

Federal Aviation Administration,
Community and Environmental
Needs Division, APP-600, 800
Independence Avenue, SW,
Washington DC 20591.

Federal Aviation Administration,
Western-Pacific Region, Airports
Division, AWP-600, 15000 Aviation
Boulevard, Room 3012, Hawthorne,
CA 90261.

Mr. Dios Marrero, Acting Executive
Director, Burbank-Glendale-
Pasadena Airport Authority, 2627
Hollywood Way, Burbank, CA
91505.

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on January
31, 2000.

Herman C. Bliss,

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

[FR Doc. 00-3383 Filed 2-11-00; 8:45 am]

BILLING CODE 1410-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2000-03]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of petitions for
exemption received and of dispositions
of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking
provisions governing the application,
processing, and disposition of petitions
for exemption (14 CFR Part 11), this
notice contains a summary of certain
petitions seeking relief from specified
requirements of the Federal Aviation
Regulations (14 CFR Chapter I),
dispositions of certain petitions
previously received, and corrections.
The purpose of this notice is to improve
the public's awareness of, and
participation in, this aspect of FAA's
regulatory activities. Neither publication
of this notice nor the inclusion or
omission of information in the summary
is intended to affect the legal status of
any petition or its final disposition.

DATES: Comments on petitions received
must identify the petition docket
number involved and must be received
on or before February 24, 2000.

ADDRESSES: Send comments on any
petition in triplicate to: Federal
Aviation Administration, Office of the

Chief Counsel, Attn: Rule Docket (AGC-
200), Petition Docket No. _____, 800
Independence Avenue, SW.,
Washington, DC 20591.

Comments may also be sent
electronically to the following internet
address: 9-NPRM-cmts@faa.gov.

The petition, any comments received,
and a copy of any final disposition are
filed in the assigned regulatory docket
and are available for examination in the
Rules Docket (AGC-200), Room 915G,
FAA Headquarters Building (FOB 10A),
800 Independence Avenue, SW.,
Washington, DC 29591; telephone (202)
267-3132.

FOR FURTHER INFORMATION CONTACT:

Cherie Jack (202) 267-7271 or Vanessa
Wilkins (202) 267-8029 Office of
Rulemaking (ARM-1), Federal Aviation
Administration, 800 Independence
Avenue, SW., Washington, DC 20591.

This notice is published pursuant to
paragraphs (c), (e), and (g) of § 11.27 of
Part 11 of the Federal Aviation
Regulations (14 CFR Part 11).

Issued in Washington, DC, on February 8,
2000.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29880.

Petitioner: Big Sky Transportation Co.
d.b.a., Big Sky Airlines.

Section of the FAR Affected: 14 CFR
121.2(d)(ii) and 121.342.

Description of Relief Sought: To
permit Big Sky to operate certain
Fairchild Metro III and Fairchild Metro
23 airplanes until April 16, 2000,
without installing the required pitot
heat indication system in each airplane.

[FR Doc. 00-3303 Filed 2-11-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33388 (Sub-No.
91)]¹

CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements— Conrail Inc. and Consolidated Rail Corporation (General Oversight)

AGENCY: Surface Transportation Board,
DOT.

ACTION: Decision No. 1; Notice of
general oversight proceeding, and
request for comments from interested
persons on the progress of
implementation of the Conrail

transaction and the workings of the
various conditions imposed.

SUMMARY: In 1998, in *CSX Corporation
and CSX Transportation, Inc., Norfolk
Southern Corporation and Norfolk
Southern Railway Company—Control
and Operating Leases/Agreements—
Conrail Inc. and Consolidated Rail
Corporation*, STB Finance Docket No.
33388, Decision No. 89 (STB served July
23, 1998) (CSX/NS/CR Dec. No. 89), we
approved, subject to various conditions
(including a 5-year general oversight
condition): (1) The acquisition of
control of Conrail Inc. and Consolidated
Rail Corporation (collectively, Conrail
or CR) by (a) CSX Corporation and CSX
Transportation, Inc. (collectively, CSX)
and (b) Norfolk Southern Corporation
and Norfolk Southern Railway Company
(collectively, NS); and (2) the division of
the assets of Conrail by and between
CSX and NS. We are now instituting a
proceeding to implement the general
oversight condition imposed in *CSX/
NS/CR Dec. No. 89*. We are requiring
CSX and NS to file progress reports
respecting the Conrail transaction and to
make certain data available to interested
persons. We are inviting interested
persons to submit comments on the
progress of implementation of the
Conrail transaction and the conditions
we imposed.

DATES: CSX and NS must file progress
reports by June 1, 2000, and must make
their 100% traffic waybill tapes
available to interested persons by June
15, 2000. Comments of interested
persons will be due on July 14, 2000.
Replies will be due on August 3, 2000.

ADDRESSES: An original and 25 copies of
all documents must refer to STB
Finance Docket No. 33388 (Sub-No. 91)
and must be sent to: Surface
Transportation Board, Office of the
Secretary, Case Control Unit, Attn: STB
Finance Docket No. 33388 (Sub-No. 91),
1925 K Street, NW, Washington, DC
20423-0001. In addition, one copy of all
documents filed in this proceeding must
be sent to: (1) Dennis G. Lyons, Esq.,
Arnold & Porter, 555 12th Street, NW,
Washington, DC 20004-1202
(representing CSX); and (2) Richard A.
Allen, Zuckert, Scutt & Rasenberger,
LLP, 888 17th Street, NW, Washington,
DC 20006-3939 (representing NS).

In addition to submitting an original
and 25 copies of all paper documents
filed with the Board, parties must also
submit, on 3.5-inch IBM-compatible
floppy diskettes (disks) or compact discs
(CDs), copies of all pleadings and

¹ A copy of this decision is being served on all
persons designated as POR, MOC, or GOV on the
service list in STB Finance Docket No. 33388.

attachments (e.g., textual materials, electronic workpapers, data bases and spreadsheets used to develop quantitative evidence) and must clearly label pleadings and attachments and corresponding computer disks/CDs with an identification acronym and pleading number. Textual materials must be in, or convertible by and into, WordPerfect 7.0. Electronic spreadsheets must be in some version of Lotus, Excel, or Quattro Pro. Parties may individually seek a waiver from the disk-CD requirement.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: 1-800-877-8339.]

SUPPLEMENTARY INFORMATION: In *CSX/NS/CR Dec. No. 89*, we established general oversight for 5 years so that we might assess the progress of implementation of the Conrail transaction and the workings of the various conditions we imposed.² We retained jurisdiction to impose additional conditions and/or to take other action if, and to the extent, we determined that it was necessary to address harms caused by the Conrail transaction. As part of our oversight, we specifically indicated that we would monitor implementation of the transaction and the workings of our conditions to ensure adherence by CSX and NS to the various representations they made on the record during the course of the proceeding; to examine impacts involving the relationship of shortline railroads to their Class I connections and to other Class I railroads; to assess impacts within the Chicago switching district; to review the effect of the acquisition premium on the rate reasonableness jurisdictional threshold and on revenue adequacy determinations; and to monitor transaction-related impacts on Amtrak passenger operations and regional rail passenger operations. See *CSX/NS/CR Dec. No. 89*, slip op. at 20-21 (item 38), 160-61, 173-74 (ordering paragraph 1). We also indicated that, under the oversight process, we would continue to monitor our environmental mitigating conditions. *CSX/NS/CR Dec. No. 89*, slip op. at 161.

We are now instituting this STB Finance Docket No. 33388 (Sub-No. 91) proceeding to implement the general oversight condition imposed in *CSX/NS/CR Dec. No. 89*.³ We invite

² As discussed below: (1) Operational issues associated with implementation of the Conrail transaction are being handled separately through our Office of Compliance and Enforcement; and (2) we have initiated a separate 3-year proceeding to examine linehaul and switching rates for rail movements into and out of New York's Buffalo area.

³ We are establishing a procedural schedule similar to that imposed in *Union Pacific*

information from interested persons as to both the status of implementation and the effects of the various conditions we imposed.

We are requiring CSX and NS to file, by June 1, 2000, progress reports respecting their implementation of the Conrail transaction. These progress reports should contain in-depth analyses of implementation of the transaction and of the workings of the various conditions. We are further requiring CSX and NS to make their 100% traffic waybill tapes available to interested persons by June 15, 2000. These tapes should include the most up-to-date data then accessible by CSX and NS.

We are directing that interested persons submit, by July 14, 2000, any comments respecting the progress of implementation of the Conrail transaction and the workings of the various conditions we imposed. Comments may be directed to any relevant matters, except as clarified below regarding operational monitoring matters and Buffalo Rate Study matters. Replies to comments must be submitted by August 3, 2000.

Operational Monitoring. In *CSX/NS/CR Dec. No. 89*, we imposed, in addition to the 5-year general oversight condition, an operational monitoring condition, see *CSX/NS/CR Dec. No. 89*, slip op. at 162-65, 176 (ordering paragraph 18). We emphasized that "our 5-year oversight is separate from our operational monitoring." *CSX/NS/CR Dec. No. 89*, slip op. at 161. Thus, we do not intend to address matters respecting operational monitoring in the STB Finance Docket No. 33388 (Sub-No. 91) general oversight proceeding. Rather, as indicated in *CSX/NS/CR Dec. No. 89*, slip op. at 165, parties should bring any ongoing matters respecting operational monitoring or individual shipper service issues directly to the attention of the Director, Office of Compliance and Enforcement, Suite 780, at the Board's headquarters located at 1925 K Street, NW, Washington, DC 20423-0001.

Buffalo Rate Study. By decision issued late last year in *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail*

Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company [General Oversight], STB Finance Docket No. 32760 (Sub-No. 21).

Corporation (Buffalo Rate Study), STB Finance Docket No. 33388 (Sub-No. 90), Decision No. 1 (STB served Dec. 15, 1999, and published in the **Federal Register** on Dec. 20, 1999, at 64 FR 71188), we initiated the 3-year Buffalo Rate Study, also separate from general oversight, to examine linehaul and switching rates for rail movements into and out of the State of New York's Buffalo area. Pleadings respecting: (a) The trend in rates for rail movements into and out of the Buffalo area, and (b) the conditions related to switching that we imposed in the Buffalo area, should be submitted in the STB Finance Docket No. 33388 (Sub-No. 90) Buffalo Rate Study proceeding in accordance with the procedural schedule applicable to that proceeding. See *Buffalo Rate Study*, Decision No. 2 (STB served Dec. 28, 1999, and published in the **Federal Register** on Jan. 4, 2000, at 65 FR 319) (revising the procedural schedule applicable to the Buffalo Rate Study proceeding). Other Buffalo-related matters specifically regarding the progress of implementation of the Conrail transaction and the workings of the various merger conditions should be submitted in the STB Finance Docket No. 33388 (Sub-No. 91) general oversight proceeding in accordance with the procedural schedule indicated in this decision.

Protective Order. Parties may submit filings (including electronic submissions contained on disks and CDs), as appropriate, under seal marked Confidential or Highly Confidential⁴ pursuant to the protective order entered in STB Finance Docket No. 33388 in Decision No. 1 (served Apr. 16, 1997), as modified in various respects in Decision No. 4 (served May 2, 1997), Decision No. 15 (served Aug. 1, 1997), Decision No. 22 (served Aug. 21, 1997), Decision No. 46 (served Oct. 17, 1997), and Decision No. 87 (served June 11, 1998). Waybill files made available to interested persons will be subject to this protective order.

Service List. A copy of this decision is being served on all persons designated as POR, MOC, or GOV on the service list in STB Finance Docket No. 33388. This decision will serve as notice that persons who were parties of record in STB Finance Docket No. 33388 will not automatically be placed on the service list as parties of record in the STB Finance Docket Sub-No. 91 general oversight proceeding. Any persons interested in being on the STB Finance Docket No. 33388 (Sub-No. 91) service

⁴ Parties submitting filings under seal will be expected to file redacted versions that will be placed in the public docket.

list and receiving copies of CSX's and NS's filings relating to the general oversight proceeding must send us written notification with copies to CSX's and NS's representatives.⁵

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: February 8, 2000.

By the Board, Chairman Morgan, Vice Chairman Burkes, and Commissioner Clyburn.

Vernon A. Williams,
Secretary.

[FR Doc. 00-3395 Filed 2-11-00; 8:45 am]

BILLING CODE 4915-00-P

TRADE DEFICIT REVIEW COMMISSION

Notice of Open Hearing

AGENCY: U.S. Trade Deficit Review Commission.

ACTION: Notice of open public hearing.

SUMMARY: Notice is hereby given of the following hearing of the U.S. Trade Deficit Review Commission.

Name: Murray Weidenbaum, Chairman of the U.S. Trade Deficit Review Commission.

The Commission is mandated to report to the Congress and the President on the causes, consequences, and solutions to the U.S. trade deficit. The purpose of this public hearing is to take testimony from Members of Congress, and Administration and International Agency officials on the trade deficit causes, consequences, impacts and solutions. A research panel will provide perspective on trade and economic relations with China in the afternoon.

Background

In fulfilling its statutory mission, the Commission is holding field hearings to collect input from industry and labor leaders, government officials, leading researchers, other informed witnesses, and the public. Professor Murray Wiedenbaum of Washington University, St. Louis, who is a former Chairman of the President's Council of Economic Advisors, chairs the Commission. The Vice Chairman is Professor Dimitri Papadimitriou, President of The Jerome Levy Economics Institute at Bard College, Annandale-on-Hudson, New York.

⁵ Persons who wish to be placed on *both* the STB Finance Docket No. 33388 (Sub-No. 90) Buffalo Rate Study service list *and* the STB Finance Docket No. 33388 (Sub-No. 91) general oversight service list must submit *two* separate written notifications (one applicable to the Buffalo Rate Study proceeding, and one applicable to the general oversight proceeding).

Purpose of Hearing

In light of the ongoing massive trade and current account deficits incurred by the United States, progress in improving U.S. exporters' access to foreign markets is critically important. The failure of the WTO Ministerial in Seattle to come up with a negotiating agenda for a new round of multilateral trade negotiations highlights how the consensus on reducing barriers to trade has fractured. Rebuilding the consensus on trade issues in the United States is of critical importance in addressing the large U.S. trade deficits. The work of the Commission, by analyzing the U.S. trade deficits in a non-partisan manner with the input of leading experts, will provide a reasoned and informed answer on how to respond to the trade deficit and its consequences. The findings of the Commission, while not binding, will likely form the basis for Congressional consensus building on trade policy as we enter the next century. There will be two sessions, one in the morning and one in the afternoon, for presentations by invited witnesses on their views on the interrelationship between the trade deficit and the topics of the hearing. There will be a question and answer period between the Commissioners and the witnesses. Public participation is invited and there will be an open-mike session for public comment at the conclusion of the afternoon session. Sign-up for the open-mike session will take place in the afternoon and will be on a first come first served basis. Each individual or group making an oral presentation will be limited to a total time of 3 minutes. Because of time constraints, parties with common interests are encouraged to designate a single speaker to represent their views.

DATE AND TIME: Thursday, February 24, 2000, 10:00 AM to 5:30 PM Eastern Standard Time inclusive.

ADDRESSES: The hearing will be held in Room 562 of the Dirksen Senate Office Building located at First Street and Constitution Avenue, N.E., Washington, DC. Public seating is limited to 75 to 100 seats and will be on a first come first served basis.

FOR FURTHER INFORMATION CONTACT: Any member of the public wishing further information concerning the hearing or who wishes to submit oral or written comments should contact Kathy Michels, Administrative Officer for the U.S. Trade Deficit Review Commission, 444 North Capitol Street, NW, Suite 706, Washington, DC 20001; phone 202/624-1409; or via e-mail at: kmichels@sso.org.

Providing Oral or Written Comments

Copies of the draft meeting agenda, when available, may be obtained from the U.S. Trade Deficit Review Commission by going to the Commission's website at www.ustrdc.gov. The Commission requests that written public statements submitted for the record be brief and concise and limited to two pages in length. Written comments (at least 35 copies) must be received at the USTRDC Headquarters Office in Washington, DC by February 21, 2000. Comments received too close to the hearing date will normally be provided to the Commission Members at its hearing. Written comments may be provided up until the time of the hearing.

Authority: The Trade Deficit Review Commission Act, Public Law 105-277, Div. A, section 127, 112 Stat. 2681-547 (1998), established the Commission to study the nature, causes and consequences of the United States merchandise trade and current accounts deficits and report its findings to the President and the Congress. By statute, the Commission must hold at least 4 regional field hearings and 1 hearing in Washington, DC. This is the fourth in a series of field hearings to be conducted. The schedule of hearings is available at the US Trade Deficit Review Commission website www.ustrdc.gov.

Dated at Washington, DC, February 8, 2000.

For the U.S. Trade Deficit Review Commission.

Allan I. Mendelowitz,
Executive Director, U.S. Trade Deficit Review Commission.

[FR Doc. 00-3297 Filed 2-11-00; 8:45 am]

BILLING CODE 6820-46-P

TRADE DEFICIT REVIEW COMMISSION

Notice of Open Hearing of the U.S. Trade Deficit Review Commission

AGENCY: U.S. Trade Deficit Review Commission.

ACTION: Notice of open public hearing.

SUMMARY: Notice is hereby given of the following hearing of the U.S. Trade Deficit Review Commission.

The Commission is mandated to report to the Congress and the President on the causes, consequences, and solutions to the U. S. trade deficit. The purpose of this public hearing is to take testimony from leading experts in the fields of finance, industry and labor. The morning session will focus on the role of financial markets as they relate to the sustainability of the trade and current account deficits and the possible paths of adjustment the market may impose. The afternoon session will