

Secs. 552b(c) (1) and (4), that a meeting or a portion of the meeting should be closed to the public. Notice of each meeting will continue to be provided for publication in the **Federal Register** as far in advance as possible prior to the meeting.

For further information on the renewal of the Advisory Panel, please contact Bernard Link, International Relations Officer in the Office of Marine Conservation in the Department of State, (202) 647-2335.

Dated: October 7, 1998.

Bernard E. Link,

International Relations Officer.

[FR Doc. 98-30972 Filed 11-18-98; 8:45 am]

BILLING CODE 4710-09-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-1998-4765]

Intent To Prepare a Programmatic Environmental Assessment for the Coast Guard "Optimize Training Infrastructure" Initiative

AGENCY: Coast Guard, DOT.

ACTION: Notice of intent; notice of meetings and request for comments.

SUMMARY: The Coast Guard announces its intent to prepare a Programmatic Environmental Assessment (PEA) on its "Optimize Training Infrastructure" (OTI) Initiative. The PEA will be prepared in accordance with Coast Guard procedures and policies (COMDTINST M16475.1C) and section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969 as implemented by the Council on Environmental Quality regulations (40 CFR parts 1500-1508). The OTI Initiative will provide answers to questions about how the Coast Guard training infrastructure (instruction methods, training personnel, and facilities) can best meet current and future performance needs in a financially constrained environment. In 1997, the Coast Guard evaluated their training programs and infrastructure in the preliminary phases of OTI Initiative and recommended that several options for realigning training facilities be considered. This may result in transfer of training activities from one training center to other centers. Four training centers may be directly affected by the action: Training Center (TRACEN) Petaluma, California; TRACEN Cape May, New Jersey; Reserve Training Center (RTC) Yorktown, Virginia; and Aviation Technical Training Center

(ATTC) Elizabeth City, North Carolina. Under the different alternatives, some installations would be expanded, some would be downsized, and one or two could be closed. The PEA will analyze the potential environmental and socioeconomic effects of the OTI Initiative, any alternatives developed during the scoping process, and a "no action" alternative. A preferred alternative will be identified in the PEA. This notice begins the public scoping process to gather public input on issues and concerns to be analyzed and addressed in the PEA. To assist in gathering public comments, three public scoping meetings will be held.

DATES: The meeting dates are—

1. December 7, 1998, from 6:30 p.m. to 9 p.m., Cape May, NJ.
2. December 8, 1998, from 6:30 p.m. to 9 p.m., Yorktown, VA.
3. December 10, 1998, from 6:30 p.m. to 9 p.m., Petaluma, CA.

A public open house will be held before each scoping meeting from 3:30 p.m. to 5:30 p.m.

Written comments must reach the Docket Management Facility on or before December 24, 1998.

ADDRESSES: The meeting locations are—

1. Cape May—Grand Hotel, Ocean Front and Philadelphia, Cape May, NJ;
2. Yorktown—County Library, 8500 George Washington Highway, Yorktown, VA; and
3. Petaluma—Petaluma Community Center, 320 North McDowell Blvd, Petaluma, CA.

You may mail your comments to the Docket Management Facility, (USCG-1998-4765), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001, or deliver them to room PL-401, on the Plaza level of the Nassif Building at the same address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The Docket Management Facility maintains the public docket for this notice. Comments and documents referred to in this notice, will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building at the same address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also access this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, the NEPA process, and NEPA documents, contact Ms. Susan Boyle, Environmental Branch Chief of the Coast Guard Maintenance and Logistics Command Pacific;

telephone: 510-437-3973; e-mail: CoastGuard@ttsfo.com. For questions on the OTI Initiative, Contact LCDR Keith Curran, Reserve and Training Directorate, Coast Guard Headquarters; telephone: 202-267-2429; e-mail: CoastGuard@ttsfo.com. For questions on viewing or submitting material to the docket, contact Ms. Dorothy Walker, Chief, Dockets, Department of Transportation; telephone: 202-366-9329.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this notice (USCG-1998-4765) and give the reason for each comment. Please submit all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing to the Docket Management Facility at the address under **ADDRESSES**. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Discussion

The purpose of this notice is twofold: (1) to announce the Coast Guard's intent to prepare a PEA and (2) to begin the process of gathering the public's comments on this action to assist the Coast Guard in developing the PEA.

In 1997, preliminary phases of the OTI Initiative sought to validate training infrastructure requirements and identify alternative actions. Phase 1 validated existing training courses, determined likely future needs, and identified alternative ways to deliver instruction. Phase 2 measured infrastructure use, determined infrastructure needs for training requirements, and identified ways to gain savings or spread the cost of overhead. Emphasis was on right sizing the capital plant while preserving necessary flexibility.

A number of options are being considered to accomplish this. Depending upon the option selected, training functions would be transferred from one facility to another, functions of a facility increased or decreased, or one or more facilities closed. The following alternatives were recommended for more in depth analysis:

1. Close either Training Center Cape May or Training Center Petaluma and consolidate training functions at the remaining training centers.
2. Close both Training Center Cape May and Training Center Petaluma and

consolidate training functions at RTC Yorktown and Aviation Technical Training Center (ATTC) Elizabeth City, North Carolina.

3. Fill the unused classroom and dormitory spaces at all the training centers with non-training functions.

4. Maintain the status quo.

Training Center (TRACEN) Petaluma, California; TRACEN Cape May, New Jersey; Reserve Training Center (RTC) Yorktown, Virginia; and Aviation Technical Training Center (ATTC) Elizabeth City, North Carolina, would be directly affected by the "action" alternatives. Minor components of other Coast Guard facilities currently in leased spaces in Wildwood, NJ, Oklahoma City, OK, and Chesapeake, VA, may also be involved in the actions resulting from the OTI Initiative. The number of people affected at these facilities would be small in comparison to the total facility population; therefore, environmental and socioeconomic impacts to these facilities and host communities are expected to be minimal.

At the end of the 30-day public comment period announced in this notice and after considering input from the public, the Coast Guard will prepare the PEA. The PEA will evaluate a full range of resources for each alternative, including socio-economics, land use, infrastructure/transportation, hazardous materials and waste management, biological resources, cultural resources, air quality, noise, and water resources and will also identify a preferred alternative. Other resources, including geology, soils, and bathymetry, are not expected to be affected from the action and may not be evaluated in detail.

Once the PEA is approved for public review by the Commandant of the Coast Guard, it will be widely distributed. The PEA is anticipated to be available for public review in March 1999. This will once again be announced in the **Federal Register** and a second 30-day public comment period will follow to provide the public with the opportunity to comment on the environmental assessment. Formal hearings will be held at all communities in which there is substantial public interest. At the conclusion of this public comment period, the Commandant will weigh appropriate information and make a final decision. The NEPA process will conclude with the publication of this decision in the **Federal Register**.

Dated: November 16, 1998.

T.J. Barrett,

Director of Reserve and Training Directorate.
[FR Doc. 98-30991 Filed 11-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-98-21]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

CORRECTION: Federal Express.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), 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.

DATE: Comments on petitions received must identify the petition docket number involved and must be received on or before December 9, 1998.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Brenda Eichelberger (202) 267-7470 or Terry Stubblefield (202) 267-7624, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on November 13, 1998.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29347.

Petitioner: Rhino Aviation.

Sections of the FAR Affected:

14 CFR 135.299(a).

Description of Relief Sought:

To permit J & A pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

Docket No: 28820.

Petitioner: Northern Air Cargo, Inc.

Sections of the FAR Affected:

14 CFR 119.67(a)(1).

Description of Relief Sought:

To allow Mr. Leonard F. Kirk to continue to serve as Director of Operations for NAC without holding an airline transport pilot certificate.

Docket No: 26734.

Petitioner: Sierra Industries, Inc.

Sections of the FAR Affected:

14 CFR 91.9(a) and 91.531(a)(1) and (2).

Description of Relief Sought:

To permit Sierra to continue to permit certain qualified pilots of its Cessna Model 500 Citation airplanes (Serial Nos. 0001 through 0349 only) equipped with supplemental type certificated (STC) No. SA8176SW or STC No. SA09377SC and either STC No. SA2172NM or STC No. SA645NW to operate those aircraft without a pilot who is designated as second in command.

Docket No: 29151.

Petitioner: Aramco Associated

Company (AAC).

Sections of the FAR Affected:

14 CFR 91.609(c).

Description of Relief Sought:

To permit AAC to continue to operate its four Bell Model 212 helicopters (Registration Nos. N701H, N705H, N748H, and N749H; Serial Nos. 35096, 35088, 35060, and 35061, respectively) in part 91 operations until January 31, 2000, without a digital flight data recorder installed in each of those aircraft.

Docket No: 29355.

Petitioner: Crow Executive Air, Inc.

(CEA).

Sections of the FAR Affected:

14 CFR 135.299(a).

Description of Relief Sought:

To permit CEA pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft.

Docket No: 29342.

Petitioner: Airbus Industrie.