

at altitudes from the surface to approximately 17,000 feet. These distances and altitudes may vary depending on local conditions and infrastructural constraints such as adequate radar and radio frequency coverage. The primary function of the TRACON is to provide a variety of air traffic control services to arrival, departure, and transient aircraft within its assigned airspace. These services include aircraft separation, in flight traffic advisories and navigational assistance. The four existing TRACON facilities provide terminal radar air traffic control services to the four major airports and a number of small reliever airports located within the Baltimore-Washington area.

A range of alternatives are considered in the DEIS including replacement or refurbishment of three of the four existing TRACONs, partial consolidation, No Action and full consolidation. Analysis of alternatives determined that only full consolidation meets the Purpose and Need of the proposed action. The full consolidation alternative would not cause significant environmental impact in any of the 23 impact categories assessed.

Dated: February 19, 1999 in Washington, DC.

**John Mayrhofer,**

*Director, TRACON Development Program.*

[FR Doc. 99-4838 Filed 2-25-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-99-04]

#### 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 March 21, 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 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 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 February 23, 1999.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* 29410.

*Petitioner:* U.S. Technical.

*Section of the FAR Affected:* 14 CFR 145.37(b).

*Description of Relief Sought:* To permit U.S. Technical to install, modify, and retrofit passenger and cabin amenities at customer facilities without providing suitable permanent housing for at least one of the heaviest aircraft for which it is rated.

*Docket No.:* 29439.

*Petitioner:* Airbus Industrie.

*Regulations Affected:* 14 CFR 25.807(c)(1).

*Description of Petition:* To allow Airbus Industrie to add seating for one more passenger increasing the total passenger seating from 179 to 180 on the Airbus Model A320 series airplanes.

*Docket No.:* 29451.

*Petitioner:* Boeing Commercial Airplane Group.

*Regulations Affected:* 25.562(b)(2).

*Description of Petition:* The petitioner requests relief from the misalignment test requirements only for flight deck seats on the Boeing Model 767-400ER airplane.

[FR Doc. 99-4837 Filed 2-25-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Jacksonville International Airport, Jacksonville, Florida

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Jacksonville International Airport 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).

**DATES:** Comments must be received on or before March 29, 1999.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to John Clark, Aviation Vice President of the Jacksonville Port Authority at the following address: Jacksonville Port Authority, Jacksonville International Airport, 2831 Talleyrand Avenue, Jacksonville, Florida, 32206-3496.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Jacksonville Port Authority under § 158.23 of part 158.

#### FOR FURTHER INFORMATION CONTACT:

Richard Owen, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida, 32822-5024, 407-812-6331, Extension 19. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose

and use the revenue from a PFC at the Jacksonville International Airport 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).

On February 22, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Jacksonville Port Authority was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 1, 1999.

The following is a brief overview of the application.

*PFC Application No.:* 99-04-C-00-JAX.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* May 1, 1999.

*Proposed charge expiration date:* June 30, 2001.

*Total estimated PFC revenue:* \$14,868,000.

*Brief description of proposed project(s):* Land Acquisition for Airport Development, Terminal Development Planning and Preliminary Design, Acquisition of a 3000 Gallon Aircraft Rescue and Fire Fighting Vehicle, Perform an Environmental Assessment of a Proposed 2,500 Foot Long × 150 Foot Wide Extension to Runway 31 along with Related Taxiway Improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO) filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Jacksonville Port Authority.

Issued in Orlando, Florida on February 22, 1999.

**W. Dean Stringer,**

*Manager, Orlando Airports District Office Southern Region.*

[FR Doc. 99-4836 Filed 2-25-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33594]

#### Ballard Terminal Railroad Company, L.L.C.—Modified Rail Certificate<sup>1</sup>

On May 4, 1998, Ballard Terminal Railroad Company, L.L.C. (BTRC), filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate a line of railroad (the Ballard Line) between milepost 0.09 and the end of the line at milepost 2.70, a distance of almost 3 miles in the Ballard District of Seattle, King County, WA. BTRC intends to operate over the Ballard Line under an agreement with the City of Seattle. Seattle has granted BTRC a 30-year franchise to operate the Ballard Line.

The involved rail line was approved for abandonment by Adventure Trail, Inc., doing business as Sea Lion Railroad (Sea Lion), in *Sea Lion Railroad—Abandonment Exemption—In King County, WA, et al.*, STB Docket No. AB-544X, *et al.* (STB served Aug. 11, 1998). In that proceeding, the Board deferred action on BTRC's request for a modified certificate pending administrative finality of the proceeding and notice from Seattle that it had acquired the line. The abandonment exemption proceeding has become administratively final, and Seattle has notified the Board that, on December 30, 1998, it acquired the real estate underlying the line.

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities, and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

No subsidy is involved. BTRC indicates that, in order to receive service, shippers must meet the following preconditions: "Minimum of 30 carloads per year averaged over a rolling 36 month period."

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F St., NW,

<sup>1</sup> In a decision served on August 11, 1998, this proceeding was consolidated with *Sea Lion Railroad—Abandonment Exemption—In King County, WA*, STB Docket No. AB-544X, and *Adventure Trail D/B/A Sea Lion Railroad—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company*, STB Finance Docket No. 33486.

Washington, DC 20001; and on the American Short Line Railroad Association: American Short Line Railroad Association, 1120 G St., NW, Suite 520, Washington, DC 20005.

Decided: February 19, 1999.

By the Board, David M. Konschnick, Director, Office of Proceedings.

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 99-4715 Filed 2-25-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33715]

#### New England Central Railroad, Inc.—Modified Rail Certificate

On February 10, 1999, New England Central Railroad, Inc. (NECR), filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate a 14-mile rail line owned by the State of Vermont.

The involved rail line was approved for abandonment by Montpelier and Barre Railroad Company in *Montpelier and Barre Railroad Company—Entire Line Abandonment—From Graniteville to Montpelier Junction in Washington County, VT*, Docket No. AB-202 F (ICC served Mar. 12, 1980), and acquired by the State of Vermont on November 21, 1980. The Washington County Railroad Corporation (WACR) filed a notice for a modified certificate of public convenience and necessity on November 17, 1980, and a modified rail certificate was issued to WACR authorizing it to operate the line as of November 17, 1980.<sup>1</sup>

On February 2, 1999, WACR agreed to assign its lease of the line to NECR. On February 9, 1999, NECR accepted the assignment, and NECR and the State of Vermont agreed to cancel their lease. Also on February 9, 1999, NECR and the State of Vermont entered into an interim letter agreement for the operation of the line. The term of the letter agreement, unless modified, is 90 days. During that time, NECR and the State of Vermont intend to negotiate and enter into a lease and operating agreement that will govern future operations of the line by NECR.

The line extends from Montpelier Junction to Graniteville, VT, and

<sup>1</sup> See *Washington County Railroad Corporation—Operations—From Montpelier Junction to Graniteville, VT*, Finance Docket No. 29536F (ICC served Jan. 2, 1981).