

1. Provides administrative support to the Associate Commissioner, OCO; and the OCO Assistant Associate Commissioners in such areas as:

Amend as follows:

—Labor-Management and Employee Relations.

- Maintain responsibility for all aspects of the mid-term and impact and implementation bargaining process that pertain only to OCO.

- Process grievances through all steps of the grievance procedure.

- Represent OCO managers at all stages of the arbitration process, including the preparation of position papers and briefs.

- Process all aspects of systems violations in accordance with guidance issued by the Office of Human Resources and the Deputy Commissioner for Operations.

—Performance Management and Recognition.

—Resource Planning and Management.

—Budget Development and Management.

—Management Information and Analysis.

Establish:

e. The Center for Human Resources (S2RC5):

1. Exercises appointing authorities in accordance with law and Office of Personnel Management (OPM) regulations, policies and procedures.

2. Administers the merit promotion process for bargaining and non-bargaining unit employees.

3. Recruits and examines new hires.

4. Effects personnel actions in the Department of the Interior Federal Personnel and Payroll System.

5. Maintains applicant supply files.

6. Establishes and maintains Official Personnel Folders.

7. Conducts entry-on-duty processing for new employees.

8. Administers Federal Group Life Insurance and Thrift Savings Plan programs.

9. Reviews for accuracy and compliance, approvals of recruitment and relocation bonuses.

10. Investigates and prepares responses to administrative backpay claims and waivers of overpayments.

11. Processes workers' compensation claims.

12. Organization planning.

Dated: June 5, 2000.

Paul D. Barnes,

Deputy Commissioner for Human Resources.

[FR Doc. 00-15205 Filed 6-15-00; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF STATE

[Public Notice #3327]

Shipping Coordinating Committee; Subcommittee on Safety of Life at Sea; Working Group on Safety of Navigation; Notice of Meeting

The Working Group on Safety of Navigation of the Subcommittee on Safety of Life at Sea (SOLAS) will conduct an open meeting at 9:30 AM on Thursday, June 22, 2000, in room 6103, U. S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, DC.

The purpose of the meeting is to prepare for the 46th session of the Subcommittee on Safety of Navigation (NAV) of the International Maritime Organization (IMO) which is scheduled for July 10-14, 2000, at the IMO Headquarters in London.

Items of principal interest on the agenda are:

—Routing of ships, ship reporting and related matters

—Amendments to the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS)

—Integrated bridge systems (IBS) operational aspects

—Guidelines on ergonomic criteria for bridge equipment and layout

—Navigational aids and related matters

—International Telecommunication Union (ITU) matters, including Radiocommunication ITU-R Study Group 8

—IMO Standard Marine Communication Phrases

—Guidelines relating to SOLAS chapter V

—Comprehensive review of chapter 13 of the High Speed Craft (HSC) Code

—Development of guidelines for ships operating in ice-covered waters

Members of the public may attend these meetings up to the seating capacity of the room. Interested persons may seek information by writing: Mr. Edward J. LaRue, Jr., U.S. Coast Guard (G-MWV-3), Room 1407, 2100 Second Street SW, Washington, DC 20593-0001 or by calling: (202) 267-0416.

Dated: June 9, 2000.

Stephen M. Miller,

Executive Secretary, Shipping Coordinating Committee.

[FR Doc. 00-15313 Filed 6-15-00; 8:45 am]

BILLING CODE 4710-07-U

DEPARTMENT OF STATE

[Public Notice #3328]

Shipping Coordinating Committee; Subcommittee on Safety of Life at Sea and Associated Bodies, Working Group on Stability and Load Lines and on Fishing Vessels Safety; Notice of Meeting

The Working Group on Stability and Load Lines and on Fishing Vessels Safety of the Subcommittee on Safety of Life at Sea will conduct an open meeting at 9 a.m. on Monday, June 26, 2000, in Room 6303, at U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001. This meeting will discuss the upcoming 43RD Session of the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF) and associated bodies of the International Maritime Organization (IMO) which will be held on September 11-15, 2000, at the IMO Headquarters in London, England.

Items of discussion will include the following:

- a. Review of results from SLF 42,
- b. Harmonization of damage stability provisions in the IMO instruments,
- c. Revision of technical regulations of the 1966 International Load Line Convention,

- d. Development of the damage consequence diagrams for inclusion in damage control plan guidelines, and
- e. Revisions to the Fishing Vessel Safety Code and Voluntary Guidelines

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing: Mr. Paul Cojeen, U.S. Coast Guard Headquarters, Commandant (G-MSE-2), Room 1308, 2100 Second Street, SW, Washington, DC 20593-0001 or by calling (202) 267-2988.

Dated: June 9, 2000.

Stephen M. Miller,

Executive Secretary, Shipping Coordinating Committee.

[FR Doc. 00-15314 Filed 6-15-00; 8:45 am]

BILLING CODE 4710-07-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Coast Guard

[USCG-2000-6981]

Deepwater Port License Amendments

AGENCY: The Office of the Secretary (OST) and the United States Coast Guard (USCG), DOT.

ACTION: Notice of change.

SUMMARY: The Secretary announces the issuance, effective June 7, 2000, of an amended and updated license to own, construct and operate the deepwater port known as LOOP (the Louisiana Offshore Oil Port, LLC) and of LOOP's operations manual addendum. The amended license and operating manual addendum respond to LOOP's April 29, 1998 petition to the Commandant for review and amendment of its license issued on January 17, 1977. The amendments and changes conform to legislative changes enacted over the past 20 years and more accurately reflect current operating conditions at the deepwater port.

The amended license and operations manual addendum and remarks by the Commandant and Office of the Secretary explaining the amendments may be viewed electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>. and will be available for inspection or copying at room PL-401 on the Plaza Level of the Nassif Building at 400 Seventh Street SW, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Russ Proctor, Ports & Facilities Compliance Division (G-MOC-3), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-0499, fax 202-267-0506, or Nancy R. Kessler, Senior Attorney-Advisor, Office of the Secretary, Office of Environmental, Civil Rights, and General Law (OST-C-10), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, telephone 202-366-9301, fax 202-366-9170. For questions on viewing the license and operations manual addendum, call Dorothy Y. Beard, Chief, Dockets, Department of Transportation, telephone 202-366-5149.

SUPPLEMENTARY INFORMATION:

Background and Purpose

The Deepwater Port Act (33 U.S.C. 1501 *et seq.*) (Act), as amended by the Deepwater Port Act Amendments of 1984 (Pub. Law 98-419) and the Deepwater Port Modernization Act of 1996 (Pub. Law 104-324), authorizes the Secretary of Transportation to amend a deepwater port license on petition of a licensee. The Act directs the Secretary to review any condition of a deepwater port license to determine if the condition is uniform with conditions of other deepwater port licenses and

whether it is reasonable and necessary to meet the objectives of the Act. The Act further directs the Secretary to amend or rescind any condition no longer necessary or otherwise required by any federal agency under the Act.

The Deepwater Port Act of 1974 established a comprehensive regulatory structure for the location, construction, and operation of deepwater ports to respond to environmental and safety concerns over the growing use of supertankers navigating coastal ports. On January 17, 1977, then Secretary of Transportation William T. Coleman, Jr. issued to LOOP a 20-year term license to own, construct and operate the deepwater port off the shores of southern Louisiana, pursuant to the Deepwater Port Act of 1974 ("the Act") (Pub. L. 93-627, 33 U.S.C. 1501 *et seq.*). On August 1, 1977, then Secretary of Transportation Brock Adams received LOOP's acceptance of the license. LOOP has since constructed and operated the nation's only deepwater port.

Since the passage of the 1974 Act, other methods of delivering oil to the United States, such as offshore lightering activities have provided significant market competition for LOOP. The Deepwater Port Act Amendments of 1984 (1984 Amendments) and the Deepwater Port Modernization Act of 1996 (1996 Modernization Act) responded to the competitive environment and removed unnecessary and burdensome requirements that hindered LOOP's economic viability.

The 1984 Amendments, for example, (1) simplified procedures for amendment, transfer, and reinstatement of a deepwater port license; (2) extended the term of a deepwater port license from 20 years to an indefinite period covering the life of the facility; and (3) relieved deepwater ports of economic regulation by the Federal Energy Regulatory Commission (while reserving future regulatory authority if appropriate competitive conditions no longer exist). The 1996 Modernization Act encouraged greater use of deepwater ports, particularly for Outer Continental Shelf oil; streamlined the deepwater port regulatory structure; and eliminated requirements for advance antitrust review (by the Department of Justice and Federal Trade Commission).

We have processed the license amendment through an informal, simplified administrative process, consistent with the changes made by the 1984 Amendments. The 1984 Amendments require only a "petition" for a license amendment, as distinguished from a formal, comprehensive "application" for license

issuance. 33 U.S.C. 1502(4); 1503(b). We examined LOOP's license in light of the statutory direction that we review deepwater port license conditions to determine whether they are reasonable and necessary to meet the Act's objectives. 33 U.S.C. 1503(e)(1). Our changes, in response to LOOP's petition to amend its license, conform to the statutory requirement that we "amend or rescind any condition that is no longer necessary or otherwise required by any Federal department or agency" under the Act. 33 U.S.C. 1503(e)(1).

The Commandant, pursuant to delegated authority, processed LOOP's April 29, 1998, application for amendment of its license to construct and operate a deepwater port. 49 CFR part 1.46(s). I have the reserved authority to issue the amended license. 49 CFR part 1.44(o).

The license amendments eliminate: (1) The license term; (2) references to the original, outdated application; and (3) economic requirements (nondiscrimination, access for shipments, tariffs, required expansion) arising from the outdated common carrier obligation and from antitrust review that has been repealed. The amendments also: update the license to recognize completion of certain port construction; permit more flexible Coast Guard review of off-shore facilities; and transfer some operating procedures to the Operations Manual without eliminating any environmental protection provisions.

We have determined that the license amendments do not eliminate any environmental protection provisions. Certain conditions of the original license have been transferred verbatim to the addendum to LOOP's Operations Manual and the license conditions also require LOOP to operate the port in accordance with an approved Operations Manual. Both documents are binding sources of legal authority, and the environmental protections and enforcement procedures therefore have not changed. These changes conform to the 1996 Modernization Act requirement that, to the extent practicable, the deepwater port's operating procedures should be stated in an operations manual, approved by the Coast Guard, rather than in detailed and specific license conditions. 33 U.S.C. 1503(e)(1).

Accordingly, I have directed the **Federal Register** publication of the amended License to Own, Construct and Operate a Deepwater Port issued to LOOP LLC.

Dated: June 1, 2000.

Rodney E. Slater,

Secretary of Transportation.

[FR Doc. 00-15282 Filed 6-15-00; 8:45 am]

BILLING CODE 4910-15-P; 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Burbank-Glendale-Pasadena Airport, Burbank, California

AGENCY: Federal Aviation Administration.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for the Burbank-Glendale-Pasadena Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150 by the city of Burbank, California. This program was submitted subsequent to a determination by the FAA that the associated noise exposure maps submitted under 14 CFR part 150 for Burbank-Glendale-Pasadena Airport were in compliance with applicable requirements effective January 31, 2000. The proposed noise compatibility program will be approved or disapproved on or before November 27, 2000.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is May 31, 2000. The public comment period ends on July 31, 2000.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Western-Pacific Region, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone 310/725-3615 Street Address: 15000 Aviation Boulevard, Hawthorne, California 90261. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Burbank-Glendale-Pasadena Airport, which will be approved or disapproved on or before November 27, 2000. This notice also announces the availability of this

program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program for Burbank-Glendale-Pasadena Airport, effective on May 31, 2000. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before November 27, 2000.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration,

National Headquarters, Community and Environmental Needs Division, 800 Independence Avenue, SW., Room 621, Washington, D.C. 20591. Federal Aviation Administration, Western-Pacific Region Office 15000 Aviation Boulevard, Room 3012, Hawthorne, California 90261.

Mr. Dios Marrero, Executive Director, Burbank-Glendale-Pasadena Airport Authority, 2627 Hollywood Way, Burbank, California 90505

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

Issued in Hawthorne, California, on May 31, 2000.

Herman C. Bliss,

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

[FR Doc. 00-15214 Filed 6-15-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Lanai Airport, Lanai City, Lanai, Hawaii

AGENCY: Federal Aviation Administration.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Lanai Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150, by the state of Hawaii, Department of Transportation. This program was submitted subsequent to a determination by the FAA that the associated noise exposure maps submitted under 14 CFR part 150 for Lanai Airport were in compliance with applicable requirements effective December 23, 1999. The proposed noise compatibility program will be approved or disapproved on or before November 27, 2000.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is May 31, 2000. The public comment period ends on July 31, 2000.

FOR FURTHER INFORMATION CONTACT: David J. Welhouse, Airport Planner, Federal Aviation Administration, Honolulu Airports District Office, P.O. Box 50244, Honolulu, Hawaii 96850-0001, Telephone 808/541-1243, Street Address: Federal Building, 300 Ala Moana Boulevard, Room 7-128, Honolulu, Hawaii, 96813. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is