

1996 at 11:30 am at the Sheraton Inn Midway, 400 North Hamline Avenue, Saint Paul, Minnesota to discuss matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Mr. Edward A. Daum, District Director, U.S. Small Business Administration, 610-C Square, 100 North Sixth Street, Minneapolis, Minnesota 55403, (612) 370-2306.

Dated: January 18, 1996.

Art DeCoursey,

*Director, Office of Advisory Council.*

[FR Doc. 96-1080 Filed 1-24-96; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Application of Jet Aspen, Inc. for Certificate Authority

**AGENCY:** Department of Transportation.

**ACTION:** Notice of Order to Show Cause (Order 96-1-16) Docket OST-95-689.

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Jet Aspen, Inc., fit, willing, and able, and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

**DATES:** Persons wishing to file objections should do so no later than February 5, 1996.

**ADDRESSES:** Objections and answers to objections should be filed in Docket OST-95-689 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Carol A. Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2340.

Dated: January 19, 1996.

Patrick V. Murphy,

*Deputy Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 96-1154 Filed 1-24-96; 8:45 am]

BILLING CODE 4910-62-P-M

## Federal Railroad Administration

### Petition for Waivers 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 waivers of compliance with certain requirements of the Federal safety laws and regulations. The petition is described below, including the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Southern California Regional Rail Authority (SCRA)

According to SCRA, because of increasing ridership, the failure of a contractor to produce commuter cars for Caltran and a 15 to 20 month lead time to procure new cars, SCRA has arranged to lease up to 14 bi-level passenger cars from GO Transit of Toronto, Ontario. SCRA presently owns and operates 94 bi-level cars over Metrolink, a regional rail network which links downtown Los Angeles, California, and surrounding counties. The GO Transit cars being leased are nearly identical to the 94 cars already owned by SCRA. The term of the lease is projected to extend over an 18 month period (January 1996 through July 1997). SCRA states it intends to use GO Transit cars in concert with SCRA control cars to ensure American Disability Act (ADA) compliance.

SCRA seeks waivers of compliance from certain sections of the FRA regulations which are described herein.

FRA Docket Number SA-96-1

SCRA is requesting that it be permitted to operate GO Transit bi-level commuter passenger cars which do not fully comply with the Railroad Safety Appliance Standards (49 CFR Part 231). Section 231.14(b)(2) ("Passenger-train cars without platforms") requires that the top tread of the sill step have a minimum clear depth of 8 inches. Section 231.14(c)(3) requires that the side corner handholds be located specifically in relation to the center line of the coupler. SCRA says that these safety appliances may not be properly configured.

FRA Docket Number RSGM-96-1

The SCRA seeks a temporary waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223) for the GO Transit passenger cars. The glazing material installed in the cars is manufactured to CSA-D263-1972 and American National Standards Institute's (ANSI) Safety Glazing Materials for Glazing Motor Vehicles

Operating on Land Highways (ANSI Z76.1-1983). The side facing and end facing glazing material are not in compliance with 49 CFR Section 223.15.

Interested parties are invited to participate in these proceedings by submitting written reviews, 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 SA-96-1) and must be submitted in triplicate to the Docket Clerk, Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 30 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 S.W., Washington, D.C. 20590. Issued in Washington, D.C. on January 19, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Development.*

[FR Doc. 96-1230 Filed 1-24-96; 8:45 am]

BILLING CODE 4910-06-M

## National Highway Traffic Safety Administration

### Denial of Motor Vehicle Defect Petition From Douglas Bell

This notice sets forth the reasons for denial of a petition submitted to the NHTSA under 49 U.S.C. 30162(a)(2) (formerly section 124 of the National Traffic and Motor Vehicle Safety Act of 1966, as amended).

In August 1995, Mr. Philip G. Vermont, an attorney in Pleasanton, California, submitted a petition to the National Highway Traffic Safety Administration (NHTSA), on behalf of petitioner Mr. Douglas Bell, and others. The petitioner requested that NHTSA order the recall of certain motor vehicles produced by the Nissan Motor Company, Limited (Nissan) for remedy of an alleged safety-related defect regarding the crashworthiness of those