

Albany County Airport, Albany, New York.

**SUMMARY:** This correction incorporates information from the public agency's application which were omitted from the previously published notice.

In notice document 95-4211 beginning on Page 9717 in the issue of Tuesday, February 21, 1995, on the second column, the last paragraph should read as follows:

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenues from a PFC at Albany County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 22, 1994, the FAA determined that the application to use the revenues from a PFC submitted by the County of Albany was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 22, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 1994.

Proposed charge expiration date: April 1, 2005.

Total estimated PFC revenue: \$40,726,364.

Brief description of proposed projects:

- Terminal Building Renovation
- Runway and Taxiway Improvements
- Flood Management Improvements
- Air Traffic Control Tower
- Environmental Remediation
- New Interior Roadways
- Airport Studies
- Airport Equipment

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ATCO) filing 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 Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Albany County Airport.

Issued in Jamaica, New York on February 28, 1995.

**Anthony P. Spera,**

*Acting Manager, Airports Division.*

[FR Doc. 95-5640 Filed 3-7-95; 8:45 am]

**BILLING CODE 4910-13-M**

**Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Capital Airport; Springfield, IL**

**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 the revenue from a PFC at Capital Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before April 7, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Ave., Room 258, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert W. O'Brien, Jr., Director of Aviation of the Springfield Airport Authority at the following address: Capital Airport, Springfield Airport Authority, Springfield, Illinois 62707.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Springfield Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Louis H. Yates, Manager, Chicago Airports District Office, 2300 East Devon Ave., Room 258, Des Plaines, Illinois 60018, (708) 294-7335. 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 to use the revenue from a PFC at Capital Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 17, 1995, the FAA determined that the application to use

the revenue from a PFC submitted by the Springfield Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 29, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Actual charge effective date: February 1, 1994.

Estimated charge expiration date: January 31, 2006.

Total approved net PFC revenue: \$4,585,443.00.

Brief description of proposed project(s):

1. Acquisition of Miller Property
  2. Rehabilitate Entrance Road
  3. Acquisition of Proximity Suits
  4. Acquisition of a Front End Loader
  5. Terminal Building Expansion
- Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On Demand Air Taxis.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Springfield Airport Authority.

Issued in Des Plaines, Illinois on February 28, 1995.

**Benito De Leon,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 95-5639 Filed 3-7-95; 8:45 am]

**BILLING CODE 4910-13-M**

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lynchburg Regional Airport, Lynchburg, VA**

**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 impose and use the revenue from a PFC at Lynchburg Regional under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before April 7, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Washington Airports District Office, 101 West Broad Street, Suite 300, Falls Church, Virginia 22046.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to David E. Blain Airport Manager at the City of Lynchburg, Virginia at the following address: 4308 Wards Road, Suite 100, Lynchburg, Virginia 24502-3532.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Lynchburg, Virginia under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Mendez, Manager, Washington Airports District Office, 101 West Broad Street, Suite 300, Falls Church, Virginia 22046.

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 to impose and use the revenue from a PFC at Lynchburg Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 29, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Lynchburg was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 15, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1995.

Proposed charge expiration date: June 30, 1999.

Total estimated PFC revenue: \$921,000.

Brief description of proposed project:

- Purchase ARFF Equipment
- Upgrade Airfield Signage
- Remove Obstruction, Runway 17/35 Approach Zone
- Master Plan
- FAR 107.14 Airfield Security
- Purchase Handicap Lift
- Rehabilitate Runway 3/21 Lights
- Land Acquisition Noise Mitigation
- Land Acquisition Part 77
- Overlay Runway 17/35
- Purchase Snow Blower (Impose Only)
- Construct Snow Equipment Maintenance Building (Impose Only)

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operators (ACTO) Filing 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: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Lynchburg Regional Airport.

Issued in Jamaica, New York State on February 28, 1995.

**Anthony P. Spera,**

*Acting Manager, Airports Division, Eastern Region.*

[FR Doc. 95-5641 Filed 3-7-95; 8:45 am]

**BILLING CODE 4910-13-M**

## Federal Railroad Administration

### Petition for Exemption or Waiver of Compliance

In accordance with Title 49 CFR §§ 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for exemptions from or waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

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 RSOP-94-4) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received before April 10, 1995, 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 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

American President Lines, Limited and APL Land Transport Services, Inc. (APL) (Waiver Petition Docket Number RSOP-94-4)

The American President Lines, Limited and the APL seek a permanent waiver of compliance with certain provisions of the Railroad Operating Practices regulation (49 CFR Part 218) for derail and blue signal requirements. APL is seeking relief from the requirements of § 218.29(c)(1) which states: "(c) Except as provided in paragraphs (a) and (b) of this section, when workers are on, under, or between rolling equipment on any track, other than main track: (1) A derail capable of restricting access to that portion of the track on which such equipment is located, will fulfill the requirements of a manually operated switch when positioned no less than 150 feet from the end [of] such equipment \* \* \*"

A new container port facility and rail yard, which will be operated by an APL subsidiary, are being designed and built by the Port of Los Angeles. The new facility is designed to load and unload intermodal trains and is expected to be occupied by the first quarter of 1997. The yard will have the capacity to store up to 78 stack train cars with each car being a maximum of 337 feet long. There will be 10 parallel spur tracks entering the yard from the north-end with a single run-around track to the north of the working tracks. The 10 spurs are arranged in sets of two parallel tracks which will be serviced by gantry cranes for loading and unloading. The 10 spurs rejoin at the south-end to service a single spur which runs along the wharf structure to a "dead end." In the center of the yard is a 70-foot wide crossing aisle that divides each spur. On each side of the aisle, APL plans to load and unload three to five stack cars on each of the 10 tracks. The 10 tracks will each be about 2,800 feet in length, and the yard will be approximately 3,700 feet in length by 500 feet in width. APL intends to load or unload trains on all 10 spurs simultaneously. To protect its workmen, APL plans to install blue lights and derailleurs 5 feet beyond the edge on both sides of the aisle. The 5-foot area between the edge of the aisle and the derailer and blue light signal will be a surface that will immediately