

plan approval date; (8) plan expiration date; (9) plan identification number; (10) vessel name; (11) vessel identification number; (12) vessel flag; (13) vessel type; (14) hull configuration; (15) vessel length; (16) cargo types (generic cargo groups based on specific gravity only, *i.e.* Groups I-V); (17) primary or secondary carrier designation; (18) worst case discharge amount; (19) qualified individuals (name and company only); (20) oil spill removal organizations (company name and level of response only); (21) other contracted resources; (22) alternate compliance agreements; (23) navigational restrictions; and (24) operating environments (generic operating areas only, *i.e.* offshore, nearshore, inland, rivers & canals, Great Lakes).

All submitters who responded with comments to the "Predisclosure Notice and Request for Comment" have been notified by written letter of our decision to release their information on the Internet. Executive Order 12,600 provides that before a release of any information to which Exemption 4 might apply, if the submitters' assertions of confidentiality or harm are not accepted, the release must be delayed long enough to allow submitters a reasonable opportunity to obtain a court order preventing the release. The VRP information, as described in this notice, is scheduled for release on or about February 1, 2000.

Dated: December 27, 1999.

J.P. High,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 00-33 Filed 1-3-00; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use a Passenger Facility Charge (PFC) at Metropolitan Oakland International Airport, Oakland, CA

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 Metropolitan Oakland 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 February 3, 2000.

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., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Steven J. Grossman, Director of Aviation of the Port of Oakland, at the following address: 530 Water Street, Oakland, CA 94604. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Port of Oakland under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, Airports Program Analyst, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (650) 876-2806. 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 Metropolitan Oakland 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 14, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Port of Oakland 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 March 16, 2000. The following is a brief overview of the impose and use application number 00-09-C-00-OAK:

Level of proposed PFC: \$3.00.

Proposed charge effective date: June 1, 2000.

Estimated charge expiration date: January 1, 2003.

Total estimated PFC revenue: \$38,459,000.

Brief description of the impose and use projects: Electronic Key Security System, Telecommunication Infrastructure Program, Improve Sewer

System for Terminal 1, Airport Radio System, Taxiway Tango Reconstruction, Airfield Lighting Improvement Program, Airfield Master Plan, Runway 11/29 Conduit and Lighting Project, Purchase New Airport Rescue and Firefighting (AAFF) Vehicle, Emergency Operations Center in ARFF Building, Taxiway Charlie Pavement Improvements, Overlay Runway 9L/27R, Install Taxiway Edge Lights on K, L, M, N, P, & Q, and Install Lighting on Ramp.

Brief description of impose only projects: Water Pollution Control Facility and Ground Run-up Enclosure.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers filing DOT Form 298-C T1 and E1.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Port of Oakland.

Issued in Hawthorne, California, on December 14, 1999.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 00-95 Filed 01-03-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

TSO-C140: Aerospace Fuel, Engine Oil, and Hydraulic Fluid Hose Assemblies

AGENCY: Federal Aviation Administration, (DOT).

ACTION: Notice of availability for public comment.

SUMMARY: This notice announces the availability of, and requests comments on, a proposed Technical Standard Order (TSO) pertaining to minimum performance standards and fire resistance standards that hose assemblies, commonly used in aerospace fuel, engine oil, and hydraulic fluid systems, must meet to be identified with the TSO-C140 marking.

DATES: Comments must be received on or before March 31, 2000.