

on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the Chicago Airports District Office in Des Plaines, Illinois.

The Greater Rockford Airport Authority previously submitted an NCP in 1990 and a subsequent update in 1994. All 29 measures were approved in full, or withdrawn at the Airport Authority's request, by the FAA on August 2, 1995. Noise Exposure Maps (NEMs), as part of the 1994 NCP, were accepted by the FAA on January 31, 1995.

GRAA submitted comprehensive updates of the NCP to the FAA on April 22, 2003, which included the noise exposure maps, descriptions, and other documentation. The GRAA noise exposure maps were determined by FAA to be in compliance with applicable requirements on May 8, 2003. Notice of this determination was published in the **Federal Register** on May 20, 2003 (68 FR 27616).

The GRAA update contains a proposed NCP comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from 2001 to April 2003. It was requested that the FAA evaluate and approve this material as a NCP as described in section 47504 of the Act. The FAA began its review of the program on May 8, 2003, and was required by a provision of the Act to approve or disapprove the program within 180 days. Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The NCP lists 37 recommended measures, which continue or expand the intent of the two previously approved NCPs. The FAA groups these measures into three categories: noise abatement (16), land use (15) and other measures (6). The GRAA recommends 37 measures in this updated NCP to remedy existing noise problems and prevent future non-compatible land uses. Of the 16 noise abatement measures, six measures continue from the 1994 NCP without revisions, five measures were continued with revisions, three measures have either been previously withdrawn or are recommended for withdrawal, and two measures are new. Of the 15 land use measures, two measures are continued with modifications, six measures have

either been previously withdrawn or are recommended for withdrawal and two of the measures are new.

Of the six other measures, two measures continue from the 1994 NCP, one measure is continued with revisions, and three of the measures are new.

The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective November 3, 2003.

These determinations are set forth in detail in a Record of Approval signed by the Woodie Woodward, Associate Administrator for Airports, on November 3, 2003. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Greater Rockford Airport.

Issued in Des Plaines, Illinois on December 29, 2003.

**Chad Oliver,**

*Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 04-390 Filed 1-8-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Docket No. RSPA-03-16841; Notice 1]

#### Pipeline Safety: Petition for Waiver; Columbia Gas Transmission Company

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice of intent to consider petition for waiver for extension of time.

**SUMMARY:** The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) is considering Columbia Gas Transmission Company (Columbia) petition for a 12-month extension of time to comply with the provisions of 49 CFR 192.611(d), which require pipeline operators to confirm or revise the maximum allowable operating pressure (MAOP) within 18-months after a class location change.

**DATES:** Persons interested in submitting written comments on the waiver proposed in this notice must do so by February 9, 2004. Late-filed comments will be considered so far as practicable.

**ADDRESSES:** You may submit written comments by mailing or delivering an

original and two copies to the Dockets Facility, U.S. Department of Transportation, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. The Dockets Facility is open from 10 a.m. to 5 p.m., Monday through Friday, except on Federal holidays when the facility is closed. Alternatively, you may submit written comments to the docket electronically at the following Web address: <http://dms.dot.gov>.

All written comments should identify the docket and notice numbers stated in the heading of this notice. Anyone who wants confirmation of mailed comments must include a self-addressed stamped postcard. To file written comments electronically, after logging on to <http://dms.dot.gov>, click on "Comment/Submissions." You can also read comments and other material in the docket at <http://dms.dot.gov>. General information about our pipeline safety program is available at <http://ops.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

#### FOR FURTHER INFORMATION CONTACT:

James Reynolds by phone at 202-366-2786, by fax at 202-366-4566, by mail at DOT, RSPA, OPS, 400 Seventh Street, SW., Washington, DC, 20590, or by e-mail at [james.reynolds@rspa.dot.gov](mailto:james.reynolds@rspa.dot.gov).

#### SUPPLEMENTARY INFORMATION:

Columbia petitioned RSPA/OPS for a waiver from compliance with 49 CFR 192.611(d) for two segments of its natural gas transmission pipeline. Columbia is asking for an additional 12-months beyond the 18-months allowed by § 192.611(d) to continue to operate their Line MC pipeline at its current MAOP.

Section § 192.611(d) requires an operator to complete a class location change study whenever it believes an increase in population density may have caused a change in class location as defined in § 192.5. The operator must complete a study and confirm or revise its maximum authorized operating pressure within 18-months of the class location change. The operator is required to either reduce pressure or replace the pipe with thicker-walled pipe to lower pipe wall stress to

acceptable percentages of specified minimum yield strength (SMYS).

In January 2002, Columbia confirmed that a section of its Line MC pipeline had changed from a Class 2 to a Class 3 location. To maintain the current MAOP of 899 psig, Columbia elected to replace 9,500 feet of this pipeline with new, heavier wall pipe. Two segments of the replacement project, totaling approximately 1,700 feet, involve stream crossings or wetland areas. The two segments are 1,506 feet and 200 feet in length, respectively. Columbia must receive joint Maryland/Federal environmental permits prior to replacing these two segments of pipe.

Columbia anticipated that 7,800 feet of its replacement project would be complete by October 31, 2003. However, due to unforeseen delays in obtaining permits for pipe replacement in the stream crossings and wetland areas, Columbia was unable to complete the replacement of the remaining 1,700 feet of pipe prior to expiration of the 18-month period allowed by § 192.611(d).

Because Line MC must be in service at its MAOP to maintain gas supplies to downstream customers, Columbia plans to discontinue its pipeline replacement project at the start of the winter heating season. Columbia proposes to resume the replacement project in May 2004 and expects all 9,500 feet of its Line MC to be replaced not later than July 1, 2004. For this reason, Columbia requests a time extension to July 1, 2004 to comply with § 192.611(d).

As justification for the waiver, Columbia has submitted the following information on the integrity of its 30-inch Line MC pipeline:

- In 1999 Columbia internally inspected its 30-inch pipeline using both geometry and high resolution magnetic flux leakage tools; no anomalies or dents were identified on the two streams and wetland crossing segments on Columbia's Line MC.
- Cathodic protection test stations on these two segments of Line MC are above the minimum criteria.
- There have been no leaks on these two segments of Line MC.
- The existing pipe and coating on these two segments appear to be in satisfactory condition.
- The existing pipe was manufactured using the double submerged arc welding process.
- The existing pipeline was pressure tested twice; in 1962 during construction and again in 1974. The pipeline was tested above 100% SMYS during both hydrostatic tests.

**Authority:** 49 App. U.S.C. 60118(c) and 2015; and 49 CFR 1.53.

Issued in Washington, DC on January 5, 2004.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 04-391 Filed 1-8-04; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 625X)]

#### CSX Transportation, Inc.— Abandonment Exemption—in Preston County, WV

On December 22, 2003, CSX Transportation, Inc. (CSXT), filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line of railroad. The 14.3-mile line extends from milepost BAJ 0.0 at Rowlesburg to milepost BAJ 14.3 near Albright in Preston County, WV. The line traverses United States Postal Service Zip Codes 26764, 26425, 26444, 26537, and 26519, and includes the stations of Manheim, Stoer, Patriot Presentation Plant, Preston, Morgans Run, Caddell, and Albright.

The line does not contain federally granted rights-of-way. Any documentation in CSXT's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 9, 2004.

Any offer of financial assistance under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each offer must be accompanied by a \$1,100 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than January 29, 2004. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-55 (Sub-No. 625X) and must be sent to: (1)

Surface Transportation Board, 1925 K Street NW., Washington, DC 20423-0001; and (2) Natalie S. Rosenberg, 500 Water Street, J150, Jacksonville, FL 32202. Replies to the CSXT petition are due on or before January 29, 2004.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152.

Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1539. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary), prepared by SEA, will be served upon all parties of record and upon any agencies or other persons who commented during its preparation.

Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Board decisions and notices are available on the Board's Web site at <http://www.stb.dot.gov>.

Decided: December 31, 2003.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 04-280 Filed 1-8-04; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-859X]

#### Pennsylvania Lines LLC— Abandonment Exemption—in Chester County, PA

Pennsylvania Lines LLC (PRR),<sup>1</sup> has filed a notice of exemption under 49

<sup>1</sup> In *CSX Corp. et al.—Control—Conrail Inc. et al.*, 3 S.T.B. 196 (1998), the Board approved both the acquisition, by CSX Corporation (CSXC) and Norfolk Southern Corporation (NSC), of control of Consolidated Rail Corporation (Conrail), and the division of the assets of Conrail by and between CSXC and NSC. Acquisition of control of Conrail was effected by CSXC and NSC on August 22, 1998. The division of the assets of Conrail by and between CSXC and NSC was effected on June 1, 1999, with the transfer of most of Conrail's assets to Conrail's wholly owned subsidiaries, New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR). The

Continued