

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Environmental Impact Statement:  
Juneau International Airport; Juneau,  
Alaska**

**AGENCY:** Federal Aviation Administration (FAA) DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The Federal Aviation Administration announces that it will prepare an Environmental Impact Statement (EIS) for implementation of projects proposed in the Master Plan for Juneau International Airport.

**FOR FURTHER INFORMATION CONTACT:** Patti Sullivan, Federal Aviation Administration, Alaskan Regional Airports Division, 222 West 7th Avenue, #14, Anchorage, Alaska 99513-7587; Telephone (907) 271-5454.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration will prepare and consider an EIS for implementation of proposed projects in the Master Plan Update for Juneau International Airport.

The Juneau International Airport Board completed its Master Plan Update in 1999. The Master Plan was accepted by the FAA in June of 2000. The Airport Layout Plan was conditionally approved November 24, 1999, subject to environmental analysis. Major airfield improvements proposed in the Master Plan and to be assessed in the EIS are a full Runway Safety Area, the east aviation development area, a snow removal equipment building, and an approach light system.

The Juneau International Airport Board conducted numerous workshops and a public hearing during the development of the Master Plan Study. To ensure that the full range of issues related to the proposed projects are addressed and that all significant issues are identified, the FAA intends to consult and coordinate with Federal, State, and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. The public and agency scoping meetings will be scheduled at a later date. Notification of the meetings will be published in the Juneau Empire and the **Federal Register**. In addition to providing input at the public scoping meeting, the public may submit written comments on the scope of the environmental study to the address in **FOR FURTHER INFORMATION CONTACT**. Comments should be submitted within 30 days of the publication of this Notice.

Issued on August 1, 2000 in Anchorage, Alaska.

**Ronnie V. Simpson,**

*Manager, Alaskan Region Airports Division.*

[FR Doc. 00-20456 Filed 8-10-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. PE-2000-38]

**Petitions for Exemption; Summary of  
Petitions Received; Dispositions of  
Petitions Issued**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before September 4, 2000.

**ADDRESSES:** Send comments on any petition in triplicate to Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. \_\_\_\_, 800 Independence Avenue SW, Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW, Washington, DC 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Cherie Jack, (202) 267-7271; Forest Rawls, (202) 267-8033; or Vanessa Wilkins, (202) 267-8029, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

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

**Donald P. Bryne,**

*Assistant Chief Counsel for Regulations.*

**Dispositions of Petitions**

*Docket No.: 30022.*

*Petitioner:* Midway Airlines.

*Section of the FAR Affected:* 14 CFR §§ 121.314(c) and 25.858.

*Description of Relief Sought/*

*Disposition:* To permit four Fokker Model F28-0100 airplanes to operate from March 20, 2001 until no later than June 30, 2001 without being fitted with fire suppression equipment.

*Denial, 07/25/00, Exemption No. 7284.*

*Docket No.: 29981.*

*Petitioner:* Delta Air Lines, Inc.

*Section of the FAR Affected:* 14 CFR §§ 121.314(c), 25.857(c) and 25.858.

*Description of Relief Sought/*

*Disposition:* To permit nine Model L-1011 airplanes to operate from March 20, 2001 until September 30, 2001 without being fitted with fire suppression equipment.

*Denial, 07/25/00, Exemption No. 7283.*

*Docket No.: Hawaiian Airlines, Inc.*

*Petitioner:* 29941.

*Section of the FAR Affected:* 14 CFR §§ 121.314, 25.857(c) and 25.858.

*Description of Relief Sought/*

*Disposition:* To permit one Model DC10-10 to operate from March 20, 2001 until May 15, 2001 without being fitted with fire suppression equipment.

*Denial, 07/25/00, Exemption No. 7282.*

*Docket No.: 30054.*

*Petitioner:* DalFort Aerospace, L.P.

*Section of the FAR Affected:* 14 CFR § 145.45(f).

*Description of Relief Sought/*

*Disposition:* To permit DalFort to make its Inspection Procedures Manual (IPM) available electronically to its supervisory, inspection, and other personnel, rather than give a paper copy of the IPM to each of its supervisory and inspection personnel.

*Grant, 07/28/00, Exemption No. 7292.*

*Docket No.: 26656.*

*Petitioner:* Missouri Department of Transportation.

*Section of the FAR Affected:* 14 CFR § 156.5(b).

*Description of Relief Sought/*

*Disposition:* To permit MoDOT to use up to \$75,000 of Airport Improvement Program (AIP) block grant funds for program and administrative costs during fiscal years 1999 and 2000.

Grant, 07/26/00, Exemption No. 7286.

[FR Doc. 00-20455 Filed 8-10-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Gaming Area Access, Gilpin, Clear Creek and Jefferson Counties, Colorado

**AGENCY:** Federal Highway  
Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this Notice of Intent to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project to improve access into the gaming communities of Black Hawk and Central City within Gilpin County, Colorado.

**FOR FURTHER INFORMATION CONTACT:** Eva LaDow or Edrie Vinson, FHWA Colorado Division, 555 Zang Street, Room 250, Lakewood, Colorado 80228. Telephone (303) 969-6730 Extensions 341 and 378, respectively.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Colorado Department of Transportation Region 1 will prepare an Environmental Impact Statement (EIS) on a proposal to improve transportation access into the gaming communities of Black Hawk and Central City. The project area is located west of Denver and includes roadways within Jefferson, Gilpin and Clear Creek counties.

The two primary access routes to towns of Black Hawk and Central City (U.S. 6 and S.H. 119) are experiencing dramatically increased traffic volumes and accident levels since 1991 when limited stakes gaming was approved by the voters of Colorado. Both roadways are located within steep mountain canyons paralleling Clear Creek, and are primarily two-lane with narrow shoulders and limited passing locations. Some safety improvements including pull-outs, centerline rumble strips, guardrail, curve widening, passing lanes and intersection modifications have been constructed, but no overall plan for improving safety, accommodating future traffic growth and/or accommodating alternative modes of transportation has been developed.

Alternatives to be examined in this EIS include improvements to existing S.H. 119; new alignment corridors; alternative modes including busways and rail; Transportation Demand Management (TDM) strategies and

Intelligent Transportation System (ITS) strategies. As required by NEPA (National Environmental Policy Act), the EIS will also evaluate a "No Action" alternative as a baseline for comparing impacts of all alternatives.

The development of project alternatives is an ongoing process that will incorporate information identified during the public scoping process and from environmental and engineering evaluations. Public and agency input into the alternatives will be solicited through a series of public meetings, formation of a Technical Advisory Team (TAT), a project website and direct mailings including meeting announcements and newsletters. A public scoping open house was held on June 24, 2000 at the Gilpin County Library and at two casino locations in the towns of Black Hawk and Central City. Notices of this public meeting were mailed to local citizens, property owners and others and posted in local media. The many alternatives will be narrowed through a systematic screening process to a few recommended alternatives for full analysis in the draft EIS (DEIS). The DEIS will be available for public and agency review prior to a public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the Colorado Department of Transportation, Lisa Kassels, Project Manager CDOT Region 1, 18500 East Colfax Avenue, Aurora, CO 80011, (303) 757-9156 or [lisa.kassels@dot.state.co.us](mailto:lisa.kassels@dot.state.co.us).

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: August 2, 2000.

**Edrie L. Vinson,**

*Environmental/ROW Program Manager,  
Colorado Division, Federal Highway  
Administration, Lakewood, Colorado.*

[FR Doc. 00-20398 Filed 8-10-00; 8:45 am]

BILLING CODE 4910-22-M

## 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.

#### Thrall Car Manufacturing Company

[Waiver Petition Docket Number FRA-1999-6358]

Thrall Car Manufacturing Company (TCMC) seeks a permanent waiver of compliance with certain provisions of the *Railroad Safety Appliance Standards*, 49 CFR Part 231.24, as they apply to auto carrying railcars as follows:

1. Use the reduced wording described in Parts 231.24 (j)(1) and 231.24 (j)(2) rather than 231.27 (j)(1) and (j)(2). Part 231.24 (j)(1) states "That portion of each end of car more than fifteen (15) feet above top of rail shall be painted with contrasting reflectorized paint and shall bear the words "No running board" to the left of center and "Excess height car" to the right of center." Section 231.24 (j)(2) states "On each side-sill near end corner there shall be painted a yellow rectangular area with a three-fourths (¾) inch black border containing the words "This car excess height—no running board." Lettering to be not less than one and one-half (1½) inches high."

TCMC requests to use the wording in 231.24, regarding running boards, due to the cars not being so equipped.

2. TCMC requests that the word "material" be substituted for "paint" in this section to permit utilizing new technological advancements in reflectorization.

3. Section 231.24 (j)(2) requires that "On each side-sill near end corner there shall be painted a yellow rectangular area with a three-fourths (¾) inch black border containing the words "This car excess height . . ." TCMC petitions to relocate this stencil/decals from the side-sill, if room is not available, to the shear panel of the auto rack. The stencil/decals will be located as low as possible on three corners of the car and directly above the handbrake on the "BL" corner.

4. TCMC requests that "contrasting color" borders be allowed on cars with dark exterior paint whereas a black border, required in 231.24 (j)(2) and 231.27 (j)(2), would not be readily visible.

5. TCMC requests that the maximum allowable misalignment between the front inside edge of the auto rack ladder stile to the inside edge of the flat car sill step be increased from the dimensions