

members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC, 20036; (202) 833-9339 (phone), (202) 833-9434 (fax), or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 8, 2000.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 193/ EUROCAE Working Group 44; Terrain and Airport Databases

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 193/EUROCAE Working Group 44 meeting to be held June 5-9, 2000, starting at 9 a.m. The meeting will be held at The Sweetbrier Inn, 7125 SW Nyberg Road, Tualatin, Oregon 97062 (South of Portland).

The agenda will be as follows:

June 5 Opening Plenary Session

- (1) Welcome and Introductions
- (2) Review/Approval of Meeting Agenda
- (3) Review Summary of the Previous Meeting
- (4) Discussion of Interface Issues between Subgroups 2 and 3; 1 p.m.
- (5) Subgroup 2—Terrain and Obstacle Databases;
 - (a) Review of Summary of the Previous Meeting
 - (b) Review of Actions Items
 - (c) Review of the Draft Document
 - (d) Other Subgroup 2 Activities
- (6) Subgroup 3—Airport Databases:
 - (a) Review of Previous Meeting Minutes
 - (b) Review of Actions Items
 - (c) Presentations
 - (d) Review of the Draft Document

June 6-8

- (7) Subgroup 2—Continuation of Discussions
- (8) Subgroup 3—Continuation of Discussions.

June 9 Closing Plenary Session

- (9) Summary of Subgroups 2 and 3 Meetings
- (10) Assign Tasks

- (11) Other business
- (12) Dates and Locations of Next Meeting
- (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue NW, Washington, DC 20036; (202) 833-9339 (phone), (202) 833-9434 (fax), or <http://www.rtca.org> (web site) or the on-site contact, Mr. Walter Johnson, at (503) 443-3321 or email walt_johnson@fldyn.com. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 5, 2000.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA; Special Committee 195; Flight Information Services Communications (FISC)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee (SC)-195 meeting to be held June 6-8, 2000, starting at 8:30 a.m. each day. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue NW, Suite 1020, Washington, DC 20036.

The agenda will include:

June 6

- Plenary convenes for 30 minutes:
- (1) Welcome and Introductions;
 - (2) Agenda Overview
 - (3) Working Group (WG) 1, Aircraft Cockpit Weather Display
- 1 p.m. Plenary Reconvenes
- (4) Review of Previous Meeting Minutes
 - (5) Report from WG-1 on Activities;
 - (6) Review of FIS-B Minimum Aviation System Performance Standards (MASPS) section 4.0, Procedures for Performance Requirement Verification, Development

June 7

- (7) Review of FIS-B MASPS section 3.2.1, FIS Broadcast Network Interface and Appendix D, APDU Header Format
- Detailed Review of FIS-B MASPS.

June 8

- (8) Continue Detailed Review of FIS-B MASPS
- (9) Address Future Work
- (10) Review Issues (Action Items)
- (11) Date and Location of Next Meeting
- (12) Other Business
- (13) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue NW, Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 5, 2000.

Janice L. Peters,

Designated Official.

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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 April 2000, there were five applications approved. Additionally, nine 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: City of Des Moines, Iowa.

APPLICATION NUMBER: 00-05-C-00-DSM.

APPLICATION TYPE: Impose and use a PFC.

PFC LEVEL: \$3.00.

TOTAL PFC REVENUE APPROVED IN THIS DECISION: \$1,150,000.

EARLIEST CHARGE EFFECTIVE DATE: May 1, 2006.

ESTIMATED CHARGE EXPIRATION DATE: November 1, 2006.

CLASS OF AIR CARRIERS NOT REQUIRED TO COLLECT PFC'S:

Part 135 air taxi/commercial operators.

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

BRIEF DESCRIPTION OF PROJECTS APPROVED FOR COLLECTION AND USE:

South passenger apron expansion and rehabilitation.

Terminal elevator—C concourse.

DECISION DATE: April 13, 2000.

FOR FURTHER INFORMATION CONTACT:

Lorna Sandridge, Central region Airports Division, (816) 329-2641.

PUBLIC AGENCY: Melbourne Airport Authority, Melbourne, Florida.

APPLICATION NUMBER: 00-04-C-00-MLB.

APPLICATION TYPE: Impose and use a PFC.

PFC LEVEL: \$3.00.

TOTAL PFC REVENUE APPROVED IN THIS DECISION: \$592,944.

EARLIEST CHARGE EFFECTIVE DATE: July 1, 2000.

ESTIMATED CHARGE EXPIRATION DATE: September 1, 2001.

CLASS OF AIR CARRIERS NOT REQUIRED TO COLLECT PFC'S:

Air taxi/commercial operators.

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

BRIEF DESCRIPTION OF PROJECTS APPROVED FOR COLLECTION AND USE:

Improve and renovate terminal building, phase 1—reroofing.

Acquire security improvements and police vehicle.

Runway 9L safety area wetland mitigation phase 2.

Improve and renovate terminal building, phase 2—wall and skylight repair.

Acquire Airport News and Training Network system.

Acquire aircraft rescue and firefighting vehicle and three proximity suits.

Improve and renovate terminal building, phase 3—restroom renovation.

Acquire aircraft loading bridge.

DECISION DATE: April 19, 2000.

FOR FURTHER INFORMATION CONTACT:

Armando L. Rovira, Orlando Airports District Office, (407) 812-6331, ext. 31.

PUBLIC AGENCY: Greater Orlando Aviation Authority, Orlando, Florida.

APPLICATION NUMBER: 00-07-C-00-MCO.

APPLICATION TYPE: Impose and use a PFC.

PCF LEVEL: \$3.00.

TOTAL PCF REVENUE APPROVED IN THIS DECISION: \$174,364,294.

EARLIEST CHARGE EFFECTIVE DATE: June 1, 2003.

ESTIMATED CHARGE EXPIRATION DATE: April 1, 2008.

CLASS OF AIR CARRIERS NOT REQUIRED TO COLLECT PFC'S:

None.

BRIEF DESCRIPTION OF PROJECTS APPROVED FOR COLLECTION AT ORLANDO INTERNATIONAL AIRPORT (MCO) AND USE AT MCO:

Mid crossfield taxiway bridges expansion—construction.

Heintzelman Boulevard construction. South access road widening—construction.

South terminal complex, phase I: site grading and drainage—design and construction.

South terminal complex, design.

Fourth runway.

Taxiway system for the fourth runway.

BRIEF DESCRIPTION OF PROJECTS APPROVED FOR COLLECTION AT MCO AND USE AT ORLANDO EXECUTIVE AIRPORT:

Drainage improvements, design and construction.

Runway 7/25 high speed exit taxiways and holding bay 7 construction.

Runway 7/25 taxiway stubouts and holding bays 31 and 25, design.

DECISION DATE: April 19, 2000.

FOR FURTHER INFORMATION CONTACT:

Pablo G. Auffant, Orlando Airports District Office, (407) 812-6331, ext. 30.

PUBLIC AGENCY: International Falls-Koochiching County Airport Commission, International Falls, Minnesota.

APPLICATION NUMBER: 00-03-C-00-INL.

APPLICATION TYPE: Impose and use a PFC.

PCF LEVEL: \$3.00.

TOTAL PFC REVENUE APPROVED IN THIS DECISION: \$316,992.

EARLIEST CHARGE EFFECTIVE DATE: July 1, 2000.

ESTIMATED CHARGE EXPIRATION DATE: August 1, 2006.

CLASS OF AIR CARRIERS NOT REQUIRED TO COLLECT PFC'S:

Part 135 air taxi.

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

BRIEF DESCRIPTION OF PROJECTS APPROVED FOR COLLECTION AND USE:

Terminal building modifications.

Acquire snow removal equipment.

Acquire aircraft rescue and firefighting vehicle.

Install high intensity runway lights.

Runway 13/31 shoulder paving.

Replace rotating beacon with tower and runway end identifier lights.

Acquire snow removal equipment.

Segmented circle design.

Engineering for rehabilitation of heating, ventilation, and air conditioning and baggage claim entrance canopy.

Safety fencing engineering study.

Environmental assessment.

Construct baggage claim entrance canopy.

PFC administration.

DECISION DATE: April 20, 2000.

FOR FURTHER INFORMATION CONTACT:

Sandra E. DePottay, Minneapolis Airports District Office, (612) 713-4363.

PUBLIC AGENCY: City of Minot, North Dakota.

APPLICATION NUMBER: 00-05-U-00-MOT.

APPLICATION TYPE: Use PFC revenue.

PFC LEVEL: \$3.00.

TOTAL PFC REVENUE TO BE USED IN THIS DECISION: \$203,841.

CHARGE EFFECTIVE DATE: March 1, 1999.

ESTIMATED CHARGE EXPIRATION DATE: February 1, 2004.

CLASS OF AIR CARRIERS NOT REQUIRED TO COLLECT PFC'S: No change from previous decision.

BRIEF DESCRIPTION OF PROJECT APPROVED FOR USE: Runway 8/26 restoration and extension.

DECISION DATE: April 21, 2000.

FOR FURTHER INFORMATION CONTACT:

Irene R. Porter, Bismarck Airports District Office, (701) 250-4385.

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
92-01-C-03-GJT, Grand Junction, CO	03/17/00	\$1,812,000	\$1,794,117	03/01/04	04/01/03
96-02-U-02-GJT, Grand Junction, CO	03/17/00	NA	NA	03/01/04	04/01/03
97-03-C-01-GJT, Grand Junction, CO	03/17/00	\$2,157,000	\$1,932,000	03/01/04	04/01/03
92-01-C-07-SJC, San Jose, CA	03/30/00	NA	NA	09/01/03	09/01/03
96-01-I-02-BTV, Burlington, VT	04/14/00	\$12,476,233	\$22,966,283	03/01/06	12/01/10
96-02-C-01-BTV, Burlington, VT	04/14/00	\$40,000	\$40,000	03/01/06	12/01/10
98-04-C-01-CLM, Port Angeles, WA	04/17/00	\$118,572	\$122,650	11/01/11	11/01/00
98-02-C-02-IAD, London, VA	04/25/00	\$34,919,777	\$52,324,581	05/01/10	04/01/11
98-03-C-01-DCA, Arlington, VA	04/25/00	\$23,563,086	\$46,823,287	02/01/02	05/01/03

Issued in Washington, DC on May 4, 2000.
Eric Gabler,
Manager, Passenger Facility Charge Branch.
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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2000-7325]

Remote Control Locomotives; Establishing Guidelines

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of technical conference.

SUMMARY: FRA is initiating a technical conference to examine the use of remote control locomotive operations in the railroad industry. FRA plans to hold a technical conference on July 19, 2000, to discuss the current status of remote operation and possible development of guidelines for remote operations with all interested parties. FRA is exploring the use of guidelines to provide consistent, safe, industry-wide remote control locomotive use.

DATES: 1. A technical conference will be held on July 19, 2000, beginning at 10 am.

2. The deadline to register for participation in the technical conference is close of business on July 12, 2000. Please see Public Participation

Procedures in **SUPPLEMENTARY INFORMATION** section of this document for registration details.

ADDRESSES: 1. Technical conference: FRA Headquarters, 7th floor, conference rooms 1 and 2, 1120 Vermont Ave. NW, Washington DC.

2. FRA Docket Clerk: Federal Railroad Administration Docket Clerk, Office of Chief Counsel, Mail Stop 10, 1120 Vermont Ave. NW, Washington DC, 20590. E-mail address for the FRA

Docket Clerk is renee.bridgers@fra.dot.gov.

FOR FURTHER INFORMATION CONTACT: S. Joseph Gallant, Operating Practices Specialist, FRA Office of Safety, Mail Stop 25, 1120 Vermont Ave. NW, Washington DC, 20590 (telephone: 202-493-6324), or Alan H. Nagler, Trial Attorney, FRA Office of Chief Counsel, Mail Stop 10, 1120 Vermont Ave. NW, Washington DC, 20590 (telephone: 202-493-6055).

SUPPLEMENTARY INFORMATION:

Background

Locomotives operated by use of remote control devices have been in use for a number of years. The term "remotely controlled locomotives" or "remote control locomotives" refers to a locomotive which, through use of a radio transmitter and receiver system, can be operated by a person while not physically within the confines of the locomotive cab. (As used in this notice, the term "remote control locomotive" (RCL) does not refer to use of distributive power, in which a locomotive or group of locomotives entrained or at the rear of a train is controlled by an engineer located in another locomotive within the same consist.) Although RCL operations are common place in steel mills, plant railroads and Canadian railroad systems, RCL operations have not been widely used by American railroads that are part of the general system of transportation.

Arguably, the RCL technology is still relatively new. In 1994, FRA proposed a nation-wide test of rail operations involving remotely controlled locomotives. 59 FR 59826 (Nov. 18, 1994). FRA published proposed interim guidelines for what was intended to be a two-year test period. 59 FR 59826, 59828-29 (Nov. 18, 1994). FRA stated that guidelines were necessary to assure that continued use of this new technology does not create a safety risk to

railroad employees or the public. FRA also does not want to hinder the development of new technologies which may be of benefit to the rail industry. * * * All railroads using such remote-control systems will be permitted to continue using such systems only if they participate in the long-term test, so that FRA can evaluate remote control operations in light of the regulatory and statutory obligations imposed upon all railroads.

59 FR at 59827 (Nov. 18, 1994). On February 23, 1995, FRA held a public hearing to gather testimony on remote control operating procedures. Several manufacturers, labor organizations, railroads and their associations participated in the hearing. The testimony provided by these organizations revealed a broad spectrum of opinion concerning the merits of the program, the substance of the program requirements, the risks associated with railroad employees and the safety of the technology. While information and opinions gathered at this meeting were helpful, FRA never took final agency action to implement guidelines and the test program never occurred. Instead, FRA has continued to review RCL operations on a case-by-case basis.

Recently, FRA has become aware of renewed interest in RCL operations. This interest has led to an increased number of questions concerning FRA's position with respect to those operations and particular types of RCL devices. Additionally, RCL technology and operating procedures continue to evolve. FRA believes that it would be prudent to re-examine the safety issues surrounding RCL operations at this time and consider whether to issue guidelines.

Technical Conference

The purpose of this technical conference is to determine the extent of RCL operations, the various purposes for which RCL technology is used, and the safety of these operations. FRA will examine all the pertinent safety aspects of RCL operations, including: (1) design