

Commission, 450 Fifth Street, N.W., Washington, D.C. 20549-0609. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying at the Commission's Public Reference Room. Copies of such filing also will be available for inspection and copying at the principal office of the CBOE. All submissions should refer to File No. SR-CBOE-99-46 and should be submitted by September 29, 1999.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹⁰

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 99-23238 Filed 9-7-99; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF STATE

[Public Notice No. 3083]

Shipping Coordinating Committee; Subcommittee on Ocean Dumping; Notice of Meeting

The Subcommittee on Ocean Dumping of the Shipping Coordinating Committee will hold an open meeting on September 17, 1999 from 1:30 pm to 3:30 pm to obtain public comment on the issues to be addressed at the October 4-8, 1999 Twenty-first Consultative Meeting of the Contracting Parties to the London Convention, which is the global international treaty regulating ocean dumping. The meeting will also review the results of the Twenty-second Scientific Group Meeting of the London Convention held in May 1999.

The meeting will be held at Environmental Protection Agency offices located at the Fairchild Building, 499 South Capitol Street SW, Washington, DC 20003, Room 809. Interested members of the public are invited to attend, up to the capacity of the room.

For further information, please contact Mr. David Redford, Acting Chief, Marine Pollution Control Branch, telephone (202) 260-1952.

Dated: September 2, 1999.

Susan K. Bennett,

Director, Office of Transportation Policy.

[FR Doc. 99-23423 Filed 9-3-99; 2:49 am]

BILLING CODE 4710-07-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular (AC) 23-XX-29, Systems and Equipment Guide for Certification of Part 23 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability of proposed Advisory Circular (AC) AC 23-XX-29 and request for comments.

SUMMARY: This notice announces the availability of and request for comments on proposed AC 23-XX-29, Systems and Equipment Guide for Certification of Part 23 Airplanes. This proposed AC provides information and guidance concerning an acceptable means, but not the only means, of showing compliance with Title 14 Code of Federal Regulations (14 CFR) part 23, subpart D from § 23.671 and subpart F, which is applicable to the certification of systems and equipment in normal, utility, acrobatic, and commuter category airplanes. This proposed AC consolidates existing policy documents, and certain AC's that cover specific paragraphs of the regulations, into a single document. This material is neither mandatory nor regulatory in nature and does not constitute a regulation.

DATES: Comments must be received on or before November 8, 1999.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration, Small Airplane Directorate, Regulations & Policy Branch (ACE-111), 601 East 12th Street, Kansas City, Missouri 64106. You may also submit comments on the internet to: pat.nininger@faa.gov.

FOR FURTHER INFORMATION CONTACT: Les Taylor, Standards Office, (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration; telephone number (816) 426-6941.

SUPPLEMENTARY INFORMATION:

Comments Invited

Any person may obtain a copy of this proposed AC by contacting the person named above under the **FOR FURTHER INFORMATION CONTACT** section or on the internet at: <http://www.faa.gov/avr/air/airhome.htm>. We invite interested

parties to submit comments on the proposed AC by electronic mail to the **ADDRESSES** section specified above. Commenters must identify the AC title and number when submitting any comments. The FAA will consider all communications received on or before the closing date for comments before issuing the final AC. The proposed AC and comments received may be inspected at the Standards Office (ACE-110), Suite 900, 1201 Walnut, Kansas City, Missouri, between the hours of 7:30 a.m. and 4:00 p.m. weekdays, except on Federal holidays.

Background

In 1968, the Federal Aviation Administration (FAA) instituted an extensive review of the airworthiness standards of part 23. Since then, the regulations have been amended through Amendment 23-52. These amendments have changed most of the sections of part 23. This document is intended to provide guidance for the original issue of part 23 and the various amendments. This version of the advisory circular covers policy available through June 30, 1994. Policy that became available after June 30, 1994, will be covered in future amendments to the advisory circular.

Issued in Kansas City, Missouri, on August 27, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-23292 Filed 9-7-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: SR 20 (Sharpes Corner to SR 536) Skagit County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent and notice of scoping.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared to evaluate potential solutions to identify safety problems and traffic congestions along SR 20 in Skagit County, Washington.

FOR FURTHER INFORMATION CONTACT: Gene Fong, Federal Highway Administration, 711 South Capital Way, Suite 501, Olympia, Washington 98501, Telephone: (360) 753-9480; or John Okamoto, Washington State Department of Transportation, Northwest Region,

¹⁰ 17 CFR 200.30-3(a)(12).

PO Box 330310, Seattle, WA 98133-9710.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT), will prepare an Environmental Impact Statement (EIS) on alternative solutions that can reduce the accident rate and provide capacity to meet current and future needs along a 7-mile stretch of the State Route 20 corridor near Anacortes. The SR EIS is a National Environmental Policy Act (NEPA) "pilot" project, intended to evaluate and improve the application of the NEPA process. The "pilot" process was developed cooperatively by Washington State and Federal agencies, and is jointly sponsored by FHWA and WSDOT.

This segment of SR 20 includes two designated "high accident corridors," due to the number and severity of accidents that have occurred at intersections. The predominant accident types are rear-end collisions and entering-at-angle accidents.

The accident rate is made worse by increasing traffic volumes. Travel demand forecasts indicate continued traffic growth over the next 20 years. Forecasts indicate that traffic growth may increase travel time along portions of this segment of SR 20.

Solutions are needed to reduce the rate of fatal accidents and to provide for the projected traffic demand. While alternative have not been identified, preliminary alternatives that could meet the need and may be considered in the EIS include: taking no action; traffic calming; transportation demand management; transportation system management; eliminating left turns; transit improvements and/or improved transit access; improvement of alternative modes of travel; improved freight movement by truck and/or rail; additional traffic signals; modified signage; grade separation at intersections; and/or added lanes or frontage roads. Combinations of these solutions are possible. The list of alternatives to be addressed in the EIS will be finalized after taking scoping comments into account.

Scoping

Letters soliciting comments on the scope of the EIS and describing the purpose, need, and potential alternatives will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Two meetings will be held to identify the scope of issues to be addressed, the significant issues, and the alternatives.

The meeting will be conducted on *October 6, 1999*, at *Anacortes City Hall Chambers* in Anacortes, Washington. The first meeting from 9 a.m. to noon will be conducted to focus on input from governmental agencies and tribes. The second, from 4 p.m. to 8 p.m., will be conducted primarily for the public. Written scoping comments may be submitted to the FHWA or WSDOT at the address provided above.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this action and the EIS should be directed to FHWA or WSDOT at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: August 27, 1999.

Donald A. Petersen,

Transportation and Environmental Engineer, Olympia, Washington.

[FR Doc. 99-23249 Filed 9-7-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the proposed Atlantic/Central Bus Base Expansion Project in Seattle, Washington

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the King County Metro Transit Division intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). King County will ensure that the EIS also satisfies the requirements of the Washington State Environmental Policy Act (SEPA). The FTA will be the NEPA lead agency. King County will be the SEPA lead agency.

King County Metro Transit, a division of the King County Department of Transportation, may expand the operating capacity of the existing Atlantic/Central bus base complex located in Seattle's North Duwamish Industrial District. The existing complex consists of the existing Atlantic Base, which supports electric trolley service

within the City of Seattle, and the Central Base, which supports a fleet of diesel buses that provide service within the City of Seattle and between the City and neighboring jurisdictions. In addition, all night owl service is dispatched from Central Base.

Metro Transit uses the existing 22-acre complex for maintenance and storage of approximately 340 buses. The agency's Operating Facilities Strategic Plan identified a need for central Seattle maintenance capacity for up to 185 additional buses within the next 10 years and an additional 200 buses within the next 25 years (for a total of 385 additional buses). Increased capacity will allow maintenance service for planned increases in transit service within the City of Seattle as well as some increases in service for routes between Seattle and other jurisdictions. Among other things, King County's system is slated to accommodate up to 85 of Sound Transit's Express Service buses.

The EIS will evaluate a no action alternative as well as feasible and prudent alternatives to expand the maintenance base. Study to date suggests that reasonable alternatives are limited to an upward structured expansion of employee parking combined with an expansion of the footprint of the base either westward or to the south. Expansion to the west might impact a group of buildings that could have historical significance. Expansion to the south might have an effect on a privately owned industrial business that handles approximately 10% of the Port of Seattle's export business. Expansion to non-contiguous property would not be prudent or meet project objectives because of the significantly higher operating costs, which would occur. This would reduce funds available for revenue (passenger carrying) service. Expansion to non-contiguous properties would also require acquisition of a larger amount of industrial property, which would be contrary to City policy directed toward maximum preservation of industrial property.

The existing base complex occupies land that is industrially zoned. Applicable zoning regulations allow expansion of the base facilities within the industrial zone subject to a showing that impacts on industrial property and activities have been minimized.

King County Transit and FTA will determine the scope of environmental review after receiving input from interested parties and organizations and from federal, state, regional, and local agencies. A similar scoping process was recently completed in accordance with