

under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 03/08/2000, Exemption No. 7141.

Docket No.: 29926.

Petitioner: Ottumwa Flying Services, Inc.

Section of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit OFS to operate its King Air aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft.

Grant, 03/08/2000, Exemption No. 7140.

[FR Doc. 00-7636 Filed 3-27-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2000-7090]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel JUST DESSERT.

SUMMARY: As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S. build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub.L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before April 27, 2000.

ADDRESSES: Comments should refer to docket number MARAD-2000-7090.

Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments

electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR 832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-0760.

SUPPLEMENTARY INFORMATION: Title V of Pub.L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (less than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commentator's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested: name: "JUST DESSERT", owner: Michael J. & Dawn G. Baldacchino.

(2) Size, capacity and tonnage of vessel: Hull length 44.2', beam: 13.6', depth: 6.5', tonnages: Gross—20, Net—18, measured pursuant to 46 U.S.C. 14502.

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "We are retired live-aboards, using our sailboat as our home. Our intention is to travel along the coastal United States (all coasts) and overseas (circumnavigate). We will be picking up crew, visitors, and friends for periods of time and legs of our journey who will pay for the segment that they are aboard to supplement our retirement income."

(4) Date and place of construction and (if applicable) rebuilding. Date of

construction: 1990 Place of original construction: Cedex, France.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "We believe that there will be no impact on any local or existing commercial passenger vessel operators as our commercial impact will be transient and sporadic in nature."

(6) A statement on the impact this waiver will have on U.S. shipyards. In addition to the statement above, also according to the applicant: "We believe that this waiver will have no or insignificant impact on U.S. shipyards."

By order of the Maritime Administrator.

Dated: March 23, 2000.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 00-7606 Filed 3-27-00; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2000-7091]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ULTRA GRAND SLAM.

SUMMARY: As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S. build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before April 27, 2000.

ADDRESSES: Comments should refer to docket number MARAD-2000-7091.

Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401,

Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR 832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-0760.

SUPPLEMENTARY INFORMATION: Title V of Pub.L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (less than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commentator's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested: ULTRA GRAND SLAM, USCG Documentation No. 1066376 owner: according to the applicant "the owner of the vessel ULTRA GRAND SLAM is C & J Enterprises Co. inc. d/b/a Charter Boat Grand Slam, an entity of the United States. The corporate officer is Craig Jiovani". (2) Size, capacity and tonnage of vessel: Hull length 46'9", beam: 15'9", depth: 9'8", tonnages: Gross—49.82, Net—19.93, measured pursuant to 46 U.S.C. 14502.

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "The vessel ULTRA GRAND SLAM will be used to carry six or less passengers for hire, solely within the coastal waters

of the State of Florida, and also outside the limits of the United States."

(4) Date and place of construction and (if applicable) rebuilding. Date of construction: 1971 Place of original construction: construction was believed to have taken place in Baltimore, MD, USA. However, due to the absence of sufficient builder certification necessary to meet U.S. documentation standards to qualify for a coastwise endorsement, for the purposes of waivers permitted under Pub.L. 105-383 the vessel is considered to not have been built in the United States.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "I, Craig Jiovani, as the President of C & J Enterprises Co. Inc. d/b/a/ Charter Boat Grand Slam, sole owner of the subject vessel, hereby attest to the fact that the much coveted Small Vessel Waiver will not unduly adversely affect either U.S. flagged vessel operators or U.S. shipbuilders."

(6) A statement on the impact this waiver will have on U.S. shipyards. In addition to the statement above, also according to the applicant: "Having been constructed entirely in Baltimore, Maryland in 1971, a Small Vessel Waiver will have no impact whatsoever on U.S. shipyards. All major components used on the vessel are U.S. Constructed."

By Order of the Maritime Administrator.

Dated: March 23, 2000.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 00-7607 Filed 3-27-00; 8:45 am]

BILLING CODE 4910-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33859]

Indiana Southwestern Railway Co.—Acquisition and Operation Exemption—Evansville Terminal Company, Inc. and AB Rail Investments, Inc.

Indiana Southwestern Railway Co. (ISW), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to purchase and operate two connecting lines of railroad in Vanderburgh and Posey Counties, IN, as follows: (1) Approximately 17.2 route miles from Evansville to Poseyville, owned by the Evansville Terminal Company (ETC); and (2) approximately 4.667 route miles from Poseyville to

Cynthiana, owned by AB Rail Investments, Inc.¹

The parties reported that they intended to consummate the transaction on or about March 15, 2000. The earliest the transaction could have been consummated was March 15, 2000, the effective date of the exemption (7 days after the exemption was filed).

This transaction is related to STB Finance Docket No. 33858, *Pioneer Railcorp—Continuance in Control Exemption—Indiana Southwestern Railway Co.*, wherein Pioneer Railcorp has concurrently filed a verified notice to continue in control of ISW upon its becoming a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33859, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on John D. Heffner, Esq., Rea, Cross & Auchincloss, 1707 L Street, NW., Suite 570, Washington, DC 20036.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: March 21, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 00-7591 Filed 3-27-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33858]

Pioneer Railcorp—Continuance in Control Exemption—Indiana Southwestern Railway Co.

Pioneer Railcorp (Pioneer), a noncarrier holding company, has filed a notice of exemption to continue in control of Indiana Southwestern Railway Co. (ISW), upon ISW's becoming a carrier.

The transaction was scheduled to be consummated on March 15, 2000.

This transaction is related to STB Finance Docket No. 33859, *Indiana*

¹ ETC currently operates both lines of railroad.