

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ATCO).

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 Austin Straubel International Airport.

Issued in Des Plaines, Illinois on April 18, 2002.

Mark McClardy,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 02-10237 Filed 4-25-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 02-07-C-00-MKE To Impose a Passenger Facility Charge (PFC) at General Mitchell International Airport and To Use the Revenue at General Mitchell International Airport and Lawrence J. Timmerman Airport, Milwaukee, WI

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 a PFC at General Mitchell International Airport and use the revenue at General Mitchell International Airport and Lawrence J. Timmerman Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before May 28, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to C. Barry Bateman, Airport Director of the General Mitchell International Airport, Milwaukee, WI at the following address: 5300 S. Howell Avenue, Milwaukee, WI 53207-6189.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of

Milwaukee under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Sandra E. DePottey, Program Manager, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, 612-713-4363. 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 a PFC at General Mitchell International Airport and to use the revenue at General Mitchell International Airport and Lawrence J. Timmerman Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 3, 2002 the FAA determined that the application to impose and use the revenue from a PFC submitted by County of Milwaukee 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 June 26, 2002.

The following is a brief overview of the application.

Proposed charge effective date:

December 1, 2011.

Proposed charge expiration date: May 1, 2005.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue:

\$37,240,744.

Brief description of proposed projects: Impose and Use: C concourse-hydrant fueling system, separate taxiway circuits and add duct bank, runway 7R/25L edge lights, renovate road to south maintenance area, construct ground run up enclosure, Part 150 update, reconstruct corporate hangar road, relight terminal roadway, airfield electrical system upgrade, elevator controls upgrade, PFC administration costs, D concourse expansion, replace taxiway B and C, north ticketing expansion, runway and taxiway rehabilitation (Lawrence J. Timmerman Airport).

Impose Only: Outer taxiway extension, International Arrivals Building (IAB) ramp extension.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air taxi/ commercial operators filing 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 County of Milwaukee.

Issued in Des Plaines, Illinois on April 18, 2002.

Mark McClardy,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 02-10238 Filed 4-25-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 02-06-C-00-SAW To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Sawyer International Airport, Marquette, MI

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 Sawyer International Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before May 28, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111. The application may be reviewed in person at this location.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Harold R. Pawley, Airport Manager, Sawyer International Airport at the following address: Sawyer International Airport, 225 Airport Avenue, Gwinn, Michigan 49841.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Sawyer International Airport under section 158.24 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Arlene B. Draper, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (734-487-7282). 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 Sawyer International Airport under the

provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 5, 2002 the FAA determined that the application to impose and use the revenue from a PFC submitted by Sawyer International 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, not later than August 2, 2002.

The following is a brief overview of the application.

Proposed charge effective date: December 1, 2002.

Proposed charge expiration date: May 1, 2004.

Level of the proposed PFC: \$4.50.

Total estimated PFC revenue: \$227,558.

Brief description of proposed projects: North Access Road; Taxiway Rehabilitation; Passenger Boarding Bridge; Snow Removal Equipment; Runway Rehabilitation; Taxiway Signage; Refurbish Beacon.

Class or classes of air carriers which the public agency has requested to be required to collect PFCs: Marquette County has not requested approval to exclude a class or classes of carriers from the PFC collection requirements.

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 Sawyer International Airport, 225 Airport Avenue, Gwinn, Michigan 49841.

Issued in Des Plaines, Illinois on April 18, 2002.

Barbara J. Jordan,

Acting Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 02-10236 Filed 4-25-02; 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.

St. Louis Steam Train Association

[Docket Number FRA-2002-11701]

The St. Louis Steam Train Association (SLSTA) has petitioned the Federal Railroad Administration for a temporary waiver of compliance for time on duty limitations from the requirements of Title 49, U.S.C. 21103(a), which requires the association to limit the time on duty of its train employees to 12 hours total time on duty in a 24-hour period.

The SLSTA is a not-for-profit corporation that leases, maintains, and operates former St. Louis and San Francisco steam locomotive number 1522. The SLSTA occasionally operates locomotive 1522 on the general railroad system as motive power for trains operated for historical, excursion, or other purposes. The SLSTA has three individuals who are certified locomotive engineers and who operate the controls of the locomotive under the provisions of Title 49 Code of Federal Regulations, part 240. In addition, the association has three individuals who act as traditional firemen. The SLSTA requests relief to utilize its train and engine crews for up to 16 hours in the event of unusual circumstances. The association does not plan for its train and engine crew employees to perform service for more than 12 hours. However, due to the nature of its operations that occasionally involve operating on the general railroad system and its limited staff, unexpected and unusual circumstances may terminate the operation of the train prior to its final destination. The SLSTA states that allowing an engineer to operate beyond the normal 12-hour limit will not compromise safety, in that, host-railroad pilots and supervisors will also be on board the locomotive while it is being operated.

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 FRA-2002-11701) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC, 20590-0001.

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, DC, on April 22, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-10234 Filed 4-25-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34189]

Richmond Pacific Railroad Corporation—Lease, Operating and Trackage Rights Exemption—Rail Lines of Union Pacific Railroad Company and The Burlington Northern and Santa Fe Railway Company

Richmond Pacific Railroad Corporation (applicant), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease and operate (including some operations by trackage rights) over 10 miles of rail lines owned by Union Pacific Railroad Company (UP) and The Burlington Northern and Santa Fe Railway Company (BNSF) in Contra Costa County, CA.

The transaction could have been consummated on or after April 9, 2002, the effective date of the exemption (7 days after the exemption was filed).¹

The purpose of the transaction² is to allow: (1) Applicant to lease from UP, for freight rail operations, trackage on the Seaver Industrial Lead, from milepost 0.20 near the Stege Wye to the end of the track at milepost 2.46 (2.26 miles), and on the Richmond Industrial

¹ Applicant proposed to consummate the transaction on or about April 8, 2002. The exemption notice was filed on April 2, 2002. Under 49 CFR 1150.42, the exemption is effective 7 days after the notice is filed.

² Applicant states that the transaction involves several agreements between UP and applicant which include a lease agreement, an interchange agreement, an operating agreement, a commercial marketing agreement and an assignment and assumption agreement. It also involves a non-exclusive lease agreement between BNSF and applicant.