

The FAA does not concur. The FAA considers the commenter's request to be too specific to one particular system design, and may not be appropriate for other designs.

Issued in Renton, Washington, on June 29, 2000.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service
[FR Doc. 00-17243 Filed 7-6-00; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 25.335-1A, Design Dive Speed

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Availability of Proposed Advisory Circular (AC) 25.335-1A, and request for comments.

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular (AC) which sets forth an acceptable means, but not the only means, of demonstrating compliance with the provisions of part 25 of the Federal Aviation Regulations (FAR) related to the minimum speed margin between design cruise speed and design dive speed for transport category airplanes.

DATES: Comments must be received on or before September 15, 2000.

ADDRESSES: Send all comments on the proposed AC 25.335-1A to: Federal Aviation Administration, Attention: James Haynes, Airframe and Cabin Safety Branch, ANM-115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jan Thor, Transport Standards Staff, at the address above, telephone (425) 227-2127.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments, as they may desire. Commenters should identify proposed AC 25.335-1A 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 Transport Standards Staff before issuing the final AC. The proposed AC can be found and downloaded from the Internet at <http://www.faa.gov/avr/air/airhome.htm>, at the link titled "Draft AC's." A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

Discussion

Section 25.335(b) requires the design dive speed, V_D , of the airplane to be established so that the design cruise speed is no greater than 0.8 times the design dive speed, or that it be based on an upset criterion initiated at the design cruise speed, V_C . At altitudes where the cruise speed is limited by compressibility effects, § 25.335(b)(2) requires the margin to be not less than 0.05 Mach. Furthermore, at any altitude, the margin must be great enough to provide for atmospheric variations (such as horizontal gusts and the penetration of jet streams), instrument errors, and production variations. This AC provides a rational method for considering the atmospheric variations.

Issued in Renton, Washington, on June 27, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

[FR Doc. 00-17244 Filed 7-6-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Albany County, NY

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in the Town of Bethlehem, Albany County, New York.

FOR FURTHER INFORMATION CONTACT:

Thomas C. Werner, Regional Director,
New York State Department of
Transportation, 84 Holland Avenue,
Albany, New York 12208, Telephone:
(518) 474-6178

or

Harold J. Brown, Division
Administrator, Federal Highway
Administration, New York Division,
Leo W. O'Brien Federal Building, 9th
Floor, Clinton Avenue and North

Pearl Street, Albany, New York 12207,
Telephone: (518) 431-4127.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) will prepare an environmental impact statement (EIS) on a proposal to improve State Route 85 in the Town of Bethlehem, Albany County, New York. The proposed improvement will involve the construction and rehabilitation of the existing route from the vicinity of its intersection with Route 140, to the Albany City Line, a distance of about 2.6 miles. Improvements to the highway are necessary to address identified transportation problems within the corridor and to accommodate the existing and projected traffic demands. In addition to the highway improvements, the project may include the widening of the existing Route 85 bridge over the Normanskill or the construction of a new parallel structure, and the rehabilitation or replacement of the existing Route 85 structure over the Thruway and the construction of a new parallel structure over the New York State Thruway.

Alternatives under consideration include (1) taking no action; (2) construction of a two lane limited access highway on new location from the Route 140 intersection to the vicinity of the existing Route 85 over Normanskill bridge (effectively extending the existing two lane facility); (3) providing a four lane facility by the construction of a new four lane limited access highway on new location from the Route 140 intersection to the vicinity of the existing Route 85 bridge over the Normanskill and then the construction of two additional lanes parallel to the existing two lane limited access highway to the vicinity of the Albany City Line. Incorporated into and studied with the various build alternatives will be design variations of grade, alignment, and local access.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. No formal Scoping Meeting is planned at this time. A public information meeting will be held after additional study. After the Draft Environmental Impact Statement (DEIS) is prepared, it will be made available for agency and public review and comment. In addition, a public hearing will be held for which a public notice will be given of the time and place of the hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the NYSDOT or FHWA at the addresses provided above. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Authority: 23 U.S.C. 315; 23 U.S.C. 771.123

Issued on: June 29, 2000.

Douglas P. Conlan,

District Engineer, Federal Highway Administration, Albany, New York.

[FR Doc. 00-17220 Filed 7-6-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33843]

Arkansas and Missouri Railroad Company—Lease and Operation Exemption—Union Pacific Railroad Company

Arkansas and Missouri Railroad Company (A&M), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate 3.2 miles of rail line from Union Pacific Railroad Company (UP) at several locations near UP's Van Buren, Arkansas yard, in Sebastian County, AR. A&M states that there are no mileposts assigned to the area by UP.

Because A&M's projected annual revenues will exceed \$5 million, A&M has certified to the Board on June 8, 2000, that the required notice of the transaction was posted at the workplace of the employees on the affected lines on April 6, 2000. See 49 CFR 1150.42(e). A&M stated in its verified notice that the transaction was scheduled to be consummated on or about June 14, 2000.¹

¹ Due to the timing of A&M's certification to the Board, consummation under normal circumstances would have to be delayed until August 7, 2000 (60 days after A&M's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e)). In a decision in this proceeding served on June 29, 2000, however, the Board granted the request by A&M for waiver of the remainder of the 60-day period, as measured from the certification date to the Board, to allow consummation to occur as early as June 29, 2000, because rail employees

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33843, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on James E. Howard, 90 Canal Street, Boston, MA 02114.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: June 29, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 00-17122 Filed 7-6-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33886]

Arizona & California Railroad Company Limited Partnership d/b/a Puget Sound & Pacific Railroad Company—Lease and Operation Exemption—Union Pacific Railroad Company

Arizona & California Railroad Company Limited Partnership (ARZC) d/b/a Puget Sound & Pacific Railroad Company (PS&P),¹ has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate approximately 1.8 miles of certain rail lines from the Union Pacific Railroad Company (UP) as follows: (1) From UP milepost 53.83 to UP milepost 54.23; and (2) from UP milepost 55.28 to UP milepost 56.70, in Aberdeen and Hoquiam Counties, WA.

The transaction was scheduled to be consummated on or after June 26, 2000.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of

and their unions had been given more than 60 days' actual notice in this case.

¹ ARZC is an existing Class III rail carrier, and PS&P is an operating division of ARZC. See Arizona & California Railroad Company Limited Partnership—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company, STB Finance Docket No. 33448 (STB served Sept. 11, 1997).

a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33886, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Rose-Michele Weinryb, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1300 19th Street, NW., Fifth Floor, Washington, DC 20036-1609.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: June 29, 2000.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 00-17121 Filed 7-6-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33884]

Wisconsin Central Ltd.—Trackage Rights Exemption—Illinois Central Railroad Company

Illinois Central Railroad Company (IC) has agreed to amend the overhead trackage rights previously granted to Wisconsin Central Ltd. (WCL) over its line of railroad between IC's connection with Union Pacific near 16th Street in Hazel Crest, IL, a distance of approximately 22 miles.¹ Previously, WCL used those rights to interchange traffic with IC and Grand Trunk Western Railroad Incorporated at Markham Yard, and also to interchange traffic at a connection point with Norfolk and Western Railway Company near 95th Street in Chicago, IL.

The transaction is scheduled to be consummated on or shortly after July 5, 2000.

The proposed amendment to the trackage rights would grant additional rights to WCL and will allow WCL to connect directly with lines of the Chicago South Shore and South Bend Railroad (CSS) at 115th Street in Chicago, thus providing for a streamlined route for roofing granules

¹ See *Wisconsin Central Ltd.—Trackage Rights Exemption—The Baltimore and Ohio Chicago Terminal Railroad Company*, Consolidated Rail Corporation, Illinois Central Railroad Company, and Chicago and North Western Transportation Company, Finance Docket No. 31659 (ICC served Oct. 31, 1990).