

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 of 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