

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notion of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Craig Airport, Jacksonville, Florida**

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 use the revenue from a PFC at Craig 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 December 29, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida, 32822-5024.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to John D. Clark, III, Vice President of Aviation, of the Jacksonville Port Authority at the following address: Jacksonville Port Authority, Post Office Box 3005, Jacksonville, Florida, 32206-0005.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Jacksonville Port Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Richard M. Owen, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida, 32822-5024, (407) 812-6331, extension 19. 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 use the revenue from a PFC at Craig 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 October 19, 2000, the FAA determined that the application to use the revenue from a PFC submitted by Jacksonville Port Authority was substantially complete within the

requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 3, 2001.

The following is a brief overview of the application.

PFC Application No.: 01-06-U-00-JAX.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: August 1, 1996.

Proposed charge expiration date: June 1, 1999.

Total estimated net PFC revenue: \$5,584,454.

Brief description of proposed project(s): Taxiway improvements for Runways 5-23 and 14-32, including additional connector taxiways and run-up pads.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operators filing or required to file FAA Form 1800-31.

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

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Jacksonville Port Authority.

Issued in Orlando, Florida on November 22, 2000.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 00-30427 Filed 11-28-00; 8:45 am]

BILLING CODE 4910-13-M

DATES: Comments must be received on or before December 29, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James C. DeLong, General Manager of the Regional Airport Authority of Louisville and Jefferson County at the following address: P.O. Box 9129, Louisville, Kentucky 40229

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Regional Airport Authority of Louisville and Jefferson County under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jerry O. Bowers, Program Manager, Memphis Airports District Office, 3385 Airways Boulevard, Suite 302, Memphis, Tennessee 38116-3841, 901-544-3495, Extension 21. 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 Louisville 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 November 21, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by Regional Airport Authority of Louisville and Jefferson County was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 14, 2001.

The following is a brief overview of the application.

PFC Application No.: 01-02-C-00-SDF.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: January 1, 2015.

Proposed charge expiration date: April 1, 2018.

Total estimated net PFC revenue: \$16,398,940.

Brief description of proposed project(s): Construct West Airfield Perimeter Roads, Acquire a Flight Track Monitoring System, Construct New Aircraft Rescue and Fire Fighting Building, Construct Passenger Terminal

Modifications, Construct Charter Terminal/Customs Facility through rehabilitation of an existing passenger terminal facility, and Rehabilitate Northeast Terminal Apron (at proposed Charter/Customs Facility).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/commercial operator (ATCO), certified air carriers (CAC), and certified route air carriers (CRAC) having fewer than 500 annual enplanements.

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

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Regional Airport Authority of Louisville and Jefferson County.

Issued in Memphis, Tennessee on November 22, 2000.

LaVerne F. Reid,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 00-30428 Filed 11-28-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) § 211.41, and 49 U.S.C. 20103, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being sought.

Sound Transit

[Waiver Petition Docket Number FRA-2000-8266]

Sound Transit seeks a permanent waiver of compliance from certain sections of Title 49 of the CFR for operation of a new "Tacoma Line" light rail line at a "limited connection" with The Burlington Northern and Santa Fe Railway Company (BNSF). Sound Transit is building the Tacoma Link, which will intersect the BNSF Prairie Line at a rail crossing located in the City of Tacoma, Washington. The Tacoma Line will be within a highway at the rail grade crossing.

Sound Transit seeks relief based on the safety precautions already in place

at the crossing. Specifically, BNSF is subject to FRA's regulations and maintains and operates the rail crossing for the proposed project. Sound Transit specifically requests a waiver from the Passenger Equipment Safety Standards (49 CFR part 238), as Tacoma Link is a light rail transit operation except for the minor crossing connection. Sound Transit also states that the requirements for its light rail vehicles should be considered as similar to buses, autos, and all other street vehicles, wherein efforts are put into having warning equipment and procedures to reduce the probability and severity of an accident. See *Statement of Agency Policy Concerning Jurisdiction Over the Safety of Railroad Passenger Operations and Waivers Related to Shared Use of the Tracks of the General Railroad System by Light Rail and Conventional Equipment*, 65 FR 42529 (July 10, 2000). See also *Joint Statement of Agency Policy Concerning Shared Use of the Tracks of the General Railroad System by Conventional Railroads and Light Rail Transit Systems*, 65 FR 42626 (July 10, 2000).

Since FRA has not yet concluded its investigation of the Tacoma Link, the agency takes no position at this time on the merits of Sound Transit's stated justifications.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with the request for a waiver of certain regulatory provisions. If any interested party desires an opportunity for oral comment, he or she should notify FRA, in writing, before the end of the comment period and specify the basis for his or her request. All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA 2000-8266) and must be submitted to the DOT Docket Management Facility, Room PL-401 (Plaza level) 400 Seventh Street, SW., Washington, DC 20590. All documents in the public docket, including Sound Transit's detailed waiver request, are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>. Communications received within 30 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning this proceeding are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility.

Issued in Washington, DC on November 21, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-30431 Filed 11-28-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Public Hearing; The Union Pacific Railroad (Docket Number 2000-7912)

The Union Pacific Railroad (UP) has petitioned the Federal Railroad Administration (FRA) seeking a waiver of compliance with the requirements of 49 CFR 214.329. UP requests relief that will permit the use of a system described by UP as the automatic train approach warning system (TAWS). UP proposes that roadway work groups be permitted to substitute TAWS for watchmen/lookouts as the method of train approach warning when fouling a track within equipped interlockings and controlled points. UP also proposes that lone workers be permitted to use TAWS as a method of train approach warning within the limits of those interlockings and controlled points without a requirement to establish working limits. Technical details of the TAWS system, its developmental history, and its function were described in the **Federal Register** notice cited in the following sentence.

The FRA issued a public notice (65 FR 57237, September 21, 2000) seeking comments of interested parties. After examining the railroad's proposal and the available facts, FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 9 a.m. CST, on Thursday, January 4, 2001, in Room 102-A (first floor) of the Peter Kiewit Building, 1313 Farnam Street, Omaha, Nebraska. Interested parties are invited to present oral statements at the hearing.

The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (Title 49 CFR Part 211.25), by a representative designated by the FRA.

Issued in Washington, DC on November 21, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-30430 Filed 11-28-00; 8:45 am]

BILLING CODE 4910-06-P