

Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 25, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by Sanford Airport Authority 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 November 30, 2000.

The following is a brief overview of the application.

PFC Application No.: PFC 00-01-C-00-SFB.

Level of the proposed PFC: \$1.00.

Proposed charge effective date:

January 1, 2001.

Proposed charge expiration date:

December 31, 2026.

Total estimated net PFC revenue:

\$14,146,000.

Brief description of proposed project(s):

Completed Projects

1. Runway 9R-27L and Taxiways B & C
2. Airfield Signage
3. Airport Master Plan Updated/Update 3DAAP/FAR Part 150/EA for Airport Access Road
4. Construct Runway 9L-27R Declared Distance Enhancement/Construct Access Road Phase
5. Construct Terminal Access Road Including Property Acquisition
6. Parking Transition to West Overflow Lot
7. Construct ARFF Station
8. ARFF Vehicles
9. Acquire Land and Construct Replacement Runway 9R-27L
10. Taxiway B West Extension
11. North Side Access Road
12. Airport Master Development Plan
13. Taxiway Fillets
14. FAR 107 Security System
15. Taxiways B & C Rehabilitation

New Projects

1. Taxiway A-4 Construction
2. Taxiway A
3. Relocate PAPI to Runway 9R-27L
4. Electrical Feed Loop to Terminal, ATCT & Airfield
5. Domestic Terminal Expansion
6. FAR 150 Noise Study
7. Construct Taxiway Sierra, Connectors and Lights (MITL)
8. Rehabilitate Aviation Ramps
9. Reconstruct Taxiways B, C & K
10. Runway 9R-27L Lights (MIRL)
11. ILS/MALSR
12. Airport Master Plan
13. ADA Lift Device
14. Terminal Ramp Area Reconstruction

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: N/A.

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 Sanford Airport Authority.

Issued in Orlando, Florida on August 25, 2000.

John W. Reynolds, Jr.,

Acting Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 00-22365 Filed 8-30-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Indiana Transportation Museum

[Waiver Petition Docket Number FRA-2000-7644]

The Indiana Transportation Museum (ITMZ) of Noblesville, Indiana, petitioned for a permanent waiver of compliance for one locomotive from the requirements of the Railroad Safety Appliance Standards, 49 CFR Part 231, which requires all locomotives built prior to April 1, 1977, be equipped with four switching steps. ITMZ indicates that locomotive ITMZ 99 has steps that are cast as an integral part of the frame. The locomotive is historic in nature and is utilized to haul demonstration trains operated by the museum. This locomotive is not used for switching.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the

appropriate docket number (e.g., Waiver Petition Docket Number 2000-7644) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, S.W., Washington, D.C. 20590. Communications received within 45 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 these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, D.C. on August 25, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-22290 Filed 8-30-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for extension of a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Union Pacific Railroad Company

[Waiver Petition Docket Number FRA-2000-7669 (formally RSOP-96-1)]

Union Pacific Railroad Company (UP) seeks an extension of a waiver of compliance from certain sections of 49 CFR Part 218, Subpart B—Blue Signal Protection of Workers. UP originally requested a permanent waiver of the provisions of 49 CFR 218.25, Workers on a main track, at its El Paso, Texas, fueling facility.

UP has designated four additional tracks at the fueling facility as main tracks for a total of six main tracks in the facility, which are in the middle of the yard and are used for functions normally performed on yard tracks. UP originally requested relief so that they could have the flexibility of treating these main tracks at the El Paso facility