

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 October 22, 2001.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 901 Locust, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Kim Bakker, Assistant Director of Aviation, Waterloo Municipal Airport, at the following address: 2790 Livingston lane, Waterloo, Iowa 50703.

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

**FOR FURTHER INFORMATION CONTACT:** Lorna Sandridge, PFC Program Manager, FAA, Central Region, 901 Locust, Kansas City, MO 64106, (816) 329-2641. 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 the Waterloo Municipal 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 August 29, 2001, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Waterloo Municipal 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, 2001.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$4.50.  
*Proposed charge effective date:* February, 2002.

*Proposed charge expiration date:* July, 2004.

*Total estimated use revenue:* \$801,800.

*Total estimated impose revenue:* \$291,800.

*Brief description of proposed project(s):* Terminal Building Modernization—Construction; Runway 12/30 Rejuvenation; Runway 18/36 Rejuvenation; Reconstruct Taxiway E; Reconstruct Taxiway 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 Waterloo Municipal Airport.

Issued in Kansas City, Missouri on August 29, 2001.

**George A. Hendon,**

*Manager, Airports Division, Central Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2001-9270]

#### Wabtec Railway Electronics; Public Hearing

On April 6, 2001, the Federal Railroad Administration (FRA) published a notice in the **Federal Register** (66 FR 18351) announcing Wabtec Railway Electronic's (Wabtec) request to obtain a permanent waiver of compliance from certain provisions of the Power Brakes and Drawbars regulations, 49 CFR part 232, regarding two-way end-of-train devices. Specifically, § 232.23(f)(2), which requires: "The rear unit batteries shall be sufficiently charged at the initial terminal or other point where the device is installed and throughout the train's trip to ensure that the end-of-train-device will remain operative until the train reaches its destination." Due to an administrative error on the part of the agency, an incomplete copy of Wabtec's petition was filed in the public docket. That error was corrected and FRA extended the comment period by thirty days with a notice in the **Federal Register** (66 FR 31274).

As a result of the comments received by FRA concerning this waiver petition, FRA has determined that a public hearing is necessary before a final decision is made on this petition. Accordingly, a public hearing is hereby set for 10 a.m. on October 18, 2001, in Conference Room #1 on the seventh floor, at the FRA Headquarters Building, 1120 Vermont Avenue NW., Washington, DC 20005. Interested parties are invited to present oral statements at this hearing. The hearing will be informal and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (49 CFR 211.25) by a representative designated by the FRA. The FRA representative will make an opening statement outlining the scope

of the hearing, as well as any additional procedures for the conduct of the hearing. The hearing will be a non-adversarial proceeding in which all interested parties will be given the opportunity to express their views regarding this waiver petition, without cross-examination. After all initial statements have been completed, those persons wishing to make a brief rebuttal will be given an opportunity to do so in the same order in which initial statements were made.

Issued in Washington, DC, on September 12, 2001.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 01-23547 Filed 9-20-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

#### Docket Number. FRA-2001-10217

Applicants:  
Norfolk Southern Corporation, Mr. Brian L. Sykes, Chief Engineer C&S Engineering, 99 Spring Street, S.W., Atlanta, Georgia 30303.

West Tennessee Railroad, Mr. Bruce Hohorst, President, One Depot Street, Trenton, Tennessee 38382.

Norfolk Southern Corporation (NS) and the West Tennessee Railroad jointly seek approval of the proposed discontinuance and removal of the automatic block signal system on the Alabama Division, Jackson District, between Fulton Junction, milepost IC-406.2, near Fulton, Kentucky and Ruslor Junction, milepost IC-526.0, near Corinth, Mississippi, a distance of approximately 120 miles. The proposed changes include the removal of all automatic block signals, conversion of the spring switches to hand operation, and retention of the interlocking signals at Milan, Tennessee, where the NS single main track crosses at grade the single main track of CSX Transportation, Incorporated.