

Taxiway E. rehabilitation.
Decision Date: July 21, 2000.
 For Further Information Contact: Gary J. Migut, Detroit Airports District Office, (703) 487-7278.
Public Agency: Port of Port Angeles, Washington.
Application Number: 00-05-C-00-CLM.
Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$211,683.
Earliest Charge Effective Date: November 1, 2000.
Estimated Charge Expiration Date: October 1, 2003.
Class of Air Carriers Not Required to Collect PFC's: Part 135 air taxi/commercial operators who conduct operations in air commerce carrying persons for compensation or hire, including air taxi/commercial operators offering on-demand, non-scheduled public or private charters.
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 the total annual emplanements at William R. Fairchild International Airport.
Brief Description of Projects Approved for Collection and Use: Construct runway safety area (runway 08) including remove and replace medium intensity approach lighting system with runway alignment indicator lights,

install guidance signage, and mark displaced threshold.
 Expand terminal building.
 Security fencing.
 Taxiway safety area grading.
 Runway 8 safety area improvements: drainage design and engineering.
 Passenger lift.
 Upgrade baggage handling equipment.
 Airport layout plan update.
 Vehicle security gate.
Brief Description of Projects Withdrawn:
 Runway safety areas improvements, runway 26.
 General aviation taxilanes and fencing.
Determination: These projects were withdrawn by the public agency in its letter dated April 14, 2000. Therefore, the FAA did not rule on these projects in this decision.
Decision Date: July 26, 2000.
 For Further Information Contact: Suzanne Lee-Pang, Seattle Airports District Office, (425) 227-2660.
Public Agency: Monterey Peninsula Airport District, Monterey, California.
Application Number: 00-05-C-00-MRY.
Application Type: Impose and use a PFC.
PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$82,398.
Earliest Charge Effective Date: October 1, 2000.
Estimated Charge Expiration Date: December 1, 2000.

Class of Air Carriers Not Required to Collect PFC's: Unscheduled Part 135 air taxi 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 the total annual emplanements at Monterey Peninsula Airport.
Brief Description of Project Approved for Collection and Use:
 Blast pad at holding area.
 Terminal area security fence.
 Terminal fire alarm and detection system.
 Joint sealant at north side portland cement concrete apron and south side portland cement concrete ramp.
 Southeast perimeter fence extension.
 Slurry seal taxiways A and E, phases 1 and 2.
 Environmental assessment for terminal road improvement program.
 Pavement management program.
 Electrical service to north ramp.
Brief Description of Project Withdrawn: Environmental review for runway 10L/28R extension.
Determination: This project was withdrawn by the public agency in its letter dated July 3, 2000. Therefore, the FAA did not rule on this project in this decision.
Decision Date: July 28, 2000.
FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, San Francisco Airports District Office, (650) 876-2806.

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
98-02-C-01-BIS, Bismarck, ND	06/27/00	\$1,461,653	\$1,345,153	12/01/02	05/01/02
99-06-C-01-BNA, Nashville, TN	07/17/00	2,660,000	4,160,000	01/01/02	03/01/02
97-04-C-01-BTR, Baton Rouge, LA	07/18/00	10,157,206	19,069,316	06/01/08	08/01/16
97-04-C-01-MQT, Marquette, MI	07/18/00	672,968	741,542	11/01/02	01/01/03
99-05-C-01-MFR, Medford, OR	07/18/00	1,583,000	1,672,962	02/01/06	08/01/04
93-01-C-03-PBI, West Palm Beach, FL	07/19/00	22,689,840	16,014,840	07/01/00	07/01/96
97-03-U-01-PBI, West Palm Beach, FL	07/19/00	NA	NA	07/01/00	07/01/96
99-01-C-01-ANC, Anchorage, AK	07/20/00	15,000,000	15,000,000	04/01/03	01/01/04
99-01-C-01-FAI, Fairbanks, AK	07/20/00	5,460,000	5,460,000	03/01/06	01/01/04

Issued in Washington, DC, on August 14, 2000.
Eric Gabler,
Manager, Passenger Facility Charge Branch.
 [FR Doc. 00-21265 Filed 8-21-00; 8:45 am]
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION
 Federal Aviation Administration**

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Will Rogers World Airport, Oklahoma City, OK

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 Will Rogers World 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).

DATES: Comments must be received on or before September 21, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Luther E. Trent, Manager of Will Rogers World Airport at the following address: Mr. Luther E. Trent, Director of Aviation, City of Oklahoma City, 7100 Terminal Drive, Box 937, Oklahoma City, OK 73159-0937.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under Section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

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 Will Rogers World 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 August 7, 2000 the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 28, 2000.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: April 1, 2001.

Proposed charge expiration date: May 1, 2019.

Total estimated PFC revenue: \$115,253,750.

PFC application number: 00-03-C-00-OKC.

Brief description of proposed project(s):

Projects To Impose and Use PFC's

1. Renovate and Expand Terminal Building, Phase I and II
2. Acquire and Install Seventeen (17) Passenger Loading Bridges
3. Construct Terminal Building Baggage Make-Up System

Proposed class or classes of air carriers to be exempted from collecting PFC's: FAR Part 135 on demand air Taxi/Commercial Operator (ATCO) reporting on FAA Form 1800-31.

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 office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Will Rogers World Airport.

Issued in Fort Worth, Texas on August 7, 2000.

Naomi L. Saunders,
Manager, Airports Division.

[FR Doc. 00-21264 Filed 8-21-00; 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) 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 and statutory provisions involved, the nature of the relief being sought and the petitioner's arguments in favor of relief.

CSX Transportation

Docket No. FRA-2000-7783

The CSX Transportation (CSXT) seeks a waiver of compliance from certain provisions of 49 CFR Part 213, the Federal Track Safety Standards. Specifically, the petitioner seeks relief from the requirements of section 213.345 (vehicle qualification testing) and sections 213.57 and 213.329 (curves, elevation and speed limitations

for track classes 1 through 5 and 6 through 9, respectively) in order to conduct a one-time only series of tests and demonstrations of the RTL-III turbine-powered trainset.

The tests and demonstrations would last approximately two days and would be conducted at speeds up to 125 miles per hour and six inches of cant deficiency between Albany/Rensselaer (CP 142) and Stuyvesant (CP-124) on the Hudson Line in New York State. The petitioner does not seek to qualify the trainset for 125 mph revenue service at this time. CSXT owns the track over which the runs will operate. The National Railroad Passenger Corporation (Amtrak) is responsible for the track maintenance over this segment and CSXT maintains the signal system.

In its petition, CSXT advises that the RTL-III trainset is an upgraded version of the RTL-II trainset which was previously tested in 1995 under waivers H-94-3 and H-94-4 at 125 mph in the same limits as proposed in this waiver petition. After the tests and demonstrations were completed in 1995, the waivers expired. The RTL has operated in revenue service for several years at speeds up to 110 mph on the Hudson Line.

The trainset, designated RTL-III, like the RTL-II, is designed to operate at a maximum speed of 125 mph. The truck suspension is identical to that of the RTL-II and the vehicle weights are within five percent of the RTL-II weights.

Since 1995 and 1996 when the RTL-II was tested at speeds up to 125 mph and six inches of cant deficiency, FRA issued a final rule for the revision of the Federal Track Safety Standards (see 63 FR 3399, June 22, 1998). The new standards now contain requirements (Subpart G) for track classes 6 through 9 for speeds between 90 mph and 200 mph. Section 213.345(a) requires that equipment that operates in track classes 6 through 9 be qualified over the route using the safety limits for wheel/rail forces and accelerations specified in paragraph (b) under the procedures specified in paragraphs (c) through (f). In its petition, CSXT states that, in view of the limited number of runs and the previously demonstrated satisfactory performance of the RTL-II at 125 mph and six inches of cant deficiency, it is requesting relief from the requirements in Section 213.345.

CSXT is also requesting relief from the requirements of Sections 213.57 and 213.329. Specifically, the sections limit the roll angle and percent unloading of equipment which operates at higher cant deficiencies. The term cant deficiency refers to the theoretical