

(NRHP). Additionally, FIR (WLM-212) is a National Historic Landmark listed on the NRHP. The USCG intends to replace the 180-foot WLBs with 175-foot Coastal Buoy Tenders (WLMs) and 225-foot Coastal Buoy Tenders (WLBs). These new vessels will support the same mission requirements as the 180-foot WLBs, with state-of-the-art technology.

While the 180-foot WLBs have contributed to nearly every USCG mission area, their primary contribution has been servicing the Short Range Aids to Navigation System. All 180-foot WLBs are over 50 years of age and further renovation is impractical. Excessive maintenance problems stemming from the age of these vessels are also being experienced with resultant reduced reliability and increased operating costs. The Federal Property Administrative Services Act (FPASA) (40 U.S.C. Chapter 10) requires that excess property be identified and declared as such. Therefore, the USCG has an operational, economic, and legal need to cost-effectively rid itself of obsolete and inefficient vessels that can no longer effectively carry out the USCG missions they were designed for. Consequently, the USCG is proposing to decommission (remove the vessels from active use) and declare the current WLB fleet excess to its needs. In order to declare a vessel excess, the USCG must complete a report of survey that states that the vessel is excess to its needs. The USCG provides the General Services Administration (GSA) with a Standard Form 120 for the excess material. Following submittal to GSA, the standard mandated GSA process for disposing of Federally owned materials ensues. Built in 1939, FIR (WLM 212) is classified as a National Historic Landmark and as such is listed on the NRHP. Homeported for 50 years in Washington State, FIR served buoys, lighthouses, and other navigation aids in the Pacific Northwest. FIR is the last surviving unaltered American lighthouse tender, and was the last working member of the U.S. Lighthouse Service fleet.

The FIR has reached the end of its service life. The vessel is over 50 years of age. Excessive maintenance problems stemming from the age of FIR were experienced with resultant reduced reliability and increased operating costs. As a result of its age and condition, the USCG decommissioned FIR in 1996. At present, the USCG is incurring costs to store the vessel in Suisun Bay, California. As previously stated, it is a requirement of the FPASA that excess property be identified by the USCG and declared as such. Therefore, the USCG

has an operational, economic, and legal need to cost effectively rid itself of the obsolete and inefficient FIR.

Draft Programmatic Environmental Assessment

The Coast Guard has prepared a draft Programmatic Environmental Assessment (PEA). The draft PEA identifies and examines the reasonable alternatives to our proposed action and assesses potential environmental impacts. The alternatives analyzed in this PEA were chosen because they fulfilled the need for the USCG to cost effectively and legally rid itself of obsolete and inefficient vessels that can no longer effectively carry out the USCG missions they were designed for. However, the choice of alternatives is limited due to legal mandates requiring a specific excessing and disposal process to be used by the USCG. Certain legal mandates require a specific prioritized process for vessel (personal property) disposal, the majority of which is not controlled by the USCG. In analyzing these alternatives for environmental impact, the PEA looks at the impacts of decommissioning and excessing which we control, and then, generally, at the possible environmental impacts resulting from each component of the mandated disposal process—the connected actions to the decommissioning and/or excessing of our remaining 180-foot vessels and FIR.

This is a programmatic document and cannot foresee all possible site specific and cumulative impacts from the connected actions (largely not under USCG control) to our proposed decommissioning and excessing.

Comments on environmental concerns related to the PEA are encouraged. All comments will be considered in preparing the final PEA.

Dated: April 13, 2001.

Terry M. Cross,

Assistant Commandant for Operations.

[FR Doc. 01-9993 Filed 4-20-01; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2001-32]

Petitions for Exemption; Summary of 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. 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, Sandy Buchanan-Sumter (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 §§ 11.85 and 11.91.

Issued in Washington, D.C., on April 18, 2001.

Gary A. Michel,

Acting Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: FAA-2000-8391.

Petitioner: Ed's Flying Service, Inc.

Section of the 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit EFS to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft. *Grant, 04/11/2001, Exemption No. 7494.*

Docket No.: FAA-2000-8271.

Petitioner: East Air, Inc.

Section of the 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit East Air, Inc., to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft. *Grant, 04/10/2001, Exemption No. 7493.*

Docket No.: FAA-2000-8486.

Petitioner: Hyannis Air Service, Inc. dba Cape Air/Nantucket Airlines.

Section of the 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/

Disposition: To permit HAS to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft. *Grant, 04/10/2001, Exemption No. 7492.*

Docket No.: FAA-2000-8527.

Petitioner: Pan Am International Flight Academy, Inc.

Section of the 14 CFR Affected: 14 CFR 91.9(a) and 91.531(a)(1) and (2).

Description of Relief Sought/
Disposition: To permit Pan Am and operators of Cessna Citation Model 550, S550, 552, or 560 airplanes to operate those airplanes without a pilot who is designated as second in command.
Grant, 04/06/2001, Exemption No. 7487.

Docket No.: FAA-2001-8744 (formerly Docket No. 28858).
Petitioner: Evergreen Air Venture 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 EAVM to operate its former military Boeing B-17G aircraft, which has a limited category airworthiness certificate, for the purpose of carrying passengers on local flights in return for donations. *Grant, 04/10/2001, Exemption No. 6632B.*

Docket No.: FAA-2000-8154.
Petitioner: Grand Holdings, Inc. dba Champion Air.

Section of the 14 CFR Affected: 14 CFR 121.623(a) and (d), 121.643, and 121.645(e).

Description of Relief Sought/
Disposition: To permit Champion Air to conduct its supplemental operations within the 48 contiguous United States and the District of Columbia using the flight regulations for alternate airports as required by § 121.619 and fuel reserve requirements as required by § 121.639 that are applicable to domestic operations. *Grant, 04/10/2001, Exemption No. 7490.*

Docket No.: FAA-2000-7991.
Petitioner: American Trans Air, Inc.
Section of the 14 CFR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought/
Disposition: To allow ATA to substitute a qualified and authorized check airman in place of an FAA inspector to observe a qualifying pilot in command while that PIC is performing prescribed duties during at least one flight leg that includes a takeoff and a landing when completing initial or upgrade training as specified in § 121.424. *Grant, 04/10/2001, Exemption No. 7491.*

Docket No.: FAA-2000-8151 (formerly Docket No. 28649).
Petitioner: Rolls-Royce Brasil, Ltda.
Section of the 14 CFR Affected: 14 CFR 145.47(b).

Description of Relief Sought/
Disposition: To allow Rolls-Royce to use Instituto Nacional de Metrologia, Normalização e Qualidade Industrial, Brazil's national standards organization, rather than the calibration standards of the U.S. National Institute of Standards and Technology to test its inspection and test equipment. *Grant, 04/06/2001, Exemption No. 7483.*

Docket No.: FAA-2000-8426 (formerly Docket No. 25988).
Petitioner: Soly Corporation.
Section of the 14 CFR Affected: 14 CFR 21.19(b)(1).

Description of Relief Sought/
Disposition: To permit Soly to apply for a supplemental type certificate (STC) for a design change that would convert the Cessna Caravan from a one-engine aircraft to a two-engine aircraft using the STC process. *Grant, 04/06/2001, Exemption No. 6888A.*

Docket No.: FAA-2001-9141.
Petitioner: Business Aviation Courier.
Section of the 14 CFR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/
Disposition: To permit BAV to operate certain aircraft under part 135 without a TSO-C112 (Mode S) transponder installed in the aircraft. *Grant, 04/09/2001, Exemption No. 7488.*

Docket No.: FAA-2000-8062.
Petitioner: The Boeing Company.
Section of the 14 CFR Affected: 14 CFR 25.961(a)(5).

Description of Relief Sought/
Disposition: To permit Boeing to use a maximum temperature limitation of 80°F for JP-4 and Jet B fuels on the Boeing Model 747-400/-400F/RB11-524G-T/H-T airplane. *Grant, 04/12/2001, Exemption No. 7496.*

[FR Doc. 01-10001 Filed 4-20-01; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Pago Pago International Airport, Pago Pago, American Samoa

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Pago Pago International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 23, 2001.

ADDRESSES: Comments on this application may be mailed or delivered

in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3024, Lawndale, CA 90261, or Honolulu Airports District Office, Federal Building, 300 Ala Moana Blvd., Room 7-128, Honolulu, HI, 96813. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Abe Malae, Director, Department of Port Administration, American Samoa Government, at the following address: P.O. Box 639, Pago Pago, American Samoa, 96799. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Department of Port Administration, American Samoa Government under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Steven Wong, Project Engineer, Honolulu Airports District Office, 300 Ala Moana Blvd., Room 7-128, Honolulu, HI, 96813, Telephone: (808) 541-1225. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Pago Pago International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 28, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the American Samoa Government was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 28, 2001.

The following is a brief overview of the impose and use application number 01-02-C-00-PPG:

Level of proposed PFC: \$4.50.
Charge effective date: September 1, 2001.

Proposed charge expiration date: June 1, 2003.

Total estimated PFC revenue: \$765,000.

Brief description of the proposed project: Terminal Improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA