

366-4723 or by writing to the contact person below. Please include your name, address, and phone number in your letter/postcard. Also, remember that space is limited and registration is on a first-come-first-served basis.

**FOR FURTHER INFORMATION CONTACT:**

Gwyneth Radloff, Office of General Counsel (C-50), Department of Transportation, Room 10424, 400 Seventh Street, SW., Washington, DC 20590. Phone: (202) 366-4723 (voice), (202) 755-7687 (TDD); Email: [gwyneth.radloff@ost.dot.gov](mailto:gwyneth.radloff@ost.dot.gov).

Issued in Washington, D. C., this 31st day of August, 1999.

**Neil Eisner,**

*Assistant General Counsel for Regulation and Enforcement.*

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BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-1998-4501]

#### Navigation Safety Advisory Council; North Puget Sound Long-Term Risk Management Panel

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

**SUMMARY:** The North Puget Sound Long-term Risk Management Panel will meet for the first time to discuss various issues relating to the maritime safety in the North Puget Sound area. The Coast Guard is creating the Panel under the charter for the Navigation Safety Advisory Council (NAVSAC). The meeting and all subsequent meetings will be open to the public.

**DATES:** The North Puget Sound Long-Term Risk Management Panel will meet on Thursday and Friday, September 23 and 24, 1999, from 9:00 a.m. to 4 p.m.

**ADDRESSES:** The Panel will meet at the National Oceanographic and Atmospheric Administration's (NOAA's) Western Regional Center in Building 9, 7600 Sand Point Way NE., Seattle, WA 98115. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Captain Scott Davis, Coast Guard Thirteenth District, 206-220-7210, or Mr. Joe Stohr, State of Washington Department of Ecology, 360-407-7450.

**SUPPLEMENTARY INFORMATION:**

#### North Puget Sound Long-Term Risk Management Panel

The Coast Guard is creating the North Puget Sound Long-Term Risk

Management Panel under the charter of the Navigation Safety Advisory Council (NAVSAC) (a Federal advisory committee under 5 U.S.C. App. 2). The Panel will develop an integrated plan for managing the marine safety risks in the North Puget Sound area and adjacent waters. The geographic area includes the entrance and approaches to the Strait of Juan de Fuca, the Strait of Juan de Fuca to Admiralty Inlet, Haro Strait and Boundary Pass, Rosario Strait, and the Strait of Georgia. The Panel will consider all relevant information and evaluate all potential measures to improve marine safety in the North Puget Sound area. By June 15, 2000, the Panel will submit a report of its recommendations via NAVSAC to the Commandant of the U.S. Coast Guard and the Governor of the State of Washington. Recommendations may involve international, Federal, State, and voluntary activities and measures. The Panel will be chaired by RADM Paul Blayney, Commander, U.S. Coast Guard Thirteenth District, and Mr. Thomas Fitzsimmons, Director, State of Washington Department of Ecology.

In accordance with NAVSAC's charter, the Commandant of the U.S. Coast Guard will invite the members of the Panel. Each member will represent one of the following groups:

1. Native Americans (1 seat).
2. Puget Sound Steamship Operators Association (1 seat).
3. Western States Petroleum Association (2 seats).
4. County governments (2 seats).
5. North Pacific Fishing Vessel Operators Association (1 seat).
6. Washington Environmental Council (2 seats).
7. Washington Public Ports Association (1 seat).
8. Shellfish Growers Association (1 seat).
9. American Waterways Operators (1 seat).
10. Puget Sound Pilots Association (1 seat).
11. City Government (1 seat).
12. State legislators (4 seats).
13. U.S. Congressional staff (1 seat).
14. Canadian Coast Guard (1 seat).
15. Transport Canada (1 seat).

#### Agendas of Meetings

The meetings will include evaluations of the components of the existing safety system as well as detailed discussions of various potential improvements to maritime safety in the region. The Panel will use an approach based on recognized risk assessment and risk management practices to develop an integrated plan to manage identified risks. The plan development process

will include evaluation of a broad range of information about the safety and marine transportation systems along with relevant risk information on hazards, incident history, oil movements, environmental sensitivity, response capability and other information.

Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Procedural

The meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Co-Chairs' discretion, members of the public may make oral presentations during the meetings. The Co-Chairs and the Panel members will determine the time and place of subsequent meetings of the Panel. For information about subsequent meetings, contact a person listed in **FOR FURTHER INFORMATION CONTACT**.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Captain Scott Davis at 206-220-7210.

Dated: August 30, 1999.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 99-23025 Filed 9-2-99; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-1998-4765]

#### Coast Guard "Optimize Training Infrastructure" Initiative: Programmatic Environmental Assessment and Proposed Finding of No Significant Impact

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of availability, notice of meetings, and request for comments.

**SUMMARY:** The Coast Guard announces the availability of a Programmatic Environmental Assessment (PEA) and a proposed Finding of No Significant Impact (FONSI) for the "Optimize Training Infrastructure" (OTI) Initiative. The OTI Initiative examined the ability of the Coast Guard's training infrastructure (training methods, personnel, and facilities) to support changing technological and operational conditions in an efficient, cost-effective manner. This notice also announces

public meetings and requests comments on the PEA and proposed FONSI.

**DATES:** The dates of the public meetings are—

1. September 13, 1999, from 6:30 p.m. to 9 p.m., Cape May, NJ; and
2. September 15, 1999, from 6:30 p.m. to 9 p.m., Petaluma, CA.

The meetings may close early if all business is finished. A public open house will be held before each meeting from 4:30 p.m. to 6:30 p.m.

Comments must reach the Coast Guard on or before October 8, 1999.

**ADDRESSES:** The locations of the public meetings are—

1. Cape May—Grand Hotel, Ocean Front and Philadelphia Streets, Cape May, NJ; and
2. Petaluma—Kenilworth Junior High School, 998 East Washington St., Petaluma, CA.

Electronic copies of the Programmatic Environmental Assessment (PEA) and proposed Finding of No Significant Impact (FONSI) are available through the OTI web site at <http://www.ttsfo.com/USCG>. The documents may be viewed in text-readable form or downloaded.

Bound copies may be viewed at the following locations:

1. Cape May Public Library, 110 Ocean Street, Cape May, NJ.
2. Newport News Public Library, 2400 Washington Avenue, Newport News, VA.
3. Pasquotank—Camden Library, 205 East Main Street, Elizabeth City, NC.
4. Petaluma Library, 100 Fairgrounds Drive, Petaluma, CA.

Electronic copies may also be viewed in the Department of Transportation's Docket Management System at <http://dms.dot.gov> (located at docket USCG-1998-4765). The PEA, proposed FONSI, comments submitted during public scoping, and other relevant materials are available for viewing at this site in a "scanned image" format, rather than as text. All comments received during this phase, and other relevant materials, will be placed in the docket. They will be available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington DC 20590-0001, on the Plaza level of the Nassif Building between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may mail, FAX, email, or hand-deliver your comments to Ms. Susan Boyle, U.S. Coast Guard, c/o Tetra Tech, 180 Howard Street, Suite 250, San Francisco, CA 94105, Phone 510-437-3973, FAX 415-974-5914, or email [CoastGuard@ttsfo.com](mailto:CoastGuard@ttsfo.com).

**FOR FURTHER INFORMATION CONTACT:** For questions on this notice, the NEPA process, and NEPA documents, contact Ms. Susan Boyle, Commander(se), USCG MLC Pacific, Coast Guard Island #54D, Alameda, CA 94501-5100, 510-437-3973. For questions on the OTI Initiative, contact LCDR Keith Curran, Reserve and Training Directorate (G-WT), Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593, phone 202-267-2429 or email [CoastGuard@ttsfo.com](mailto:CoastGuard@ttsfo.com). For questions on viewing material in the OTI web site, contact Mr. John Bock, Tetra Tech, 415-974-1221. For questions on viewing material in the Department of Transportation's Docket Management System, contact Ms. Dorothy Walker, Chief, Dockets, Department of Transportation, 202-366-9329.

#### **SUPPLEMENTARY INFORMATION:**

##### **The OTI Initiative**

Under the "Optimize Training Infrastructure" (OTI) Initiative, the Coast Guard examined the ability of its training infrastructure to support changing technological and operational conditions in a cost-effective and efficient manner. All aspects of the training infrastructure were evaluated, including hard infrastructure (e.g., buildings, utilities, and classroom types) and soft infrastructure (e.g., training staff, class size, curricula, training delivery methods, mid-level management, and financial resources). This process emphasized optimizing training, while maintaining the flexibility to meet future needs.

##### **Preferred Alternative**

The Coast Guard announced its preferred alternative in the **Federal Register** on July 16, 1999 (64 FR 38498). The preferred alternative is to retain all four training centers (Training Center Cape May, NJ; Training Center Petaluma, CA; Reserve Training Center Yorktown, VA; and Aviation & Technical Training Center Elizabeth, NC) and, where cost effective, fill any excess training capacity with non-training and training-related functions. No major new construction projects are associated with this alternative.

##### **Programmatic Environmental Assessment**

The Programmatic Environmental Assessment (PEA) describes and compares the potential environmental and socioeconomic effects of each of the alternatives under consideration. We have determined that no significant environmental or socioeconomic impacts would result from the implementation of the preferred

alternative (Alternative 3) and that the preparation of an environmental impact statement is not necessary. As a result, a proposed Finding of No Significant Impact (FONSI) has been prepared.

The PEA evaluates the full range of resources affected by each alternative. The resources include land, infrastructure, transportation assets, hazardous materials and wastes, biological resources, cultural resources, air, noise, water, geology, soils, and socioeconomic conditions relevant to the programmatic level of analysis and decision-making. Specific socioeconomic conditions include population, demographics, employment, income, housing, schools, and public services.

##### **Public Participation**

On November 19, 1998, we published a notice in the **Federal Register** entitled "Intent to Prepare a Programmatic Environmental Assessment for the Coast Guard 'Optimize Training Infrastructure' Initiative" (63 FR 64309). The purpose for the notice was to announce our intent to prepare a PEA and to begin the process of gathering the public's comments to assist us in developing the PEA. It included a description of the recommended alternatives and announced three public meetings to assist in gathering public comments. With the publication of the notice, a period of public outreach and comment (scoping period) began and ran until January 6, 1999. However, comments received after that date were also reviewed and, as appropriate, incorporated in the NEPA process.

In addition to the notice of intent, the public was notified of the scoping process through notices mailed directly to numerous public officials, agencies, and organizations. Scoping notices also were published in the Cape May Star and Wave (Cape May, New Jersey), the Atlantic City Press (Atlantic City, New Jersey), the Daily Press (Yorktown, Virginia), the Argus Courier (Petaluma, California), and the Press Democrat (Santa Rosa, California).

During the public scoping period, the Coast Guard received letters and statements from 481 individuals and form letters from 337 individuals. In addition, 121 people made verbal comments at the public meetings. In total, 897 people participated in the scoping process by providing written or verbal comments. Additionally, local governments submitted resolutions addressing the proposed action and issued petitions, generally voicing opposition to one of the proposed closure alternatives. The issues and concerns expressed in the public

comments during the scoping phase of the planning process are summarized in the scoping report, Appendix A of the PEA. Transcripts from the scoping meetings and all written material received during the scoping period can be viewed at the web site for Department of Transportation's Docket Management System at <http://dms.dot.gov> (located at docket USCG-1998-4765).

The present notice of availability begins the second phase of public involvement by seeking comments on the PEA. Following the comment period on the PEA and an analysis of comments received, the Commandant of the Coast Guard will weigh appropriate information and make a final decision. That decision will be published in the **Federal Register**.

#### Public Meetings

Two public meetings will be held on the PEA and proposed FONSI. (See **DATES** and **ADDRESSES**.) Please note that the meetings may close early if all business is finished. For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Ms. Boyle (See **FOR FURTHER INFORMATION CONTACT**) as soon as possible.

A public meeting has not been scheduled for Yorktown, VA, since there was little public interest in OTI at RTC Yorktown during the scoping phase of the NEPA process. However, if public interest in this next phase increases, a meeting may be scheduled there.

#### Request for Comments

We encourage you to participate by submitting written comments on the PEA and FONSI or by presenting verbal comments at a public meeting. If you submit written comments, please include your name and address and identify the docket number for this notice (USCG-1998-4765). Please submit written comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing to Ms. Boyle at the address under **ADDRESSES**. If you would like to know we received your comments, please enclose a stamped, self-addressed postcard or envelope.

Dated: August 26, 1999.

**J. B. Willis,**

*Captain, U. S. Coast Guard, Acting Director of Reserve and Training.*

[FR Doc. 99-22927 Filed 9-2-99; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Approval of Noise Compatibility Program; Rickenbacker International Airport, Columbus, Ohio

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Rickenbacker Port Authority, Columbus, Ohio, 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. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On January 22, 1999, the FAA determined that the noise exposure maps submitted by Rickenbacker Port Authority under part 150 were in compliance with applicable requirements. On July 14, 1999, the Assistant Administrator for Airports approved the Rickenbacker International Airport noise compatibility program.

A total of twenty-six (26) measures were included in the Rickenbacker Port Authority Noise Compatibility Plan, which continue or expand the intent of the approved 1989 NCP. Of the twenty-six (26) measures included, four (4) are listed as "Noise Abatement Plan Measures," five (5) are listed as "Program Management Measures," and seventeen (17) are listed as "Land Use Management Plan." The FAA has approved twenty (20) of the twenty-six (26) measures.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Rickenbacker International Airport noise compatibility program is July 14, 1999.

**FOR FURTHER INFORMATION CONTACT:** Mary Jagiello, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7296. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the noise compatibility program for Rickenbacker International Airport, effective July 14, 1999.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may

submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to the FAA's approval of an airport noise compatibility program are delineated in FAR part 150, § 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a