DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

[Docket No: FAA–2018–0526]

Corrections to Previous Notice
Regarding Supplemental Guidance on
the Airport Improvement Program (AIP)
for Fiscal Years 2018–2020

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: On July 9, 2018, the FAA published a Federal Register notice announcing the process for eligible airport sponsors in two categories to notify the FAA of any supplemental discretionary funding requests. This notice addresses two omissions, one correction and one update.

FOR FURTHER INFORMATION CONTACT: Elliott Black, Director, Office of Airport Planning and Programming, Federal Aviation Administration.

BILLING CODE 8025–01–P

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration

[Docket Number FRA–2007–28700]

Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that by a letter dated May 31, 2018, Kansas City Southern Railway Company (KCSR) petitioned the Federal Railroad Administration (FRA) for a modification of its waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232. FRA assigned the petition Docket Number FRA–2007–28700.

By letter dated December 11, 2017, KCSR received an extension of its conditional relief (originally granted by FRA on January 18, 2008) from 49 CFR 232.205, Class I brake test-initial terminal inspection, and 49 CFR part 215, Freight car safety standards, for freight cars received in interchange at the U.S./Mexico border crossing in Laredo, Texas, to permit required inspections to be conducted in Laredo Yard, approximately 9 miles north of the interchange point. In its present petition, KCSR requests clarification to perform the Class III air brake test required by condition #5 of FRA’s letter of December 11, 2017, at its Nuevo Laredo or Sanchez Yards, both of which are within 19 miles of its Laredo Yard. KCSR states that they and U.S. Customs and Border Protection (CBP) have been working collaboratively with Mexican authorities to solve border security and operational challenges of the International Bridge complex. KCSR states their experience operating trains through the complex has demonstrated that when northbound trains stop on the International Bridge to meet the waiver requirement of performing a Class III air brake test, they experience a significant amount of safety risk. KCSR further states having to stop on the International Bridge to perform the