

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Kalitta Air, L.L.C., fit, willing, and able, and (1) transferring to it the all-cargo authority contained in the interstate scheduled certificate currently issued to Kitty Hawk International, Inc. d/b/a American International Airways, and (2) canceling the passenger authority contained in that certificate.

DATES: Persons wishing to file objections should do so no later than November 6, 2000.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-2000-7588 and addressed to the Department of Transportation Dockets (SVC-124.1, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Ms. Delores King, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2343.

Dated: October 27, 2000.

Susan McDermott,

Deputy Assistant Secretary for Aviation and International Affairs.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare a Joint Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) and Hold a Scoping Meeting for Santa Barbara Municipal Airport, Santa Barbara, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice to hold a public scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a joint EIS/EIR will be prepared for development recommended by the Master Plan Update for Santa Barbara Municipal Airport, Santa Barbara, California. This is the second notice that the FAA has published on this document; the first notice was published on August 11, 1993 and a public scoping meeting was held on September 17, 1993. Portions of the

baseline information and proposed project scope have since been updated, and the planning horizon has been extended, therefore, to ensure that all significant issues related to the proposed action are identified, another public scoping meeting is being scheduled.

FOR FURTHER INFORMATION CONTACT: Peter Ciesla, Airport Planner, AWP-613.2, Federal Aviation Administration, Airports Division, Western-Pacific Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009-2007, Telephone: 310/725-3628. Comments on the scope of the EIS should be submitted to the address above and must be received no later than Friday, December 15, 2000.

SUPPLEMENTARY INFORMATION: The FAA in cooperation with the city of Santa Barbara, California, will prepare a joint EIS/EIR for further development recommendation at Santa Barbara Municipal Airport. The need to prepare an EIS is based on the procedures described in FAA Order 5050.4A, Airport Environmental Handbook. The city of Santa Barbara is preparing an EIR to meet the state of California environmental review requirements.

Preparation of the joint EIS/EIR for the proposed Santa Barbara Municipal Airport improvements were initially started in August 1993, with the first Notice of Intent being published for development recommended in the Draft Master Plan Update. At that time, the proposed improvements included the extension of Runway 7/25 to the west by 800 feet, construction of runway safety areas at each end of Runway 7/25 in order to meet FAA standards, extension and widening of Runway 15R/33L, and for the Terminal Building expansion and terminal area improvements. The runway safety areas are required under FAA standards in order to reduce the risk of damage and passenger injury, if an aircraft leaves the runway pavement. The existing runway safety area for the east end Runway 7/25 is 500 feet wide and 215 feet long, and the west end is 500 feet wide and 320 feet long. The current required dimensions for the runway safety area is an area that is 500 feet wide and 1,000 feet beyond the runway end. Since the original Notice of Intent, a number of studies were completed, which concluded that the existing 6,052 foot operational length of Runway 7/25 is satisfactory for current and foreseeable future airline flights. In order to achieve the runway safety areas, Runway 7/25 would need to be relocated approximately 800 feet to the west. These studies formed the basis of the City's current Aviation Facilities

Plan, which includes the required runway safety areas and retains the current runway length for aircraft operations.

The proposed action is the adoption of the Santa Barbara Municipal Airport, Aviation Facilities Plan (AFP). The AFP recommends expanding the existing runway safety areas on both ends of Runway 7/25 in order to meet current FAA standards, expansion of the airline terminal and parking facility, construction of a new Taxiway M and construction of general aviation facilities.

The federal actions being proposed are FAA approval of the Airport Layout Plan and approval of future processing of an application for federal funding assistance, for the proposed improvements. The airport is located in the vicinity of the Goleta Slough and there are potential impacts on wetlands and biotic communities from the disruption of stream flows and tidal circulation to the area around the airport. The land adjacent to the airport contains non-compatible land uses in terms of aircraft noise, and the proposed development is likely to be controversial.

The city of Santa Barbara, pursuant to the California Environmental Quality Act of 1970 (CEQA) is preparing an Environmental Impact Report (EIR) for the proposed development. In an effort to eliminate unnecessary duplication and reduce delay, the document to be prepared, will be a joint EIS/EIR in accordance with the President's Council on Environmental Quality Regulations described in 40 Code of Federal Regulations Sections 1500.5 and 1506.2.

The Joint Lead Agencies for the preparation of the EIS/EIR will be the Federal Aviation Administration and the city of Santa Barbara, California. Due to proximity of the Goleta Slough and other water courses on the airport, the U.S. Army Corps of Engineers is a cooperating agency in the preparation of the document.

The development recommended in the AFP and which will be evaluated in the EIS/EIR is described below:

West Creek Realignment Alternative

- Construction of a new runway safety area on each end of Runway 7/25, in order to meet FAA standards. The runway safety area on the east end of the runway would use an 800 foot portion of the existing runway.

- Construction of an 800 foot western extension to Runway 7/25 to maintain the existing 6,052 foot, Runway 7/25 length, and extension of the associated taxiway.

- Terminal Building expansion, and expansion of the automobile parking area.

- Construction of a new Taxiway M.
- Construction of additional T-hangars and a new air cargo facility.
- Realignment of Tecolotito Creek, 2,000 feet to west, to be rerouted around the new runway safety area and relocation of Carneros Creek.

- Acquisition of Runway Protection Zones on each end of Runway 7/25.

- Relocation of navigational aids at the airport.

- Revisions to the standard instrument departure and arrival procedures at the airport.

West Creek Culvert Alternative

- Same as Alternative 1, except that a culvert would be built for Tecolotito Creek to allow it to flow under the runway, taxiway and safety area.

No Action Alternative

- No construction activities at the airport would occur under this alternative.

Comments received during the first scoping meeting raised concerns about the potential emissions from air pollutants, impacts on biological resources, noise impacts to surrounding residential areas, potential disruption of archaeological or historic sites, incompatibility with existing land uses, traffic impacts on existing streets, and possible contamination of Goleta Slough or alterations of its flow patterns.

Comments and suggestions to this second Notice of Intent are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS/EIR may be mailed to the FAA informational contact listed above and must be received no later than Friday, December 15, 2000.

Public Scoping Meeting

The FAA will hold a public scoping meeting to solicit input from the public with respect to any environmental impacts associated with the proposed project. The public scoping meeting will be held at 1 p.m. on December 7, 2000, at the City Council Chambers, Santa Barbara City Hall, 735 Anacapa Street, Santa Barbara, CA 93101.

Issued in Hawthorne, California on Friday, October 20, 2000.

Mia Paredes Ratcliff,

Acting Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 00-28189 Filed 11-1-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Safety Advisory 2000-03

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of safety advisory.

SUMMARY: FRA is issuing Safety Advisory 2000-03 addressing safety practices to reduce the risk of serious injury or death both to railroad employees engaged in switching operations and to the general public.

FOR FURTHER INFORMATION CONTACT:

Douglas H. Taylor, Staff Director, Operating Practices Division, Office of Safety Assurance and Compliance, FRA, 1120 Vermont Avenue, N.W., RRS-11, Mail Stop 25, Washington, D.C. 20590 (telephone 202-493-6255) or David H. Kasminoff, Trial Attorney, Office of Chief Counsel, 1120 Vermont Avenue, N.W., RCC-12, Mail Stop 10, Washington, D.C. 20590 (telephone 202-493-6043).

SUPPLEMENTARY INFORMATION: FRA has determined that the safety of railroad employees and the general public compels the issuance of this safety advisory. A review of FRA's accident/incident data demonstrates that overall the safety of rail transportation has continued to improve; however, so far this year, ten railroad employees have lost their lives while engaged in switching operations. This figure already exceeds the total number of switching-related deaths in 1999, and has caused FRA serious concern about the safety of certain aspects of rail operations. Specifically, these deaths have raised questions about the safety practices employed by crewmembers assigned to perform switching operations. These deaths occurred on both large and small railroads and included employees with levels of experience that ranged from as little as two years to over 30 years.

The most recent incident occurred on September 9, 2000. FRA believes that each of the ten fatalities could probably have been prevented if all employees on each railroad had strictly followed the five recommendations of FRA's Switching Operations Fatality Analysis (SOFA) Working Group and the applicable Federal and railroad company operating and safety rules to which they relate.¹ The ten employee fatalities, which occurred between

January 2 and September 9, 2000, on seven separate railroads, are summarized in Appendix A to this safety advisory.

Findings and Recommended Actions of the SOFA Working Group

During February of 1998, the SOFA Working Group was formed at the request of FRA to review recent fatal incidents that occurred during railroad switching operations and to develop recommendations for preventing such fatalities. The Working Group was comprised of representatives from FRA, the Association of American Railroads, the United Transportation Union, the Brotherhood of Locomotive Engineers, and The American Short Line and Regional Railroad Association. The Working Group developed a codified database of standardized information, referred to as the "SOFA Matrix," from the wide range of information on the 76 fatal switching incidents that occurred between January 1992 and July 1998. In addition, the Working Group reviewed very limited data obtained from FRA files concerning employee fatalities from 1975 to 1991 and participated in a series of systematic exercises designed to tap the extensive expertise acquired by the Working Group during its review and analysis of these employee fatalities.

For statistical purposes, the total number of employee fatalities studied by the Working Group was too small and the circumstances were too varied to permit formal statistical analysis. Notwithstanding these limitations, based on the objective evidence of likely contributing factors, a number of findings and recommendations were developed. The Working Group's recommendations include actions to improve both the safety of railroad switching operations and the quality of data collected on fatalities in switching operations. That database and the expertise-capturing exercises were then used to identify trends or patterns in the data for a more comprehensive understanding of the fatalities the Working Group was investigating, and became the foundation for the analysis and recommendations in the report, entitled "Switching Operations Fatality Analysis," which the Working Group issued in October 1999.

The five critical SOFA Working Group recommendations ("five SOFA lifesavers") are set forth below:

- *Recommendation 1. Notification to the locomotive engineer before fouling track or equipment.* "Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The

¹Each of the five SOFA Working Group recommendations is described in the "Findings and Recommended Actions of the SOFA Working Group" section of this advisory.