

History and Background

Due to mountainous terrain within ten miles east of the ANC, there are no instrument approaches to Runways 24R or 24L. When wind conditions dictate the use of these runways, the only option available for Instrument Flight Rules (IFR) arrivals is a visual approach. Since aircraft on a visual approach are not restricted to a specific route and since high minimum vectoring altitudes prohibit giving subsequent aircraft an extended downwind leg, excessive spacing must be used to ensure aircraft separation.

The establishment of the CVFPs to Runways 24R and 24L would keep aircraft as close to ANC as possible and within Class C airspace to avoid the Seward Highway Segment by heavily used Visual Flight Rules (VFR) aircraft.

The fleet mix and number of aircraft into ANC would not change. The percentage of time Runway 24 would be utilized would also not change. Additionally, the CVFPs would result in a slight average increase in aircraft altitudes over the proposed flight track.

Workshop Agenda

This workshop is intended to involve the community in our decision making process. The workshop will be set up in an open house fashion with stations attended by FAA representatives. These stations are intended to provide information and collect comments on the development of new Charted Visual Flight Procedures for Runway 24R and Runway 24L.

Workshop Procedures

(a) The workshop will be informal in nature and will be conducted by representatives of the FAA Alaskan Region.

(b) The workshop will be open to all persons on a space-available basis. Every effort was made to provide a workshop site with sufficient capacity for expected participation. There will be no admission fee nor other charges to attend and participate.

(c) Representatives of Ted Stevens Anchorage International Airport Traffic Control Tower and Anchorage Terminal Radar Approach Control will be present to discuss procedural concepts. FAA Air Traffic Division representatives will be present to discuss environmental concerns.

(d) Any person who wishes to submit a position paper to FAA representatives pertinent to the establishment of Charted Visual Flight Procedures may do so.

(e) The workshop will not be formally recorded. However, informal tape

recordings may be made to ensure that each respondent's comments are noted accurately.

(f) An official verbatim transcript or minutes of the informal airspace workshop will not be made. However, a list of the attendees, written statements received from attendees during and after the workshop and a digest of discussions during the workshop will be included in the administrative record for the project.

(g) Every reasonable effort will be made to hear the concerns of interested persons consistent with a reasonable closing time for the workshop.

Issued in Anchorage, AK, on December 12, 2003.

Trent S. Cummings,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 03-31245 Filed 12-18-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34442]

Maritime Rail, LLC—Lease and Operation Exemption—Meadows Industrial Tracks

Maritime Rail, LLC (Maritime Rail), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease and operate certain railroad properties totaling about 3,500 track feet in length. The tracks, which extend beyond a point of connection with a Consolidated Rail Corporation branch line known as Meadows Industrial Track No. 1, are identified on the Exhibit A-1 map attached to the notice of exemption as: (1) An existing lead track that terminates in a track identified on the A-1 map as the "car loading track"; (2) an existing track identified on the A-1 map as the "10-car storage track"; (3) an existing track identified on the A-1 map as the "10-car capacity track for holding empties while loads are pulled"; and (4) a track identified on the A-1 map as the "10-car capacity loading track," which does not now exist but which will be constructed at a later date (this track existed in the past, but it is now paved over). Maritime Rail certifies that its projected annual revenues will not exceed \$5 million and that Maritime Rail will be a Class III rail carrier.

Maritime Rail states that it intends to commence operations sometime during the year 2004, specifically 6 to 8 months after the Army Corps of Engineers and the State of New Jersey award a joint contract for a demonstration project

involving the dredging of the Passaic River and the treatment of the dredged material. By decision served December 8, 2003, the effective date of Maritime Rail's exemption was postponed to January 8, 2004. Therefore, the earliest the transaction can be consummated is January 8, 2004.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34442, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on John D. Heffner, Esq., 1920 N Street, NW., Suite 800, Washington, DC 20036.

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

Decided: December 12, 2003.

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

Vernon A. Williams,
Secretary.

[FR Doc. 03-31221 Filed 12-18-03; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 976

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 976, Claim for Deficiency Dividends Deductions by a Personal Holding Company, Regulated Investment Company, or Real Estate Investment Trust.

DATES: Written comments should be received on or before February 17, 2004 to be assured of consideration.