

PREP SCHEDULE—INDUSTRY-LED EXERCISES

Area	Ind ²	Date/Qtr	Lead
1999			
Alabama/Mississippi Area (MSO Mobile OSC)	p		
South Florida Area (MSO Miami OSC)	p		
Boston Area (MSO Boston OSC)	f		
EPA Region VIII (EPA OSC)	f (nonmtr)		
Hawaii/Samoa Area (MSO Honolulu OSC)	v		
Central Coast Area (MSO San Francisco OSC)	v		
Eastern Wisconsin Area (MSO Milwaukee Area)	f (mtr)		
EPA Region Oceania Area (EPA OSC)	f (nonmtr)		
Buffalo, NY Area (MSO Buffalo Area)	f		
EPA Region II Area (EPA Caribbean OSC)	f (nonmtr)		
Tampa, FL Area (MSO Tampa OSC)	v		
Puget Sound (MSO Puget Sound OSC)	v		
2000			
Caribbean Area (MSO San Juan OSC)	v		
EPA Region III Area (EPA OSC)	f (nonmtr)		
Duluth-Superior Area (MSO Duluth OSC)	f		
Jacksonville Area (MSO Jacksonville OSC)	v		
EPA Region IX Oceania (EPA OSC)	f (nonmtr)		
New Orleans Area (MSO New Orleans OSC)	p		
Commonwealth of N. Mariannas Islands Area (MSO Guam OSC)	v		
EPA Alaska Area (EPA OSC)	f (nonmtr)		
EPA Region IV Area (EPA OSC)	f (nonmtr)		
EPA Region IX Area (EPA OSC)	p		
Southeast Alaska Area (MSO Juneau OSC)	v		
Philadelphia Area (MSO Philadelphia OSC)	f (mtr)		
Charleston Area (MSO Charleston OSC)	f (mtr)		
EPA Region II (EPA OSC)	f (nonmtr)		
2001			
Guam Area (MSO Guam OSC)	v		
San Diego, CA Area (MSO San Diego OSC)	f		
Morgan City Area (MSO Morgan City OSC)	v		
EPA Region VII Area (EPA OSC)	f (nonmtr)		
Long Island Sound Area (COTP Long Island Sound)	f		
Savannah Area (MSO Savannah)	p		
Southern Coastal NC Area (MSO Wilmington OSC)	v		
San Francisco Bay & Delta Region Area (MSO San Francisco OSC)	f (mtr)		
Cleveland, OH Area (MSO Cleveland OSC)	f (mtr)		
EPA Region V Area (EPA OSC)	f		
South Texas Coastal Zone Area (MSO Corpus Christi OSC)	v		
LA/LB North Area (MSO LA/LB OSC)	w/OPS		
Prince William Sound (MSO Valdez OSC)	v		
	p		

¹ Quarters: 1 (Jan–March); 2 (April–June); 3 (July–Sept); 4 (Oct–Dec).

² Industry: v—vessel; f (mtr)—marine transportation-related facility; f (nonmtr)—nonmarine transportation-related facility; p—pipeline.

Dated: June 4, 1999.

R.C. North,

Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99–15041 Filed 6–14–99; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99–13–U–00–CHO) To Use the Revenue From a Passenger Facility Charge (PFC) at Charlottesville-Albemarle Airport, Charlottesville, VA

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 use the revenue from a PFC at Charlottesville-Albemarle 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 July 15, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Arthur Winder, Project Manager, Washington, Airports District

Office, P.O. Box 16780, Washington, DC 20041-6780.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Bryan O. Elliott, Director of Aviation, of the Charlottesville-Albermarle Airport Authority at the following address: Charlottesville-Albermarle Airport, 201 Bowen Loop, Charlottesville, Virginia 22901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Charlottesville-Albermarle Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Arthur Winder, Program Manager, Washington Airports District Office, P.O. Box 16780, Washington, DC 20041-6780, (703) 661-1363. 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 use the revenue from a PFC at Charlottesville-Albermarle 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 May 28, 1999, the FAA determined that the application to use the revenue from a PFC submitted by Charlottesville-Albermarle Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 2, 1999.

The following is a brief overview of the application.

PFC Application No.: 99-13-U-00-CHO.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 1995.

Proposed charge expiration date: April 1, 2005.

Total estimated PFC revenue: \$1,005,500.

Brief description of proposed project(s): Air Carrier Terminal Access Road.

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

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

regional Airports Office located at: Fitzgerald Federal Building #111, Airports Division, AEA-610, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Charlottesville-Albermarle Airport.

Issued in Washington, DC 20041-6780, June 4, 1999.

Terry J. Page,

Manager, Washington Airports District Office.

[FR Doc. 99-15123 Filed 6-14-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99-03-C-00-RIC) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Richmond International Airport, Richmond, VA

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 passenger facility charge (PFC) at Richmond 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 July 15, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Arthur Winder, Project Manager, Washington Airports District Office, P.O. Box 16780, Washington, DC 20041-6780.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Robert Brammer, Acting Executive Director, Capital Region Airport Commission, at the following address: Capital Region Airport Commission, 1 Richard E. Byrd Terminal Drive, Richmond International Airport, Virginia 23250-2400.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Capital Region Airport Commission under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Arthur Winder, Program Manager,

Washington Airports District Office, P.O. Box 16780, Washington, DC 20041-6780, (703) 661-1363. 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 Richmond 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 May 28, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by Capital Region Airport Commission was substantially complete with the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 3, 1999.

The following is a brief overview of the application.

PFC Application No.: 99-03-C-00-RIC.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: May 1, 2001.

Proposed charge expiration date: November 1, 2016.

Total estimated PFC revenue: \$75,846,839.

Brief description of proposed project(s):

- Terminal Roadways and Elevated Platform (Impose & Use)
- Terminal Building Addition and Modification (Impose only)
- Early Retirement of PFC Funded Debt (Alternate Project)

Class of classes of air carriers which the public agency has requested not be required to collect PFCs: FAR Part 135 On-demand air taxi/commercial operators (ATCO).

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 FAA Regional Airports Office located at: Fitzgerald Federal Building #111, Airports Division, AEA-610, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other document germane to the application in person at the Richmond International Airport.