

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: All air taxi/commercial operators filing or required to file 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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the request to amend an approved application in person at Salt Lake City International Airport.

Issued in Renton, Washington on October 30, 2000.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 00-28737 Filed 11-8-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application 01-05-U-00-SEA To Use Only the Revenue From a Passenger Facility Charge (PFC) at Seattle-Tacoma International Airport, Submitted by the Port of Seattle, Seattle-Tacoma International Airport, Seattle, Washington

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 use only PFC revenue at Seattle Tacoma International Airport under the provisions of 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 December 11, 2000.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Gina

Marie Lindsey, Director of Aviation Division, at the following address: Seattle-Tacoma International Airport, Port of Seattle, P.O. Box 68727, Seattle, WA 98168.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Seattle-Tacoma International Airport, under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue SW., Suite 250, Renton, Washington 98055-4056. 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 01-05-U-00-SEA to use only PFC revenue at Seattle-Tacoma International Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 1, 2000, the FAA determined that the application to use only the revenue from a PFC submitted by Port of Seattle, Seattle-Tacoma International Airport, Seattle, Washington, was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 16, 2001.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: January 1, 2004.

Proposed charge expiration date: January 1, 20023.

Total requested for use approval: \$44,965,000.

Brief description of proposed projects: Security System Upgrade; Airfield Pavement and Infrastructure Improvements.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None

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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Seattle-Tacoma International Airport.

Issued in Renton Washington on November 1, 2000.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 00-28735 Filed 11-8-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Hillsborough and Rockingham Counties, New Hampshire; Correction

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; correction.

SUMMARY: The Federal Highway Administration published a document in the **Federal Register** of October 27, 2000, concerning Notice of Intent concerning Environmental Impact Statement: Hillsborough and Rockingham Counties, New Hampshire. The document contained incorrect proposed location of the scoping meeting.

FOR FURTHER INFORMATION CONTACT: William F. O'Donnell, 603-228-3057, Extension 145.

Correction

In the **Federal Register** of October 27, 2000, in FR Doc. 00-27669, on page 64474, in the third column, correct the meeting time and location to read "Because this project has been on hold for a substantial period of time, a second formal scoping meeting will be held at 4:00 p.m. on December 6, 2000, the 3rd floor Auditorium of the University of NH—Manchester Campus, 300 (rather than 3000) Commercial Street in Manchester, New Hampshire."

Dated: November 2, 2000.

Walter C. Waidelich,

Assistant Division Administrator, Concord, New Hampshire.

[FR Doc. 00-28817 Filed 11-8-00; 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 from certain requirements of its safety

regulations. 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.

Norfolk Southern Corporation

[Waiver Petition Docket Number FRA-2000-8045]

Norfolk Southern Corporation (NS) seeks to amend temporary waiver PB-98-1 by extending the expiration date to December 31, 2001.

Part 232.21(a) requires that "An emergency brake application command from the front unit of the device shall activate the emergency air valve at the rear of the train within one second." According to NS, their front unit sends an emergency brake command in 1.675 seconds, of which a significant portion of this time is involved in coding the unique signal that provides a security barrier against an attempted malicious emergency command from an outside source, or an accidental transmission from another front unit that may have an erroneous rear number inputted. The NS system is designed to code a unique message between the individual devices. These messages are separate from the rear unit number and are coded and initialized only during a five minute window at the initial terminal setup and testing of the system. NS believes this function provides a higher level of security than the two-way systems currently used by other Class I railroads.

Part 232.21(f) requires "the availability of the front-to-rear communications link shall be checked automatically at least every ten minutes." The system used by NS does not have front-to-rear communications checked automatically every ten minutes. NS claims their system communications failure warning is linked to the rear-to-front portion of the messaging. If five minutes elapse, since a good message was received by the front unit, a "STANDBY" message is displayed on the front unit. This message informs the engineer that communication is lost.

Part 232.23(d) permits NS to use these devices because "Each two-way end-of-train device purchased by any person prior to promulgation of these regulations shall be deemed to meet the design and performance requirements contained in § 232.21."

It is NS's desire to redesign all of their devices to comply with § 232.21. In order to facilitate a smooth transition from the existing NS mode to the mode that is currently being used by the rest of the Class I railroads, NS requested

and on June 8, 1998, was granted a temporary waiver of § 232.21(a) and (f) for the procurement and operation of a dual mode device for three years. The dual mode device is a dual frequency, two-way system which will operate in both the NS and the current compliant mode. When these devices are operated in the complaint mode, they will comply with current regulations. However, when they are operated in the NS mode, they will be compatible with existing NS devices as described above.

NS would like to modify existing waiver PB-98-1 by extending the expiration date to December 31, 2001, at which time they believe the entire NS locomotive fleet will be compliant with the current design and operating standards.

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-2000-8045) and must be submitted to the Docket Management Facility, Room PL-401, (Plaza level) 400 Seventh Street, SW, Washington, D.C. 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 November 3, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-28730 Filed 11-8-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket MARAD-2000-8246]

U.S. Ship Management, Inc.; Notice of Application To Replace the Container Vessel "Newark Bay" in Maritime Security Program Operating Agreement MA/MSP-31

By letter dated October 27, 2000, U.S. Ship Management, Inc. (USSMI) has advised that the container vessel *Newark Bay* has been sold to Maersk Line, Limited on October 23, 2000, and will be utilized by that company as an ammunition carrier under long-term charter with the Military Sealift Command. As a result of this sale, that vessel is no longer eligible to receive benefit payments under Maritime Security Program (MSP) Operating Agreement MA/MSP-31.

Pursuant to the terms of MSP Operating Agreement MA/MSP-31, failure to operate the vessel named therein for more than 180 days in any fiscal year may constitute a default. Accordingly, if USSMI fails to resume operations under MA/MSP-31 by April 24, 2001, USSMI can, at the discretion of the Maritime Administration (MARAD) (we, our, or us), be declared in default of the terms of MSP Operating Agreement MA/MSP-31. USSMI has requested our approval to replace the *Newark Bay* with the container vessel *Sealand Pride* in order to remedy that potential default, and continue receiving benefits under the contract.

The *Newark Bay* is a container vessel of approximately 4,600 TEU capacity built in 1985. The *Sealand Pride* is a former Sea-Land Service Atlantic Class container vessel also built in 1985, and converted to an SL-31 Class vessel of approximately 3,700 TEU capacity in 1994. The vessel was extensively modernized during its conversion.

Due to the policy considerations involved in USSMI's request, we have decided to exercise our discretionary options and seek comments concerning this proposed substitution of vessels from interested parties. A copy of USSMI's request will be available for inspection at the Department of Transportation (DOT) Dockets Facility and on the DOT Dockets website (address information follows).

Any person, firm or corporation having an interest in this proposal, and desiring to submit comments concerning this matter, may file comments as follows. You should mention the docket number that appears at the top of this notice. Written comments should be submitted to the