

FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The San Diego Unified Port District submitted to the FAA on November 7, 1986 and December 11, 1987, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 1985 through September 1989. The San Diego International Airport-Lindbergh Field noise exposure maps were determined by FAA to be in compliance with applicable requirements on January 30, 1989. Notice of this determination was published in the **Federal Register** on March 30, 1989.

The San Diego International Airport-Lindbergh Field study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 1990. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on December 5, 1990 and was required by a provision of the Act to approve or disapprove the program within 180-days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program. The Noise Compatibility Program was approved by the FAA on June 5, 1991. On February 10, 1995, the FAA began its review of the Revision to the approved program and was required by a provision of the Act to approve or disapprove the program within 180-day (other than the use of new flight procedures for noise control).

The submitted revision to the program contained one proposed action for

installation of sound insulation of four (4) public schools one (1) private school inside the 65 dB CNEL contour. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The revision to the program was approved by the Assistant Administrator for Airports effective May 12, 1995.

Outright approval was granted for one (1) new noise program measure for installation of sound insulation of four (4) public schools and one (1) private school inside the 65 dB CNEL contour.

This determination is set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on May 11, 1995. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the San Diego Unified Port District, San Diego, California.

Issued in Hawthorne, California on May 17, 1995.

**Robert C. Bloom,**

*Acting Manager, Airports Division, AWP-600, Western-Pacific Region.*

[FR Doc. 95-13404 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Air Traffic Control Tower; Grand Prairie, TX**

**AGENCY:** Federal Aviation Administration [FAA], DOT.

**ACTION:** Notice of Commissioning.

**SUMMARY:** Notice is hereby given that on or about June 1, 1995, the airport traffic control tower at Grand Prairie Municipal Airport, Grand Prairie, Texas, will be commissioned. Hours of operation for the tower will be published in the Airport/Facility Directory. The designated facility identification for the airport control tower will be: Grand Prairie Tower.

Communications with the tower should be directed to:

Midwest ATC, 3102 S. Great Southwest Parkway, P.O. Box 53405, Grand Prairie, TX 75053-4045.

**Authority:** 49 U.S.C. app. 1348, 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

Issued in Fort Worth, Texas, on May 8, 1995.

**Clyde DeHart, Jr.,**

*Regional Administrator, Southwest Region.*

[FR Doc. 95-13405 Filed 5-31-95; 8:45 am]

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#### **Federal Highway Administration**

##### **Environmental Impact Statement: Virginia Counties of Spotsylvania and Stafford and the City of Fredericksburg**

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

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared to investigate transportation alternatives for a proposal transportation corridor between the Virginia Counties of Spotsylvania and Stafford.

**FOR FURTHER INFORMATION CONTACT:** Mr. Bruce J. Turner, Transportation Planner, Federal Highway Administration, The Dale Building, Suite 205, 1504 Santa Rosa Road, Richmond, Virginia 23229, Telephone: (804) 281-5111.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Virginia Department of Transportation, will prepare an environmental impact statement (EIS) for various alternatives develop to alleviate congestion and provide a transportation corridor west of the City of Fredericksburg on new location from Route 3 in Spotsylvania County to Route 1 in Stafford County and to relieve traffic congestion on existing Routes 3 and 17. The proposed corridor consists of a multi-lane, controlled access roadway and would include a new bridge across the Rappahannock River. The project is estimated to be approximately 14 miles in length. A major metropolitan transportation investment study will be completed in accordance with 23 CFR 450 Subpart C.

Possible alternative to be considered will likely include multi-modal transportation alternatives, the improvement of existing facilities, and new construction. The no-build alternative will be considered throughout the study.

Letter describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this study. A series of public meetings will be held within the study area beginning in the summer of 1995. Additional public outreach will occur through the issuance of project newsletters and the establishment of a study hotline which can be called at no cost within the Commonwealth of Virginia. The toll-free hotline number is 1 (800) 862-1386. The draft EIS will be available for public and agency review

and comment prior to a formal public hearing.

To ensure that the full range of issues related to this project 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 FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.204, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this proposed action)

Issued on: May 22, 1995.

**Roberto Fonseca—Martinez,**

*Division Administrator, Richmond, Virginia.*  
[FR Doc. 95-13298 Filed 5-31-95; 8:45 am]

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## 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 requirements 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 LI-95-3) 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 within 45 days of the date of publication 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 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

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

*Union Pacific Railroad Company (UP), Chicago and North Western Railway Company (CNW) (Waiver Petition Docket Number LI-95-5)*

Union Pacific Railroad Company (UP) and Chicago and North Western Railway Company (CNW) jointly seek a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (Title 49 CFR Part 229) for certain locomotives. UP/CNW are seeking relief from the requirements of §§ 229.5 and 229.135 that all trains operating over 30 mph shall be equipped with an event recorder that records cab signal indications, when equipped with cab signals, by May 5, 1995. UP/CNW requests an extension of 12-months.

The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5, 1995. An event recorder, by definition, shall record cab signal aspects where the locomotive is so equipped. UP/CNW each have cab signal systems, however, the two systems are not compatible. Locomotives which operate jointly in cab signal territory on both railroads are equipped with both types of cab signals but record only the cab signal aspect of the owning railroad. If a CNW locomotive operates in the lead position when in UP cab signal territory, the train will be under the control of the cab signals, however, the aspects will not be recorded. Likewise, if a UP locomotive is in the controlling position when operating in CNW cab signal territory, the signal aspect will not be recorded.

To record both cab signal systems will require extensive modifications. UP/CNW have been working on a resolution to the issues, however, they will not have a solution in place by the May 5 requirement deadline. To permit the necessary time to resolve certain issues and complete the modifications in a manner that is efficient, reasonably economical and, above all, safe, UP and CNW request a temporary waiver until May 5, 1996.

*National Railroad Passenger Corporation (Amtrak) (Waiver Petition Docket Number LI-95-3)*

The National Railroad Passenger Corporation (Amtrak) seeks waivers of

compliance with certain provisions of the Locomotive Safety Standards (Title 49 CFR Part 229) for their locomotives. Amtrak is seeking relief from the requirements of § 229.5 which requires that locomotive event recorders record the direction of motion and from Section 229.135 which requires that all trains operating over 30 mph shall be equipped with an event recorder by May 5.

The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5. The railroad states that although material is on hand to equip all of their passenger locomotives, the seven to ten days out-of-service time required for each installation will extend the completion date beyond the May 5 deadline. Thirty switcher locomotives used in work train service must also be equipped since they operate over 30 mph. Amtrak is requesting a 24-month extension to bring all recording systems into compliance.

Section 229.5 specifies the parameters which must be recorded by the event recorders. Amtrak does not record the direction of motion on their passenger locomotives, as required, since these locomotives almost never operate only in the reverse direction on mainline track. With the limited capacity of recorders, Amtrak feels that other parameters (such as horn or alerter cutout) are more important to their operation. Therefore, Amtrak is requesting a waiver from the requirement to record direction of motion on their passenger locomotives. The 30 switcher locomotives will be in full compliance with the regulation. The railroad estimates it would cost approximately \$500 per locomotive to retrofit the direction feature to their recorders.

*Crab Orchard and Egyptian Railroad (COER) (Waiver Petition Docket Number RSGM-95-6)*

The Crab Orchard and Egyptian Railroad (COER) seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive is an EMD Model SW-1 switcher built in 1953 and is presently equipped with safety glass. The railroad has upgraded the recently purchased locomotive to FRA standards; however, it indicates that it has been unable to secure the exact glass and hardware to comply with Part 223. The COER operates on approximately 15 miles of track in rural southern Illinois. The railroad states