

- Acquire Snow Removal Vehicles
- Design & Construction of Runway 6–24 Extension & Stormwater Management
- Environmental Assessment Study Cost Overrun
- Phase I Historical/Archaeological Study
- Security Control & Access Improvements
- Handicapped Access Lift
- Connect to Municipal Water
- T/W Extension for Hangar Access
- Interior Roads
- Part 150 Study
- Obstruction Removal
- Highway Access Improvements (Deceleration Lanes)
- AWOS/ASOS
- Property Acquisition (Spearly), Phase I–R/W 6 Approach
- Expand Airline Terminal Apron
- Master Plan Update
- ARFF Vehicle
- Snow Removal Vehicle—Blower
- Construct Aircraft Parking Apron
- Extend Taxiways to T Hangers
- Property Acquisition (Spearly), Phase II—R/W 6 Approach

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Charter Carriers and Air Taxi.

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, 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 Pennsylvania State University.

Issued in Jamaica, New York on April 12, 1999.

**Thomas Felix,**

*Manager, Planning & Programming Branch, Airports Division, Eastern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Announcement of the April 1999 Change 11 of the Standard Clauses

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

**ACTION:** Notice of availability.

**SUMMARY:** Federal Aviation Administration (FAA) announces the availability of the April 1999 Change 11 of the standard clauses used in FAA

procurement contracts and Screening Information Requests (SIR).

**ADDRESSES:** The complete text of Change 11 of the standard clauses and the latest versions of the contracting clauses are available on the Internet at <http://fast.faa.gov/>. Use of the Internet World Wide Web Site is strongly encouraged for access to copies of the current clauses. If Internet service is not available, requests for copies of these documents may be made to the following address:

FAA Acquisition Reform, ASU–100, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:**

Yvonne Joseph, Procurement Management Branch, Federal Aviation Administration, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591, (202) 267–8638.

**SUPPLEMENTARY INFORMATION:** On October 31, 1995, Congress passed an Act Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (The 1996 DOT Appropriations Acts). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA Acquisition Management System went into effect on April 1, 1996.

(See Notice of Availability at 61 FR 15155 (April 4, 1996))

The Air Traffic Management System Performance Improvement Act of 1996, title II of the Federal Aviation Reauthorization Act of 1996, Public Law 104–264, October 9, 1996, expanded the procurement reforms previously authorized by the 1996 DOT Appropriations Act. Amendment 01 implements title II and makes other necessary changes to, and clarifications of, the FAA Acquisition Management System.

Issued in Washington, DC, on April 9, 1999.

**Gilbert B. Devey, Jr.,**

*Director of Acquisitions, ASU–1.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33407]

#### Dakota, Minnesota & Eastern Railroad Corporation Construction Into The Powder River Basin

**AGENCIES:** Lead: Surface Transportation Board.

Cooperating:

U.S.D.A. Forest Service.

U.S.D.I. Bureau of Land Management.

U.S. Army Corps of Engineers.

**ACTION:** Notice to the parties providing an extension of time to submit comments on alternatives and reply comments.

On March 10, 1999, the Final Scope of Study for the Environmental Impact Statement (EIS) and Request for Comments on 1) the Modified Proposed Action, referred to as Alternative C, and 2) the City of Rochester, Minnesota's South Bypass Proposal was issued in this proceeding. The Final Scope provided a 30 day comment period for interested parties to submit comments on the two new proposed alternatives listed above, while making it clear that the 30 day comment period, which was due to expire on April 10, 1999, was in addition to, not a substitute for, the comment period that will be provided on all aspects of the Draft Environmental Impact Statement (DEIS) when that document is made available.

The Board and cooperating agencies have received requests to extend the April 10, 1999 comment date. Some of the requests seek an extension in which to comment on a number of potential environmental impacts and others seek additional time to permit development of bypass alternative proposals.

As discussed below, we will provide a limited additional comment period for interested communities to develop bypass proposals. As we stated in the Final Scope, we are mindful of our obligations under the National Environmental Policy Act, 16 U.S.C. 4321–4335 (NEPA) to explore and evaluate in the EIS a reasonable range of alternatives designed to meet the purpose and need of the applicant's proposal. *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190 (D.C. Cir. 1991). At the same time, we are aware that we cannot let the environmental review process indefinitely delay the Board's final decision on this matter.

In the Final Scope, we made a preliminary determination, based on the City of Rochester's engineering study and cost estimates, that the City had met an initial burden of showing that its