

and Special Programs Administration (RSPA), and the Minerals Management Service (MMS), in concert with the states, the oil industry and concerned citizens, developed the preparedness for Response Exercise Program (PREP). PREP was developed to establish a workable oil pollution response exercise program, which meets the intent of section 4204(a) of the Oil Pollution Act of 1990. PREP provides a mechanism for compliance with the exercise requirements, while being economically feasible for the government and oil industry to adopt and sustain. Since the inception of PREP, public meetings have been held periodically to assess the continuing vitality of the program.

Availability of Documents

The NSCC has prepared responses to comments received in association with the August 2000 PREP Workshop held in Washington, DC. These responses are available for review at the Docket Management Facility at <http://dms.dot.gov> (USCG-2000-7514). These responses and additional information regarding PREP are also available at the following web sites:

USCG:<http://www.uscg.mil/hq/g-m/nmc/response/#PREP>

MMS:<http://www.mms.gov>

EPA:<http://www.epa.gov/oilspill/index.htm>

OPS:<http://ops.dot.gov/>

As noted in some of the responses, the NSCC is currently working on revising the existing 1994 PREP Guidelines. Proposed changes to the Guidelines will be available at the Docket Management Facility Web Site (USCG-2000-7514), as well as, the above agency Web Sites by June 1, 2001. NSCC will consider whether to schedule a PREP Workshop to discuss these proposed changes. Any comments on the proposed changes must be submitted to the Docket Management Facility no later than September 1, 2001.

Dated: April 4, 2001.

Howard L. Hime,

Acting Director of Standards.

[FR Doc. 01-9182 Filed 4-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 05-01-005]

Notice and Request for Comments; Letter of Recommendation, LHG or LNG Facility Cove Point, MD

AGENCY: Coast Guard, DOT.

ACTION: Notice and request for public comment.

SUMMARY: In accordance with the requirements in 33 CFR 127.009, the U. S. Coast Guard Captain of the Port, Baltimore (COTP) is preparing a letter of recommendation as to the suitability of the Chesapeake Bay waterway for liquefied hazardous gas (LHG) or liquefied natural gas (LNG) marine traffic. The letter of recommendation is in response to a Letter of Intent to operate the LNG facility at Cove Point, Maryland. In preparation for issuance of the letter of recommendation, the COTP will consider all information submitted by the owner or operator under the requirements of 33 CFR 127.007, as well as comments received from the public.

DATES: Comments and related material must reach the Coast Guard on or before June 12, 2001.

ADDRESSES: You may mail comments and related material to Commander, U.S. Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, Maryland 21226-1791. U.S. Coast Guard Activities Baltimore maintains a file for this notice. Comments and material received from the public during the comment period will become part of this file and will be available for inspection or copying at the U.S. Coast Guard Activities Baltimore office, room 205, between the hours of 7:00 a.m. to 3:30 p.m., Monday through Friday, excluding federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Gordon Loebel at U. S. Coast Guard Activities Baltimore (410) 576-2526.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to submit comments and related material. If you do so, please include your name and address. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. For a return receipt, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. The recommendation made by this office may be affected by comments received.

Public Meeting

We do not now plan to hold public meetings or hearings. But you may submit a request for meetings or hearings by writing to Commander, U.S. Coast Guard Activities Baltimore at the address under **ADDRESSES** explaining why they would be beneficial. If we

determine that public hearings or meetings would benefit the recommendation process, we will hold them at a time and place announced by a later notice in the **Federal Register**.

Dated: April 6, 2001.

T. C. Paar,

Captain, U.S. Coast Guard, Acting Commander, Fifth Coast Guard District.

[FR Doc. 01-9181 Filed 4-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2001-29]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain 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.

FOR FURTHER INFORMATION CONTACT: Forest Rawls (202) 267-8033, 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 §§ 11.85 and 11.91.

Issued in Washington, DC, on March 16, 2001.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2001-9136.

Petitioner: Evergreen International Airlines, Inc.

Section of the 14 CFR Affected: 14 CFR Special Federal Aviation Regulation No. 79.

Description of Relief Sought/Disposition: To operate a one-time flight to Pyongyang, the capital city of the Democratic People's Republic of Korea,

on or about April 1, 2001. *Grant, 03/25/2001, Exemption No. 7477.*

Docket No.: 29742.

Petitioner: National Airlines, Inc.

Section of the 14 CFR Affected: 14 CFR section V, paragraph B of appendix I to part 121.

Description of Relief Sought/

Disposition: To permit National employees who perform a safety-sensitive function and who are required to undergo a medical examination under 14 CFR part 67 to be excluded from periodic drug testing. *Denial, 03/20/2001, Exemption No. 7470.*

Docket No.: FAA-2001-8984.

Petitioner: Mr. Roger J. Nilsen.

Section of the 14 CFR Affected: 14 CFR 121.383(c).

Description of Relief Sought/

Disposition: To permit Mr. Nilsen to act as a pilot in operations conducted under part 121 after reaching his 60th birthday. *Denial, 03/12/2001, Exemption No. 7464.*

Docket No.: FAA-2000-8352.

Petitioner: Mr. Kevin Louis Abel.

Section of the 14 CFR Affected: 14 CFR 61.153(a).

Description of Relief Sought/

Disposition: To permit Mr. Abel to obtain an airline transport pilot (ATP) certificate before reaching 23 years of age. *Denial, 03/26/2001, Exemption No. 7472.*

Docket No.: FAA-2000-8462.

Petitioner: National Warplane Museum.

Section of the 14 CFR Affected: 14 CFR 91.315, 119.5(g), and 119.21(a).

Description of Relief Sought/

Disposition: To permit NWM to carry passengers on local flights for compensation or hire in its limited category Boeing B-17 aircraft in support of the NWM's fundraising efforts. *Grant, 03/26/2001, Exemption No. 7474.*

Docket No.: FAA-2000-8182.

Petitioner: Washoe County Sheriff's Office.

Section of the 14 CFR Affected: 14 CFR 61.113(e).

Description of Relief Sought/

Disposition: To permit members of the Washoe County Sheriff's Air Squadron who hold private pilot certificates to continue to be reimbursed for fuel, oil, and maintenance expenses incurred while performing search and location missions for the Sheriff's Office. *Grant, 03/26/2001, Exemption No. 7473.*

Docket No.: FAA-2001-8678.

Petitioner: Lufthansa Technik.

Section of the 14 CFR Affected: 14 CFR 25.785(j).

Description of Relief Sought/

Disposition: To allow the installation of

an interior arrangement that does not provide firm "handholds" in the aft bedroom for Boeing Model 737-700 airplane, serial number 29972. *Grant, 03/27/2001, Exemption No. 7475.*

Docket No.: FAA-2001-9134.

Petitioner: Aviation Services, Ltd. dba Freedom Air.

Section of the 14 CFR Affected: 14 CFR 121.314(c).

Description of Relief Sought/

Disposition: To allow operation, until June 20, 2001, of one SD3-30 airplane beyond the cargo compartment modification deadline of March 19, 2001. *Partial Grant, 03/15/2001, Exemption No. 7466.*

Docket No.: FAA-2001-8933.

Petitioner: Pacific Island Aviation, Inc.

Section of the 14 CFR Affected: 14 CFR 121.314(c).

Description of Relief Sought/

Disposition: To allow operation, until June 20, 2001, of three SD3-60 airplanes beyond the cargo compartment modification deadline of March 19, 2001. *Grant, 03/15/2001, Exemption No. 7465.*

Docket No.: FAA-2001-9189.

Petitioner: Pan American Airways Corp.

Section of the 14 CFR Affected: 14 CFR 25.857(c), 25.858, and 121.314(c).

Description of Relief Sought/

Disposition: To permit Pan American Airways to operate six Boeing B727-200 airplanes, without being fitted with fire suppression equipment, beyond the cargo compartment modification deadline of March 19, 2001, until the conversion kits are available from the contractor, Securaplane Technologies. *Denial, 03/30/2001, Exemption No. 7468.*

Docket No.: FAA-2000-8525

(previously Docket No. 28545).

Petitioner: United Airlines, Inc.

Section of the 14 CFR Affected: 14 CFR 121.315(a)(3).

Description of Relief Sought/

Disposition: To permit United to use electronic digital technology to document the revision level in lieu of printing the last revision date on each page of each manual required under § 121.133. *Grant, 03/26/2001, Exemption No. 6612B.*

Docket No.: FAA-2000-8186

(previously Docket No. 28455).

Petitioner: Sound Flight, Inc.

Section of the 14 CFR Affected: 14 CFR 135.203(a)(1).

Description of Relief Sought/

Disposition: To permit Sound Flight to conduct operations under visual flight rules at an altitude below 500 feet, over water, outside controlled airspace.

Grant, 03/26/2001, Exemption No. 6428B.

Docket No.: FAA-2000-8319.

Petitioner: Ms. Denita Lynn O'Jala

Section of the 14 CFR Affected: 14 CFR 65.104(a)(2).

Description of Relief Sought/

Disposition: To allow Ms. O'Jala to be eligible to apply for a repairman certificate (experimental aircraft builder) for a Christen Eagle II kit airplane (registration No. N13LD, serial No. O'Connell-0001), without being the primary builder. *Grant, 03/31/2001, Exemption No. 7471.*

Docket No.: FAA-2001-8863

(previously Docket No. 25506).

Petitioner: Department of the Navy.

Section of the 14 CFR Affected: 14 CFR 91.215(c).

Description of Relief Sought/

Disposition: To permit the Navy to provide realistic air combat training in airspace defined in the exemption as the "Transponder-Off Area." *Grant, 03/27/2001, Exemption No. 6741A.*

Docket No.: FAA-2001-9128

(previously Docket No. 05010).

Petitioner: Federal Aviation Administration Aviation Systems Standards and the U.S. Air Force Flight Inspection Center.

Section of the 14 CFR Affected: 14

CFR 91.119(b) and (c), 91.159, 91.175(a) and (b), and 91.179(b).

Description of Relief Sought/

Disposition: To permit the FAA AVN and the USAF FIC to deviate from certain flight rules required by subpart B of part 91 while conducting flight inspections of air navigation facilities and instrument approach procedures. *Grant, 03/30/2001, Exemption No. 5118D.*

[FR Doc. 01-9244 Filed 4-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for International Slots

AGENCY: Department of Transportation, FAA.

ACTION: Notice of submission deadline.

SUMMARY: On October 1, 1999, the FAA amended the regulations governing takeoff and landing slots and slot allocation procedures at certain High Density Traffic Airports as a result of the "Open Transborder" Agreement between the Government of the United States and the Government of Canada. One element of this final rule established that the deadline for