

Department of Transportation Building, 2800 Berlin Turnpike, Newington, Connecticut.

Issued in Burlington, Massachusetts, on January 29, 1996.

Vincent A. Scarano,
Manager, Airports Division, New England Region.

[FR Doc. 96-2507 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application To Impose a Passenger Facility Charge (PFC) at Sacramento Metropolitan Airport (SMF), Sacramento, California and Use the Revenue at SMF and Mather Airports

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 a PFC at Sacramento Metropolitan Airport (SMF) and use the revenue at SMF and Mather Airports under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 7, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas P. Engel, Director, Department of Airports, County of Sacramento, at the following address: 6900 Airport Boulevard, Sacramento, California 95837. Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Sacramento under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303, Telephone: (415) 876-2805. 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 a PFC at Sacramento Metropolitan Airport (SMF) and use the revenue at SMF and Mather Airports under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 25, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the County of Sacramento was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than April 24, 1996.

The following is a brief overview of the use application number AWP-96-05-C-00-SMF.

Level of proposed PFC: \$3.00.

Charge effective date: July 1, 1996.

Estimated charge expiration date:

June 30, 2026.

Total estimated PFC revenue:

\$82,867,000.

Brief description of the impose and use projects: Air Quality Mitigation Compressed Natural Gas System, Airfield Support Shops and Facilities, Sacramento Area Flood Control Agency Flood Control Project, Airfield Drainage Control Equipment—Backhoe, Terminal Roadway Island Widening, GA Apron Airside Access Road, FOD Removal Equipment—Airfield Sweeper at Sacramento Mather Airport, Earhart Drive Reconstruction, Terminals 1 & 2 Rehabilitation, Phase 3, Security System Upgrade, Airfield, Terminal, Tower Communications System—Telephone Switch, Concourse Throat Expansion, West Terminals Jet Loaders, Phase 2, ARFF Vehicles Replacement, Surface Movement Guidance Control System, Aircraft Noise Monitoring System, Metro Airport Master Plan Update and EIR, Metro Airport Part 150 Study, Terminals 1, 2, & 3, CPS and Administration Buildings Electrical System Reconstruction/Upgrade Phase 2, Reconstruct Electrical Vault and Construct East Vault, and Airport System Revenue Bond Issuance Costs, Debt Service Reserve Funding, Bond Coverage and Interest Expense for Projects in Passenger Facility Charge Application Number 5.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

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 Division located at: Federal Aviation Administration,

Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the County of Sacramento.

Issued in Hawthorne, California, on January 25, 1996.

Herman C. Bliss,
Manager, Airports Division, Western Pacific Region.

[FR Doc. 96-2512 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

[**FRA Docket No. HS-96-1**]

Petitions for Waivers of Compliance

Notice is hereby given that the Southern Pacific Transportation Company (SPT), the Brotherhood of Locomotive Engineers (BLE) and the United Transportation Union (UTU) have jointly petitioned the Federal Railroad Administration (FRA) for a waiver of compliance with a provision of the Federal hours of service laws (49 U.S.C. 21103(b)(4)) affecting train employees.

The Federal hours of service laws currently make it unlawful for a railroad carrier to require specified train employees to remain on duty in excess of 12 hours, except as provided in 49 U.S.C. 21102(a) and 21103(c). In addition, the Federal hours of service laws define time on duty for train employees to include time spent in deadhead transportation to duty assignment, but define time spent in deadhead transportation from a duty assignment to the place of final release as neither time on duty nor off duty.

Section 21108(a) of title 49 of the United States Code provides that a railroad carrier and all labor organizations representing any class or craft of directly affected covered service employees of the railroad carrier, may jointly petition for approval of a waiver, in whole or in part, of compliance with the Federal hours of service laws to enable the establishment of one or more pilot projects to demonstrate the possible benefits of implementing alternatives to the strict application of the requirements of the hours of service laws to such class or craft of employees.

The petitioners seek a waiver pursuant to this section, in order to establish a pilot project in which certain SPT train employees may be permitted to treat travel time to a duty assignment as commuting time that would otherwise be counted as on-duty time under FRA's application of the

deadheading provision of the Federal hours of service laws. Affected SPT train employees (engineers and trainmen) operate under an agreement, commonly known as the Los Angeles Basin agreement (agreement), in unassigned freight pool service (BLE) and pool freight service (UTU) between Los Angeles (LATC) and West Colton, California. Train employees called for service under this agreement may go on or off duty at LATC, Dolores (ICTF) or West Colton.

FRA has interpreted the Federal hours of service laws as requiring that deadheading time include personal automobile travel to a point of duty assignment other than the regular reporting point of an individual train employee. SPT, BLE and UTU seek waiver relief from FRA's interpretation to allow train employees covered by the agreement to report on or off duty at the identified locations without including personal automobile travel time as time on duty for purposes of 49 U.S.C. 21103(b)(4).

The SPT, BLE, and UTU state "that the agreements will positively impact safety by allowing each employee to have additional rest between tours of duty thereby providing less stress." The petitioners also state "it is expected that these agreements will result in less personnel turnover on these assignments."

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 of their request.

All communications concerning these proceedings should identify the waiver petition docket number (e.g., Waiver Petition Docket Number HS-96-01) 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 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. to 5 p.m.) in room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

Issued in Washington, DC on February 1, 1996.
Phil Olekszyk,
Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 96-2505 Filed 2-5-96; 8:45 am]
BILLING CODE 4910-06-M

Ensuring Tank Car Safety

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice of public information meeting.

SUMMARY: The Federal Railroad Administration (FRA) announces a public meeting to discuss the safety of tank car builders, users, and transporters.

DATES: The public meeting will be held February 13 and 14, 1996.

FOR FURTHER INFORMATION CONTACT: James H. Rader, Hazardous Materials Specialist, Office of Safety Assurance and Compliance, (202) 366-0510, Federal Railroad Administration, 400 Seventh Street, SW., Washington, DC 20590. Internet address: JRADER@intergate.dot.gov.

SUPPLEMENTARY INFORMATION: FRA is hosting a public information meeting in Houston, Texas on February 13 and 14, 1996 on "Ensuring Tank Car Safety." At the meeting, representatives of FRA, the Research and Special Programs Administration (RSPA), the tank car industry, railroad transportation companies, petroleum and chemical producers, and state and local emergency response personnel will discuss the safety needs of the industry. They will highlight current and future planned efforts in research, regulatory development, and industry standards.

During the meeting, FRA and RSPA will seek the opinions of shippers and tank car owners, of state and local government officials, emergency responders, and the public about the focus of current efforts to ensure tank car safety. Representatives of governmental agencies and private enterprises will discuss the priorities to be given current and future FRA-sponsored research and rulemaking efforts as well as activities sponsored by industry.

The FRA anticipates that this meeting will provide a clear direction for gaining the greatest impact for public and private research dollars. In addition, both government and industry want to be certain that, to the maximum extent possible, governmental regulations and private industry standards are fully coordinated. The FRA appreciates the additional stimulus provided for the

February seminar by the Recommendations in National Research Council's Special Report #243, *Ensuring Railroad Tank Car Safety*, (Transportation Research Board, National Research Council, © 1994).

Conference space is limited and pre-registration is required. To participate in the public information meeting, participants must register and receive confirmation from Mr. James H. Rader, Federal Railroad Administration at (202) 366-0510 [Internet address: JRADER@intergate.dot.gov], Washington D.C.

Issued at Washington, DC, pursuant to the authority of 49 U.S.C. 5121, 20103, 20107, and 20108; and 49 CFR 1.49.

Jolene M. Molitoris,
Administrator.

[FR Doc. 96-2430 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-06-M

National Highway Traffic Safety Administration

Safety Performance Standards, Research and Safety Assurance Programs Meetings

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of NHTSA Industry Meetings.

SUMMARY: This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's vehicle regulatory, safety assurance and other programs. In addition, NHTSA will hold two separate public meetings to describe and discuss specific research and development projects and to seek information on the safety of mirror systems.

DATES: The Agency's regular, quarterly public meeting relating to its vehicle regulatory, safety assurance and other programs will be held on March 13, 1996, beginning at 9:45 a.m. and ending at approximately 12:30 p.m. Questions relating to the above programs must be submitted in writing by March 1, 1996, to the address shown below. If sufficient time is available, questions received after March 1, may be answered at the meeting. The individual, group or company submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by March 1, 1996, and the issues to be discussed will be transmitted to interested persons by March 6, 1996, and will be available at the meeting. Also, the agency will hold a second public meeting on March 12,