerning the initiation of a FAR Part 161 Study. The FAA emphasizes that this measure is recommended for approval for study only, and includes language that does not commit the FAA to any course of action as a result of that study. Issue Eleven, a Program Management Measure, recommends that the Airport will use and maintain the Advisory Committee organized for the Part 150 Study subsequent to the completion of the Part 150 Study and meet on a semi-annual basis to discuss noise abatement issues and to evaluate the progress of the Fly Quiet Program.

These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on August 25, 1999. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration, 800 Independence Avenue, S.W., Room 617, Washington, DC 20591.

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

Mr. Karl Randall, Airport Manager, Oakland County International Airport, 6500 Highland Road, Waterford, Michigan 48327-1649.

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

Issued in Belleville, Michigan, September 24, 1999.

Dean C. Nitz,

Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 99-28622 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Special Committee 186; Automatic Dependent Surveillance—Broadcast (ADS-B)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-186 meeting to be held November 15, starting at 1 p.m., and at 9 a.m. on November 16-18. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will include: November 15-18, (1) Chairman's Introductory Remarks; (2) Review of Meeting Agenda; (3) Review and Approval of the Relevant Meeting Minutes; (4) Proposed Revision to TORs for SC-186; (5) SC-186 Activity Report and Committee Roadmap: WG-1, WG-3, WG-4; (6) WG-51 Report: SG-1, SG-2; (7) Status/Review Draft CDTI MOPS; (8) Status/Review Draft Ops Concept; (9) Discussion of and Work Plan Formulation for Revised to ADS-B MASSPS, DO-242; (10) Free Flight Select Committee Surveillance Work Group Update; (11) Future Work Programme; (12) Date, Place and Time of Next Meeting; (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 26, 1999.

Jane P. Caldwell,

Designated Official.

[FR Doc. 99-28621 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-1999-6404]

Petition for Grandfathering of Non-Compliant Equipment; National Railroad Passenger Corporation

In accordance with 49 CFR 238.203(f), notice is hereby given that the National Railroad Passenger Corporation (Amtrak) has petitioned the Federal Railroad Administration (FRA) for grandfathering of non-compliant equipment for use on specified rail lines.

Section 238.203 of title 49 of the Code of Federal Regulations addresses static end strength requirements for passenger rail equipment. Paragraph (a)(1) provides that all passenger equipment (subject to limited exceptions) shall resist a minimum static end load of 800,000 pounds applied on the line of draft without permanent deformation of the body structure. Paragraph (d)(2) provides that "[a]ny passenger equipment placed in service on a rail line or lines before November 8, 1999 that does not comply with the requirements of paragraph (a)(1) may continue to be operated on that particular line or (those particular lines) if the operator of the equipment files a petition seeking grandfathering approval under paragraph (d)(3) before November 8, 1999. Such usage may continue while the petition is being processed, but in no event later than May 8, 2000, unless the petition is approved."

Amtrak has petitioned for grandfathering of Talgo articulated trainsets for operation on the rail lines between Vancouver, British Columbia and Eugene, Oregon; between Las Vegas, Nevada and Los Angeles, California; and between San Diego, California and San Luis Obispo, California. The equipment consists of five trainsets of twelve cars each and five spare cars for a total of sixty-five cars. In support of its petition, Amtrak states that, "the Talgo trainsets provide a level of safety to passengers and crew in case of collision that is comparable to that of passenger equipment presently in use in North America."

Interested parties are invited to participate in this proceeding by submitting written views, data or

comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding, however, if any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning this proceeding should be identified with Docket Number FRA-1999-6404 and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, 400 Seventh, SW., Washington, DC 20590-0001. Communications received within 30 days of publication of the notice will be considered by FRA before final action is taken. Comments received after that date will be considered to the extent possible. Amtrak's petition and all written communications concerning this proceeding are available for examination during regular business hours (9 a.m. to 5 p.m.) at DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh, SW., Washington, DC 20590-0001. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

In a related notice published in today's **Federal Register**, FRA has given notice that Amtrak has filed with FRA a petition for exemption under 49 U.S.C. 24305(f) from its statutory domestic preference to permit Amtrak to purchase one of the Talgo trainsets referenced in Amtrak's grandfathering petition. A thirty day comment period is also being provided for this separate proceeding.

Issued in Washington, DC, on October 25, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 99-28553 Filed 11-1-99; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-1999-6405]

Petition for Buy American Exemption; National Railroad Passenger Corporation

Notice is hereby given that the National Railroad Passenger Corporation (Amtrak) has petitioned the Federal Railroad Administration (FRA) for an exemption under 49 U.S.C. 24305(f) from its statutory domestic buying preference to permit Amtrak to purchase a Talgo trainset for approximately \$11.1 million. The trainset consists of fourteen

cars: one business car, one accessible business class car, six coaches, two accessible coaches (one with 2 x 1 seating and one with 2 x 2 seating), one bistro, one diner, one end-service car, and one baggage car. The vendor, Talgo, Inc., is a Washington corporation that is owned by Patentes Talgo SA, a major Spanish manufacturer of railway equipment. Amtrak and Talgo, Inc. estimate that approximately 33% of the total person-hours to construct, test and deliver this trainset have been performed in the United States, and that about 30% of the components have been manufactured in the United States.

Under 49 U.S.C. 24305(f)(2) Amtrak is required to buy only manufactured articles, material and supplies (costing in excess of \$1,000,000) manufactured in the United States substantially from articles, material, and supplies mined, produced, or manufactured in the United States. The Secretary of Transportation is authorized to exempt Amtrak from this requirement if the Secretary decides that for particular articles, material, or supplies imposing the Buy American requirements would be inconsistent with the public interest; or that the cost of imposing the requirements would be unreasonable; or if the Secretary determines that the articles, material, or supplies, or the articles, material, or supplies from which they are manufactured, are not mined, produced, or manufactured in the United States in sufficient and reasonably available commercial quantities and are not of a satisfactory quality; or with respect to rolling stock or power train equipment, if the Secretary concludes that the rolling stock or equipment cannot be bought and delivered in the United States within a reasonable time. The Secretary's authority has been delegated to the Federal Railroad Administrator.

On July 22, 1996, the FRA granted a request from Amtrak for a Buy American exemption to purchase one Talgo trainset for use in Amtrak's Northwest Corridor (NW Corridor) service between Seattle and Vancouver, British Columbia.

In support of its current request, Amtrak has indicated that the public interest supports Amtrak's acquisition of this additional trainset, that trainsets that are compatible with those previously purchased by the Washington State Department of Transportation and Amtrak for use in the NW Corridor are not produced or built in this country, so that there are no sufficient and reasonably available commercial quantities of such trainsets manufactured here, and that the trainset that is the subject of this request is