

Second Street SW., Washington, DC. Send written material and requests to make oral presentations to Ms. Sara S. Ju, Commandant (G-MSO-3), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Commander Robert F. Corbin, Executive Director of CTAC, or Ms. Sara S. Ju, Assistant to the Executive Director, telephone 202-267-1217, fax 202-267-4570.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

**Agenda of Meeting (Tentative)**

*Chemical Transportation Advisory Committee (CTAC)*

The tentative agenda includes the following:

- (1) Establishment of a new Subcommittee to identify and develop recommended response standards for marine chemical incidents.
- (2) Reestablishment of the 46 CFR Part 151 Subcommittee to revalidate previous Subcommittee recommendations.
- (3) New Prevention Through People Subcommittee initiatives.
- (4) Information on the revised CHRIS manual.
- (5) Roles and Responsibilities of a Marine Chemist.
- (6) Status report on the Tank Barge Certificate of Inspection Pilot Program.
- (7) Updates on Coast Guard regulatory projects and current International Maritime organization (IMO) initiatives relative to the chemical transportation industry.

**Procedural**

The meeting is open to the public. Please note that the meeting may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Executive Director no later than March 30, 2000. Written material for distribution at the meeting should reach the Coast Guard no later than April 3, 2000. If you would like a copy of your material distributed to each member of the Committee in advance of the meeting, please submit 25 copies to the Executive Director no later than April 3, 2000.

**Information on Services for Individuals With Disabilities**

For information on facilities or services for individuals with disabilities

or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: March 13, 2000.

**Howard L. Hime,**

*Director of Standards (Acting), Marine Safety and Protection.*

[FR Doc. 00-6704 Filed 3-16-00; 8:45 am]

**BILLING CODE 4910-15-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Proposed Advisory Circular; Instructions for Continued Airworthiness: Focused Inspection of Safety Critical Turbine Engine Parts at Piece-Part Opportunity**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of proposed advisory circular and request for comments.

**SUMMARY:** This notice announces the availability of draft Advisory Circular (AC) No. 33.4-2, Instructions for Continued Airworthiness: Focused Inspection of Safety Critical Turbine Engine Parts at Piece-Part Opportunity.

**DATES:** Comments must be received on or before May 16, 2000.

**ADDRESSES:** Send all comments on the proposed AC to the Federal Aviation Administration, Attn: Engine and Propeller Standards Staff, ANE-110, Engine and Propeller Directorate, Aircraft Certification Service, 12 New England Executive Park, Burlington, MA, 01803-5299.

**FOR FURTHER INFORMATION CONTACT:**

Mark Liptak, Engine and Propeller Standards Staff, ANE-110, at the above address, telephone (781) 238-7749, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

A copy of the subject AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT** or by downloading the draft AC from the following Internet website: [www.faa.gov/avr/air/acs/draftach.htm](http://www.faa.gov/avr/air/acs/draftach.htm). Interested persons are invited to comment on the proposed AC and to submit such written data, views, or arguments as they desire. Commenters must identify the subject of the AC and submit comments in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Engine and Propeller

Directorate, Aircraft Certification Service, before issuance of the final AC.

**Background**

This proposed AC provides guidance and acceptable methods, but not the only methods, that may be used to demonstrate compliance with the requirements of 14 CFR 33.4, Instructions for Continued Airworthiness (ICA), relating to focused inspections of safety critical turbine engine parts. Analysis of ten years of transport aircraft accident and incident data shows that the leading turbine engine unsafe condition is the uncontained failure of safety critical parts. The failure of safety critical parts can present a significant hazard to an aircraft by releasing fragments that can penetrate the cabin or fuel tanks, damage control surfaces, or sever flammable fluid or hydraulic lines. To reduce the occurrence of these incidents, parts and part features most critical to safety should be subjected to focused inspections at piece-part opportunities, using methods that detect flaws that could lead to failure.

(Authority: 49 U.S.C. 106(g), 40113, 44701-44702, 44704.)

Issued in Burlington, Massachusetts, on March 9, 2000.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 00-6700 Filed 3-16-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**One-Year Runway Incursion Information and Evaluation Program**

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

**ACTION:** General statement of policy.

**SUMMARY:** This document announces a one-year program to gather information from airmen who are involved in runway incursions and to evaluate that information in an effort to determine the root causes of such events. The document also states the FAA's policy concerning enforcement-related incentives that will be offered to airmen to encourage them to participate in the program and the FAA's policy concerning the use for enforcement purposes of information provided by airmen under the program.

**DATES:** *Effective date:* March 17, 2000. *Expiration Date:* The Runway Incursion Information and Evaluation Program expires on March 19, 2001.

**FOR FURTHER INFORMATION CONTACT:** Ross Cusimano, AFS-200, Air Transportation Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8166.

**SUPPLEMENTARY INFORMATION:**

**Background**

In recent years, the number of runway incursions has increased significantly. As a result, the Administrator has identified as a high priority the implementation of several initiatives aimed at reducing or eliminating accidents or incidents attributable to runway incursions. These initiatives "include efforts that address pilot familiarity with airports, navigation and communications improvements, pilot/controller memory and attention, controller skill development, compliance with FAA regulations by pilots and controllers, and improved dissemination of safety/security-related information." (1998 Airport Surface Operations Safety Action Plan, page 3). (Available on the Internet at <http://www.faa.gov/ats/ato/ato102/files/actionplan/index.html>).

A runway incursion is defined as "any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land." (FAA Order 8020.11A, Chapter 1, Paragraph 5). Runway incursions are grouped into four categories: Pilot Deviations, Operational Errors, Operational Deviations, and Vehicle or Pedestrian Deviations. Pilot deviations are the leading category of runway incursions, increasing by 38 percent from 1997 to 1998. An analysis of runway incursion data indicates runway incursions most likely to cause accidents generally occur at complex, high volume airports. (1998 Airport Surface Operations Safety Action Plan, page 3). The data also show there is a high incidence of runway incursions involving general aviation pilots that often result from misunderstood controller instructions, confusion, disorientation, and/or inattention. *Id.* Because runway incursions can involve and affect such a wide cross section of pilot skill levels and airport operations, the FAA has concluded that runway incursion prevention measures must be as broad in scope as possible.

**One-Year Runway Incursion Information and Evaluation Program (RIIEP)**

The Administrator has set a goal to reduce runway incursions by 15 percent in calendar year 2000. To help achieve this goal, the FAA is developing programs designed to reduce pilot deviations through enhanced education and training of pilots and crewmembers, and to gather and evaluate more data on the causes of runway incursions.

To assist with the development of a comprehensive compliance program for airport surface operations, the FAA is implementing a one-year program through which it seeks to gain information about runway incursions by interviewing airmen involved in such events.\* While the FAA is immediately aware through the Air Traffic Service of the occurrence of a runway incursion, oftentimes the FAA knows little about why the incursion happened and the factors or events that may have led to it. The FAA believes, that given certain assurances under the RIIEP, airmen who are involved in runway incursion may be willing to share with FAA inspectors valuable safety information about those incursions. This information may help the FAA to determine root causes of runway incursions and lead to the development of effective corrective actions to help reduce or eliminate this problem.

Under the RIIEP, each regional Flight Standards Division manager will establish a group of regional aviation safety inspectors (operations) who will serve as a Flight Standards Incursion Team (FSIT) and will coordinate National Runway Safety Program (NRSP) activities at the regional level. The FSIT will be responsible for coordinating the activities of FAA field inspectors who will interview the airman involved in a runway incursion during normal working hours as soon as practicable after the incursion occurs. The field inspectors will report in writing the results of an interview to the FSIT. The FSIT will review the written report of the interview and forward the report to the national coordinator for NRSP in the Flight Standards Service, Headquarters.

Field inspectors will advise airmen that their participation in the interview process is voluntary. The interviews may be conducted in person, or by telephone. Questions that might be asked of airmen during the interview include the following:

- Were the airport signage, lighting, and markings adequate or were they a

contributing factor to the runway incursion?

- What were the lighting conditions when the runway incursion occurred?
- Was the airman familiar with the airport layout?
- Were there language problems that contributed to the runway incursion?
- What was the airman's experience in operations at tower operated/high density airports?
- What does the airman believe caused the runway incursion?
- What would have helped to prevent the runway incursion from happening?

**Enforcement Policy**

The FAA through the Air Traffic Service ordinarily is immediately aware when a runway incursion occurs. Oftentimes, the Air Traffic Service's report of a pilot deviation or a vehicle or pedestrian deviation associated with a runway incursion will result in the opening of an enforcement investigative report for an alleged regulatory violation(s) and either legal enforcement action (certificate action or civil penalty action) or administrative action (letter of correction or warning notice) being taken against the airman involved.

To encourage participation in the RIIEP, the FAA has decided to offer certain assurances to airmen regarding enforcement action that typically would be taken for an alleged violation resulting from a runway incursion. Under the RIIEP, if an airman cooperates in answering questions that will assist in identifying the cause of the runway incursion, the FAA ordinarily does not expect to take punitive legal enforcement action (*i.e.*, civil penalty action or a fixed period of suspension) against him or her for an alleged violation that may result from the incursion, provided the alleged violation does not appear to be intentional or to involve criminal conduct, and the runway incursion did not result in an accident.

In certain cases, the FAA may determine an airman should complete corrective action to help preclude the recurrence of a runway incursion, or should at least be warned that his or her conduct was allegedly in violation of subtitle VII of Title 49 of the U.S. Code or the Federal Aviation Regulations. In these cases, the FAA will issue an appropriate administrative action to the airman.

If alleged violation(s) resulting from the runway incursion or the circumstances surrounding the runway incursion demonstrate, or raise a question of, a lack of qualification of the airman, then the FAA will proceed with appropriate remedial action, which

\* The RIIEP does not apply to foreign airmen involved in runway incursions.

might include reexamination and/or certificate revocation or certificate suspension pending reexamination.

The FAA recognizes airmen will have concerns the information they provide under this program will be used by the FAA to take enforcement actions against them. The FAA, however, does not expect to use information provided by airmen during interviews conducted by FAA inspectors under the RIEP in any FAA punitive legal enforcement action.

The RIEP will be in effect for one year beginning the date of publication of this notice.

Issued in Washington, DC on March 13, 2000.

**Jane F. Garvey,**  
Administrator.

[FR Doc. 00-6683 Filed 3-16-00; 8:45 am]

BILLING CODE 4910-13-M

## 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 Luis Munoz Marin International Airport, San Juan, PR

**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 Luis Munoz Marin 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before April 17, 2000.

**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 Dr., Suite 400, Orlando, FL 32822-5024.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Virgilio Acevedo, P.E., Assistant Executive Director for Engineering, Planning and Development of the Puerto Rico Ports Authority at the following address: P.O. Box 362829, San Juan, Puerto Rico 00936-2829.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Puerto Rico

Ports Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Ilia Quinones, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, FL 32822-5024, 407-812-6331 extension 30. 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 Luis Munoz Marin 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On March 13, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Puerto Rico Ports 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 June 14, 2000.

The following is a brief overview of the application.

*PFC Application No.:* 00-04-C-00-SJU.

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

*Proposed charge effective date:* November 1, 2002.

*Proposed charge expiration date:* January 1, 2011.

*Total estimated net PFC revenue:* \$101,154,000.

*Brief description of proposed project(s):*

Development of Utilities Master Plan, SJU  
Preliminary Engineering Dual Midfield Taxiway, SJU  
EA for Improving the Runway Safety Area Rwy 26, SJU  
Y2K Improvements to 107 Access Control, SJU  
Acquire Two Runway Sweepers, SJU  
Design & Install Terminal/Airfield Signs, SJU  
Design and Build an ARFF Facility, SJU  
Construct Dual Mid-Field Twy, SJU  
Construct Standard Safety Area RWY 26, SJU  
Design Extension TWY Sierra, SJU  
Master Plan (ALP), SIG  
Design/Construction Apron Expansion, X63  
Installation of AWOS, BQN  
Relocation of Taxiway A, BQN  
Preliminary Engineering Rwy Reconstruction, BQN  
Final Design Rwy Reconstruction, BQN  
Reconstruct Rwy, BQN  
Y2K Improvement to 107 access control, BQN  
Obstruction Removal; Threshold Relocation, VQS  
Install Airport Signage (Design/Construct.), PSE  
Acquire. Jaws of Life & Safety Equipment, PSE

Y2K Improvements 107 access control, PSE  
Acquire. Rwy Sweeper, PSE  
Install Loading Bridges, PSE  
Reconstruct Twy Light System, PSE  
Improve Rwy 12 Safety Area, PSE  
Reconstruct Terminal Apron, PSE  
Reconstruct Rwy & Twy Connectors, PSE  
Widen Rwy, Construct Apron, Extend Twy, CPX  
Cargo Access Road, SJU

Construct New GA facilities, SJU

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* NONE.

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 Puerto Rico Ports Authority.

Issued in Orlando, Florida on March 13, 2000.

**John W. Reynolds, Jr.,**

Acting Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 00-6701 Filed 3-16-00; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket Nos. AB-33 (Sub-No. 147X) and AB-406 (Sub-No. 11X)]

#### Union Pacific Railroad Company—Abandonment Exemption—in McPherson and Saline Counties, KS and Central Kansas Railway Limited Liability Company—Discontinuance of Service Exemption—in McPherson and Saline Counties, KS

Union Pacific Railroad Company (UP) and Central Kansas Railway Limited Liability Company (CKR) have filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances of Service* for UP to abandon and CKR to discontinue service over: (1) A 4.6-mile line of railroad known as the Hoisington Subdivision between milepost 491.20 near Bridgeport, KS, and milepost 495.80 near Lindsborg, KS; (2) a 10.25-mile line of railroad known as the McPherson Subdivision between milepost 534.75, near Bridgeport and milepost 545.00 near Sid, KS. Additionally, as part of the exemption, CKR also seeks to discontinue its incidental overhead trackage rights over a 6.30-mile portion of UP's trackage between milepost 545.00 near Sid, and milepost 551.30 at