

preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure map, the FAA's evaluation of the map, and the proposed noise compatibility program are available for examination at the following locations:

Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103-3395
Federal Aviation Administration, New England Region, Airports Division, ANE-600, 16 New England Executive Park, Burlington, Massachusetts 01803

Questions may be directed to the individual named above under the heading:

FOR FURTHER INFORMATION CONTACT

Issued in Burlington, Massachusetts on February 6, 1998.

Vincent A. Scarano,

Manager, Airports Division, New England Region.

[FR Doc. 98-5113 Filed 2-26-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly notice of PFC Approvals and Disapprovals. In January 1998, there were 12 applications approved. This notice also includes information on two applications, approved in December 1997, inadvertently left off the December 1997 notice. Additionally, 13 approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Port of Portland, Portland, Oregon.

Application Number: 97-05-U-00-PDX.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Total PFC Revenue to be Used in This Decision: \$12,824,000.

Charge Effective Date: November 1, 1994.

Estimated Charge Expiration Date: October 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Projects Approved for Use:

Taxiway A and connectors rehabilitation.

Runway 3/21 rehabilitation.

Taxiway F rehabilitation.

Decision Date: December 3, 1997.

For Further Information Contact: Mary Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: County of Eagle, Eagle, Colorado.

Application Number: 97-04-C-00-EGE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$300,000.

Earliest Charge Effective Date: March 1, 2012.

Estimated Charge Effective Date: July 1, 2012.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use: Snow removal equipment.

Decision Date: December 11, 1997.

For Further Information Contact: Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: City of Fresno, Department of Airports, Fresno, California.

Application Number: 97-02-C-00-FAT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$58,303,992.

Earliest Charge Effective Date: April 1, 1998.

Estimated Charge Expiration Date: July 1, 2028.

Class of Air Carriers Not Required To Collect PFC'S: Air Taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Fresno Yosemite International Airport's total annual enplanements.

Brief Description of Projects Approved for Collection and Use:

Baggage claim expansion.

Lobby and ticketing area.

Terminal entryway reconfiguration.

Concourse expansion.

Building utility systems.

Storm water retention basin expansion and improvement.

Ramp reconstruction/taxiway A relocation, additional parking stands, terminal ramp drainage, oil-water separator improvements, and terminal pavement markings.

Reconstruction of concourse ramp sections.

Brief Description of Project Approved in Part for Collection and Use: Entrance road gateway improvements construction, Clinton Way infrastructure access improvements, and employee parking lot relocation.

Determination: Partially approved for the collection and use of PFC revenue. Relocation of the employee parking lot has been determined to be ineligible in accordance with paragraph 595(a) of FAA Order 5100.38A, Airport Improvement Program (AIP) Handbook (October 24, 1989). Eligibility for this component is limited to the costs of demolition and removal of the employee parking lot.

Decision Date: January 2, 1998.

For Further Information Contact: Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: Tupelo Airport Authority, Tupelo, Mississippi.

Application Number: 97-02-U-00-TUP.

Application Type: Use PFC revenue

PFC Level: \$3.00

Total PFC Revenue To Be Used in This Decision: \$225,400.

Charge Effective Date: November 1, 1994.

Estimated Charge Expiration Date: December 1, 2007.

Class of Air Carriers Not Required To Collect PFC'S: No change from previous decision.

Brief Description of Projects Approved for use:

Overlay and groove runway 18/36.

Expand airport terminal building.

Decision Date: January 5, 1998.

For Further Information Contact: David Shumate, Jackson Airports District Office, (601) 965-4628.

Public Agency: Melbourne Airport Authority, Melbourne, Florida.

Application Number: 98-02-C-00-MLB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$614,362.

Earliest Charge Effective Date: May 1, 1998.

Estimated Charge Expiration Date: February 1, 1999.

Class of Air Carriers not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Melbourne International Airport's total annual enplanements.

Brief Description of Project Approved for Collection and Use: Runway 9R/27L improvements—phase 1.

Decision Date: January 6, 1998.

For Further Information Contact: Vernon P. Rupinta, Orlando Airports District Office, (407) 812-6331.

Public Agency: City of McAllen, Texas.

Application Number: 97-01-C-00-MFE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$1,853,711.

Earliest Charge Effective Date: April 1, 1998.

Estimated Charge Expiration Date: July 1, 2000.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

East and west terminal apron.

Airfield guidance signs and vault upgrade.

Widen taxiway A.

Runway 13/31 safety improvements.

Master plan update.

Terminal Drive relocation.

General aviation apron overlay.

Cargo apron overlay and associated taxiway development.

PFC administrative fees.

Decision Date: January 6, 1998.

For Further Information Contact: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.

Public Agency: St. Louis Airport Authority, St. Louis, Missouri.

Application Number: 97-03-U-00-STL.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue to be Used in this Decision: \$52,000,000.

Charge Effective Date: April 1, 1996.

Estimated Charge Expiration Date: July 1, 1998.

Class of Air Carriers not Required to Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public

agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Lambert—St. Louis International Airport's total annual enplanements.

Brief Description of Project Approved for Use: Airport noise land acquisition/relocation program (phase II).

Decision Date: January 8, 1998.

For Further Information Contact: Lorna Sandridge, Central Region Airports Division, (816) 426-4730.

Public Agency: County of Marquette, Marquette, Michigan.

Application Number: 97-04-C-00-MQT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in this Decision: \$672,968.

Earliest Charge Effective Date: April 1, 1998.

Estimated Charge Expiration Date: June 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: Part 135 air taxi charter operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Marquette County Airport's total annual enplanements.

Brief Description of Projects Approved for Collection at Marquette County Airport/Sawyer Airport and Use at Sawyer Airport:

Airport master plan.

Medium intensity approach lighting system with runway end identifier lights installation on runway 01.

Terminal building (design and engineering services).

Runway lighting.

Construct airport terminal building.

Install fencing.

Brief Description of Project Disapproved: Exhibit "A" property map. *Determination:* Disapproved. The FAA has determined that this project is an administrative requirement for AIP funding and does not meet the requirements of §§ 158.15(a) and 158.15(b).

Decision Date: January 16, 1998.

For Further Information Contact: Jon Gilbert, Detroit Airports District Office, (313) 487-7281.

Public Agency: Toledo-Lucas County Port Authority, Toledo Ohio.

Application Number: 97-03-C-00-TOL.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$6,750,400.

Earliest Charge Effective Date: July 1, 1998.

Estimated Charge Expiration Date: November 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: Air taxi commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Toledo Express Airport's total annual enplanements.

Brief Description of Projects Approved for Collection and Use:

Noise mitigation.

Terminal entrance road rehabilitation.

Environmental—runway 16/34.

Runway 7/25 rehabilitation.

Terminal building expansion—phase I.

Decision Date: January 16, 1998.

For Further Information Contact: Jack D. Roemer, Detroit Airports District Office, (313) 487-7282.

Public Agency: City of La Crosse, Wisconsin.

Application Number: 97-04-C-00-LSE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$615,000.

Earliest Charge Effective Date: December 1, 2000.

Estimated Charge Expiration Date: March 1, 2002.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Relocate runway 13/31.

Airfield sealcoating.

Reconstruct runway 18/36 phase 1.

Construct airport entrance sign.

PFC administration.

Decision Date: January 16, 1998.

For Further Information Contact: Sandra E. DePottay, Minneapolis Airports District Office, (612) 713-4363.

Public Agency: County of Humboldt, Eureka, California.

Application Number: 97-04-C-00-ACV.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$1,482,300.

Earliest Charge Effective Date: April 1, 1998.

Estimated Charge Expiration Date: June 1, 2003.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection at Arcata-Eureka Airport (ACV) and Use at ACV:

Emergency safety area erosion control.
Taxiway A overlay.
Boarding assistance device.
Property purchase.
Aircraft rescue and firefighting (ARFF) fire truck replacement.
ARFF building improvements.
Ramp area extension.

Brief Description of Projects Approved for Collection at ACV and Use at Rohnerville Airport:

Pavement rehabilitation of taxiway, runway, and aprons.
Entrance road reconstruction and perimeter fencing.

Brief Description of Project Approved for Collection at ACV and Use at Murray Field: Pavement overlay.

Brief Description of Project Approved for Collection at ACV and Use at Kneeland Airport: Airport rehabilitation.

Brief Description of Disapproved Projects: T-hangar taxiway construction.

Determination: Disapproved. The installation of utility conduit for future building construction and hangar building demolition was determined to be ineligible under AIP criteria, paragraphs 568 and 301(a) of FAA Order 5100.38A, AIP Handbook (October 24, 1989). Based on the information provided in the application, an accurate prorated share of eligible costs could not be determined. Therefore, this project, as proposed, was disapproved.

Fire protection systems replacement.

Determination: Disapproved. The replacement of fire hydrant and water supply lines in the airport building area was determined to be ineligible under AIP criteria, paragraph 568 of FAA Order 5100.38A, AIP Handbook (October 24, 1989). Based on the information provided in the application, an accurate prorated share of eligible costs could not be determined.

Therefore, this project, a proposed, was disapproved.

Decision Date: January 23, 1998.

For Further Information Contact: Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

Public Agency: Niagara Frontier Transportation Authority, Buffalo, New York.

Application Number: 98-03-C-00-BUF.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.
Total PFC Revenue Approved in this Decision: \$2,659,807.

Earliest Charge Effective Date: November 1, 2014.

Estimated Charge Expiration Date: July 1, 2015.

Class of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of Greater Buffalo International Airport's total annual enplanements.

Brief Description of Projects Approved for Use:

Purchase one front end loader.
Pavement strengthening/taxiway C and perimeter road.

Pavement overlay/taxiways D and F.
Pavement study.

Rehabilitation/overlay runway 14/32.
Brief Description of Projects Approved for Collection and Use:

Relocate airport beacon.
Glycol storage facility.
Aircraft deicing area.
Common-use gate positions and holdrooms.

Rehabilitate storm drainage.
Brief Description of Projects Approved for Collection and Use: Purchase snow removal, safety, and ARFF equipment.

Determination: Partially approved. The purpose of the airfield safety vehicle, as described in the application, is to perform operations and maintenance functions. Thus, in accordance with paragraph 501 of FAA Order 5100.38A, AIP Handbook (October 24, 1989), and § 158.15(b), the airfield safety vehicle is not AIP or PFC eligible.

Decision Date: January 27, 1998.

For Further Information Contact: Philip Brito, New York Airports District Office, (516) 227-3800.

Public Agency: City of Idaho Falls, Idaho.

Application Number: 98-02-C-00-IDA.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$820,404.

Earliest Charge Effective Date: February 1, 1998.

Estimated Charge Expiration Date: November 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Rehabilitation of runway 2/20.
Airport master plan.
ARFF station.
Mandatory runway lighting/signage.
Apron replacement upgrade.
Snow removal equipment.
Runway 17/35 lighting system replacement.

Ramp reconstruction.
Decision Date: January 29, 1998.

For Further Information Contact: Mary E. Vargas, Seattle Airports District Office, (425) 227-2660.

Public Agency: Texas A and M University, College Station, Texas.

Application Number: 98-02-C-00-CLL.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$429,159.

Earliest Charge Effective Date: August 1, 1998.

Estimated Charge Expiration Date: June 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use:

Install high intensity runway lights, runway 16/34.

Install medium intensity taxiway lights.

Sealcoat runway 10/28 and taxiways B and E.

Construct taxiway F and G fillets.

Construct taxiway H.

Install new signage and signage modifications.

ARFF facility.

ARFF vehicle.

Pavement management system.

PFC administrative costs.

Decision Date: January 29, 1998.

For Further Information Contact: Ben Guttery, Southwest Region Airports Division, (817) 222-5614.

AMENDMENTS TO PFC APPROVALS

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
93-01-C-01-HVN, New Haven, CT	12/10/97	\$2,490,450	\$1,108,060	06/01/99	04/01/98
94-02-C-02-MSP, Minneapolis, MN	12/29/97	107,376,001	126,226,001	05/01/99	01/01/00
93-01-C-09-ORD, Chicago, IL	12/30/97	522,045,837	517,271,740	07/01/04	07/01/04

AMENDMENTS TO PFC APPROVALS—Continued

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
96-05-C-02-ORD, Chicago, IL	12/30/97	412,918,431	423,692,528	07/01/04	07/01/04
97-04-C-01-GFK, Grand Forks, ND	12/31/97	339,864	551,993	01/01/98	09/01/98
93-01-C-01-GUC, Gunnison, CO	01/05/98	702,133	807,453	03/01/98	04/01/98
96-04-C-01-YKM, Yakima, WA	01/06/98	432,000	662,515	07/01/98	02/01/99
95-02-C-02-STL, St. Louis, MO	01/08/98	86,214,867	92,214,867	02/01/98	03/01/98
95-02-C-03-STL, St. Louis, MO	01/08/98	92,214,867	108,214,867	03/01/98	07/01/98
94-02-C-02-FLL, Fort Lauderdale, FL	01/09/98	72,931,754	54,048,754	08/01/99	09/01/98
95-01-C-02-MKE, Milwaukee, WI	01/13/98	26,629,277	25,522,277	01/01/99	12/01/05
95-02-U-01-MKE, Milwaukee, WI	01/13/98	0	0	01/01/99	12/01/05
95-03-C-01-MKE, Milwaukee, WI	01/13/98	32,037,000	66,117,000	04/01/02	12/01/05

Issued in Washington, DC on February 17, 1998.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 98-5112 Filed 2-26-98; 8:45 am]

BILLING CODE 4910-13-M

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.

CSX Transportation, Incorporated (Waiver Petition Docket Number PB-97-10)

CSX Transportation, Incorporated (CSXT) seeks a temporary waiver of compliance from certain provisions of the Railroad Power Brake and Drawbars regulations, 49 CFR Section 232.25(d), concerning the calibration of the front unit of a two-way end-of-train device. CSXT had originally requested relief from the calibration and labeling requirements for all front units until December 31, 1997, PB-97-10, 62 FR 49291 (September 19, 1997). In a letter dated December 12, 1997, CSXT requested the date for this temporary relief be extended to May 1, 1998.

Section 232.25(d) states, The telemetry equipment shall be calibrated for accuracy according to the manufacturer's specifications at least

every 365 days. The date of the last calibration, the location where the calibration was made, and the name of the person doing the calibration shall be legibly displayed on a weather-resistant sticker or other marking device affixed to the outside of both the front unit and rear unit. The Two-Way End-of-Train Device Final Rule was published on January 2, 1997, and became effective July 1, 1997. FRA provided a grace period until September 1, 1997, for railroads to accomplish the calibration and labeling requirements of front units.

CSXT indicates they have calibrated and labeled approximately 700 of its nearly 2,700 total HTDs. This work was performed on all new units purchased and on all units that were removed from a locomotive and sent to the communications shop for any reason. Completion of the calibration requirements for units that did not enter the radio shop was dependent on development and availability of an on-board tester being developed by Pulse Electronics. This on-board tester was a cooperative effort by Pulse and Hewlett-Packard, which took longer to complete than was originally anticipated. CSXT was originally promised the tester in October, but a prototype was not delivered until November 24. The final product was available on December 8, 1997. In view of the unavoidable delay which was necessary to properly develop this device, CSXT states it will be unable to comply with the calibration and labeling requirements by December 31, 1997. CSXT believes they will be able to calibrate all locomotives by May 1, 1998, as the locomotives receive their periodic inspections. CSXT also points out that they feel they have provided a service to the entire industry by facilitating the development of an on-board device which can be used to meet the requirements of 232.25(d)

For all of the reasons set forth in the original waiver petition, CSXT feels there is absolutely no reason to believe that any adverse effect on safety would result from granting this short extension of their original temporary waiver request.

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 PB-97-10) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. 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 these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on February 24, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 98-5078 Filed 2-26-98; 8:45 am]

BILLING CODE 4910-06-P