

AMENDMENTS TO PFC APPROVALS—Continued

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
Los Angeles, CA 92-01-I-07-PHL	08/25/00	103,824,405	100,014,092	07/01/11	02/01/11
Philadelphia, PA 95-03-C-03-PHL	08/25/00	14,000,000	9,994,274	07/01/11	02/01/11
Philadelphia, PA 98-06-C-04-PHL	08/25/00	14,000,000	8,500,000	07/01/11	02/01/11
Philadelphia, PA					

Issued in Washington, DC on September 14, 2000.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 00-24146 Filed 9-19-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of FAA Flight Standards Continuous Airworthiness Maintenance Division, Air Transportation Division and General Aviation and Commercial Division, Guidance Documents Internet Web Site Availability To Request Comments; Flight Standards Guidance Documents Internet Web Site

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice announces the availability of proposed Flight Standards policy documents. These documents provide information and guidance regarding prospective Airworthiness and Operations procedures to FAA Aviation Safety Inspectors. The public is invited to provide comments on these documents published on the FAA's internet web site.

FOR FURTHER INFORMATION CONTACT: Connie Streeter, Flight Standards; Air Transportation Division, at (202) 267-3232, Gwen Hargrove, Continuous Airworthiness Maintenance Division, at (202) 267-3440, and Susan Gardner, General Aviation and Commercial Division, at (202) 267-3437, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Discussion

Copies of draft guidance documents may be obtained by accessing the FAA Flight Standards Air Transportation

Division, webpage at <http://www.opspecs.com>. Interested parties are invited to submit comments on proposed guidance documents. Comments must specifically identify the policy document, and comments can be submitted to the address specified above. The appropriate FAA Flight Standards Division before issuing the final document will consider all communications received on or before the closing date for comments. The guidance documents are bulletin amendments to FAA Flight Standards Orders 8300.10 and 8700.10 and 8700.10 Inspector's Handbook. These guidance bulletins serve as instructions to the FAA Aviation Safety Inspector's in the performance of their duties. Safety critical guidance bulletins may not be posted on the webpage due to urgent safety issues. Comments to these documents must be received no later than the 10th day from the posting of the document on the Internet Web Site.

Issued in Washington, D.C. on August 31, 2000.

L. Nicholas Lacey,

Director, Flight Standards Service.

[FR Doc. 00-24150 Filed 9-19-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2000-7937]

Runway Safety Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments.

SUMMARY: Section 514 of the FAA Reauthorization Act of 2000 requires the FAA to solicit comments on the need for improvement of runway safety areas through the use of engineered material arresting systems, longer runways, and such other alternatives as the Administrator considers appropriate. This notice is being issued in response to that legislative requirement.

DATES: Comments must be received on or before December 19, 2000.

ADDRESSES: Address your comments to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2000-7937 at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov/>. You may review the public docket containing comments to these proposed regulations in person in the Dockets Office between (9:00 a.m. and 5:00 p.m.), Monday through Friday, except Federal holidays. The Dockets Office is on the plaza level of the Nassif Building at the Department of Transportation at the above address. Also you may review the comments on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Robert E. David, AAS-300, Airport Safety and Operations Division, Office of Airport Safety and Standards, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3085.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to comment on the need to improve runway safety areas and the alternatives outlined in this notice that the FAA considers in determining whether or not it is practicable to improve a particular runway safety area. The FAA is also interested in receiving comments that identify other alternatives that may be used to improve runway safety areas. Comments on the costs associated with implementing any of these measures are also invited.

Comments must identify the docket number and be submitted in duplicate to the DOT Rules Docket address

specified above. The docket is available for inspection before and after the comment closing date.

Background

In the early years of aviation, all airplanes operated from relatively unimproved airfields. As aviation developed, the alignment of takeoff and landing paths became centered on a well-defined area known as a landing strip. Thereafter, the requirements of more advanced airplanes necessitated improving or paving the center portion of the landing strip. The term "landing strip" was retained to describe the graded area surrounding and upon which the runway or improved surface was constructed. The primary role of a landing strip changed to that of a safety area surrounding a runway. Later, the designation of the area was changed to "Runway Safety Area," and the distance it extended beyond the runway end was lengthened to reflect its functional role.

Prior to conducting an aircraft operation on a runway, a pilot is responsible for determining that the runway length and width is sufficient for the operation. The presence or absence of a runway safety area (RSA) is not part of this determination. The RSA is considered a safety enhancement that is beneficial if something abnormal occurs during the takeoff or landing.

The RSA enhances the safety of airplanes that undershoot, overrun, or veer off the runway. It provides greater flexibility and access for firefighting and rescue equipment during such incidents. RSAs extend along the sides and beyond the end of the runway and are capable, under normal (dry) conditions, of supporting airplanes without causing substantial damage to the airplanes or injury to their occupants. RSAs are cleared, graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations. The only objects allowed in the RSA are those which are fixed by their function, such as an approach light system that provides pilots with visual navigation to the runway's end. These objects are as frangible as practical so that they will break away when hit by an aircraft, thereby minimizing the damage to the aircraft and reducing the risk of injuries to its occupants.

Standards for RSAs

The dimensional standards for RSAs vary according to the type of aircraft that the runway is intended to serve and visibility minimums associated with the runway. For example, the standard for the RSA for runways designed for visual approaches by small general aviation aircraft is an area 120 feet wide that

extends 240 feet beyond each end of the runway. For larger aircraft the standard for an RSA is an area 500 feet wide that extends 1000 feet beyond each end of the runway. As a rule of thumb, the RSA length beyond the runway end is twice the RSA width.

The FAA's current design standards for RSAs are contained in Advisory Circular (AC) 150/5300-13, Airport Design (This advisory circular is available on the web: <http://www.faa.gov/arp>). The RSA dimensional standards have increased over the last thirty years as aircraft have become larger and faster. As with any change in standards, it is difficult for many existing airports to meet to the changed standards.

The FAA's policy is that these airports must improve the RSA for each runway, to the extent practicable, whenever the airport operator undertakes construction work on that runway.

Considerations in Determining Practicability

In determining the practicability of obtaining or improving RSAs, there are many factors that could affect the viability of the alternative. What may be viable at one airport may not be viable at another. Factors to be considered include:

- a. Historical records of airport accidents/incidents.
- b. The airport plans as reflected in current and forecast volume of passengers and operations, percent runway use, both of all weather and IFR operations; and the design aircraft, i.e., the aircraft category for which the runway length is based.
- c. The extent to which the existing RSA complies with the standard. High performance aircraft, operating at higher loads and speeds have greater requirements than small, low performance aircraft.
- d. Site constraints. These include, for example, precipitous terrain dropoff, the existence of bodies of water, wetlands, a major highway, a railroad at a runway end, etc.
- e. Weather and climatic conditions. These include conditions such as low visibility, rain, snow, and ice and the frequency of these conditions. Overruns on contaminated runways constitute a significant percentage of runway excursions.
- f. Availability of visual and electronic aids for landing.

Alternatives for Improving RSA's

The FAA believes that wherever it is practicable an airport operator should construct a safety area that complies

with the standards contained in Advisory Circular 150/5300-13. Accomplishing this may involve land acquisition, grading, obstacle removal/relocation, and environmental mitigation. When it is not practicable to obtain the entire RSA in this manner, then the airport operator should obtain as much safety area as is possible.

When it is not possible to obtain the entire RSA as specified above, then the airport operator should consider the following alternatives. The applicability and practicability of these alternatives will vary depending upon the specific situation. In some instances it may be practicable to use these alternatives in combination with each other to obtain the RSA. A brief description of each alternative is provided.

a. Shifting, Realignment, or Relocation of the Runway

Shifting involves moving the runway along its extended runway centerline. This alternative may be applicable where land that could be used for RSA is available on one end of the runway but not on the other.

Realignment involves reorienting the runway heading at its present site. Generally, this alternative is only feasible if the entire runway is undergoing a major rehabilitation and the runway is not part of a parallel runway system.

Relocation involves moving the physical location of the runway. This alternative is practicable if sufficient land exists on the airport or adjacent to it for the construction of the relocated runway. The runway may have the same or a different orientation from the existing runway.

b. Reduction in Runway Length

This alternative is applicable where the existing runway length exceeds that which is required for the current or projected design aircraft operations. The alternative involves reducing the physical length of the pavement by removing pavement or marking it as unusable. This alternative may be applicable at a military base that has been transferred to civilian use or an air carrier airport that has been replaced with a new airport for the air carriers but remains open for use by general aviation aircraft.

c. Declared Distances

This alternative is applicable where the existing runway length exceeds that which is required for the current or projected design aircraft operations. This alternative involves the airport operator declaring that a length less than the actual pavement length is

available for landing or accelerate-stop distance calculations. For example, if a runway is 7000 feet in length, an airport operator may declare that only 6000 feet is available for landing or takeoff. The pilot then calculates his/her landing distance and accelerate-stop distance based upon 6000 feet, thereby providing an effective RSA of 1000 feet at the end of the runway. The 1000 feet of runway that is not available for use in the one direction may be available for operations in the other direction on the runway. (Note: this is how the declared distance alternative differs from the reduction in runway length alternative discussed in paragraph b.) Additional information on declared distances is contained in Appendix 14 of AC 150/5300-13.

d. Engineered Material Arresting Systems (EMAS)

This alternative provides a way to enhance safety when it is not practicable to obtain a full RSA through the preceding alternatives. It is only applicable to aircraft overruns. EMAS is a passive system consisting of material designed to decelerate an aircraft passing through it. Advisory Circular 150/5220-22, Engineered Materials Arresting Systems for Aircraft Overruns contains additional information on EMAS (This advisory circular is available on the web: <https://www.faa.gov/arp>). EMAS is not a substitute for, nor equivalent to any length or width of runway safety area. It is placed off the end of the runway centered upon the extended runway centerline. The width of the EMAS installation is the same as the width of the runway while its length is dependent upon the design aircraft and amount of land area available beyond the end of the runway.

Issued in Washington, D.C. on September 13, 2000.

David L. Bennett,

Director, Office of Airport Safety and Standards.

[FR Doc. 00-24147 Filed 9-19-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Agency Information Collection Activities

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice of OMB Approvals.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44

U.S.C. 3501 *et seq.*) and 5 CFR 1320.5(b), this notice announces that the information collection requirements (ICRs) listed below have been re-approved by the Office of Management and Budget (OMB) for an additional three years. These ICRs pertain to 49 CFR Parts 207, 209, 210, 212, 214, 215, 217, 218, 219, 220, 221, 223, 228, 229, 232, 233, 234, 235, and 236. The OMB approval numbers, titles, and expiration dates are included herein under the Supplementary Information title.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., N.W., Mail Stop 17, Washington, D.C. 20590 (telephone: (202) 493-6292), or Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., N.W., Mail Stop 35, Washington, D.C. 20590 (telephone: (202) 493-6133). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION:

The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to display OMB control numbers and inform respondents of their legal significance once OMB approval is obtained. The following FRA ICRs were recently re-approved: (1) OMB No. 2130-0004, Railroad Locomotive Safety Standards and Event Recorders (49 CFR Part 229). The new expiration date for this information collection is September 30, 2003. (2) OMB No. 2130-0005, Hours of Service Regulations (49 CFR Part 228). The new expiration date for this information collection is September 30, 2003. (3) OMB No. 2130-0006, Railroad Signal System Requirements (49 CFR Parts 233, 235, and 236). The new expiration date for this information collection is July 31, 2003. (4) OMB No. 2130-0017, DOT Crossing Inventory Form. The new expiration date for this information collection is March 31, 2003. (5) OMB No. 2130-0035, Railroad Operating Rules (49 CFR Parts 217 and 220). The new expiration date for this information collection is August 31, 2003. (6) OMB No. 2130-0500, Accident/Incident Reporting and Recordkeeping (49 CFR Part 225). The new expiration date for this information collection is July 31, 2003. (7) OMB No. 2130-0502, Filing of Dedicated Cars (49 CFR Part 215). The new expiration date for this information collection is July 31, 2003. (8) OMB No. 2130-0506,

Identification of Cars Moved in Accordance with Order 13528. The new expiration date for this information collection is June 30, 2003. (9) OMB No. 2130-0509, State Safety Participation Regulations and Remedial Actions (49 CFR Parts 209 and 212). The new expiration date for this information collection is August 31, 2003. (10) OMB No. 2130-0516, Remotely Controlled Railroad Switch Operations (49 CFR Part 218). The new expiration date for this information collection is July 31, 2003.

Additionally, the following ICRs have been re-approved for another three years: (11) OMB No. 2130-0519, Bad Order and Home Shop Card (49 CFR Part 215). The new expiration date for this information collection is July 31, 2003. (12) OMB No. 2130-0520, Stenciling Reporting Mark on Freight Cars (49 CFR Part 215). The new expiration date for this information collection is July 31, 2003. (13) OMB No. 2130-0523, Rear-End Marking Devices (49 CFR Part 221). The new expiration date for this information collection is August 31, 2003. (14) OMB No. 2130-0525, Certification of Glazing Materials (49 CFR Part 223). The new expiration date for this information collection is August 31, 2003. (15) OMB No. 2130-0526, Control of Alcohol and Drug Use in Railroad Operations (49 CFR Part 219). The new expiration date for this information collection is June 30, 2003. (16) OMB No. 2130-0527, New Locomotive Certification, Noise Compliance Regulations (49 CFR Part 210). The new expiration date for this information collection is July 31, 2003. (17) OMB No. 2130-0529, Disqualification Proceedings (49 CFR 209, Subpart D). The new expiration date for this information collection is July 31, 2003. (18) OMB No. 2130-0534, Grade Crossing Signal System Safety (49 CFR Part 234). The new expiration date for this information collection is July 31, 2003. (19) OMB No. 2130-0535, Bridge Worker Safety Rules (49 CFR Part 214). The new expiration date for this information collection is August 31, 2003. (20) OMB No. 2130-0537, Railroad Police Officers (49 CFR Part 207). The new expiration date for this information collection is June 30, 2003. (21) OMB No. 2130-0540, Two-way End-of-Train Devices (49 CFR Part 232). The new expiration date for this information collection is August 31, 2003.

Persons subject to the above ICRs are not required to respond to any collections of information unless they display currently valid OMB control numbers. These approvals certify that FRA has complied with the PRA