

required to collect PFCs: Air Taxi/ Commercial Operators 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, NY 11430.

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

Issued in Jamaica, New York on March 10, 1994.

**Anthony P. Spera,**

*Acting Manager, Airports Division Eastern Region.*

[FR Doc. 95-6690 Filed 3-16-95; 8:45 am]

BILLING CODE 4910-13-M

## Federal Railroad Administration

### Petition for a Waiver of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of Federal railroad safety regulations. The individual petitions are 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.

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 No. HS-94-2) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Communications received before April 26, 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, SW., Washington, D.C. 20590.

The waiver petition is as follows:

#### **Central Montana Rail, Incorporated (CM), FRA Waiver Petition Docket No. HS-94-5**

The CM seeks an exemption so it may permit certain employees to remain on duty not more than 16 hours in any 24-hour period. CM states that it is not its intention to employ a train and engine service employee more than 12 hours under normal circumstances, but this exemption, if granted, would help its operation if unusual operating conditions are encountered. CM operates 83 miles of Class 2 track and 4 miles of Class 1 track between Moccasin Junction and Geraldine, Montana. Train movements are authorized by the yard limit rule and track warrant as stated in the General Code of Operating Rules. The maximum authorized operating speed is 25 mph.

The CM performs interchange service with the Burlington Northern Railroad Company at Moccasin Junction. The petitioner indicates that granting of the exemption will greatly facilitate their operation, is in the public interest, and will not adversely affect safety. Additionally, the petitioner asserts it employs not more than 15 employees and has demonstrated good cause for granting this exemption.

Issued in Washington, DC on March 10, 1995.

**Phil Olekszyk,**

*Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-6582 Filed 3-16-95; 8:45 am]

BILLING CODE 4910-06-P

#### **Waiver Petition Docket Number PB-94-3; Public Hearing**

The National Railroad Passenger Corporation (Amtrak) has requested a waiver of compliance from certain provisions of the Railroad Power Brakes and Drawbars Regulations, Title 49 CFR Part 232. (see FR 37528, July 22, 1994). Amtrak is requesting that it be permitted to extend the clean, oil, test and stencil (COT&S) period from 36 months to 48 months on all passenger cars equipped with 26-C Type Brake Equipment. Section 232.17(b)(2) states: "Brake equipment on passenger cars must be clean, repaired, lubricated and tested as often as necessary to maintain it in a safe and suitable condition for service but not less frequently than as required in Standard S-045 in the Manual of Standards and Recommended Practices of the Association of American Railroads (AAR)." Paragraph 2.1.2 of Standard S-045 (AAR Manual Section

A, Part III) currently specifies 36 months for 26-C Type Brake Equipment.

The Federal Railroad Administration (FRA) has determined that a public hearing be held in this matter. Accordingly a public hearing is hereby set for 9:30 a.m. on April 6, 1995, at the Nassif Building, Conference Room 4236, 400 Seventh Street, SW., Washington, DC. The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (Title 49 CFR Part 211.25), by a representative designated by the FRA. The hearing will be a nonadversary proceeding in which all interested parties will be given the opportunity to express their views regarding this waiver petition.

Issued in Washington, DC March 10, 1995.

**Phil Olekszyk,**

*Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-6581 Filed 3-16-95; 8:45 am]

BILLING CODE 4910-06-P

## National Highway Traffic Safety Administration

[Docket No. 94-98; Notice 2]

### **Decision That Nonconforming 1973 Ferrari Dino 246 GTS Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that nonconforming 1973 Ferrari Dino 246 GTS passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1973 Ferrari Dino 246 GTS passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1973 Ferrari Dino 246 GTS), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective March 17, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).