

Annual Responses: 68.

Annual Burden: 51 hours.

Comments: Send all comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected to the Office of Information and Regulatory Affairs,

Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

Issued in Washington, DC, on August 5, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-20259 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

International Civil Aviation Organization (ICAO), Committee On Aviation Environmental Protection (CAEP)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise interested parties of the next in a continuing series of briefings to be given by The Office of Environmental and Energy on the status of the ICAO/CAEP process to be held on August 28, 1996. The ICAO/CAEP is a group of government and industry aviation experts responsible for recommending international noise and emissions standards for civil aircraft and engines. The current status of the ICAO/CAEP process, including the disposition of the recommendations offered by the committee at their meeting in December 1995 and the organization of the continuing work of the committee, will be discussed.

DATES: The meeting will be held on August 28, 1996.

TIME: 2 p.m. to 4 p.m.

ADDRESSES: The meeting will be held at Department of Transportation Nassif building, 400 Seventh St., Washington, D.C., 20590 in room 6332.

FOR FURTHER INFORMATION CONTACT: Mr. James P. Muldoon or Mr. James R. Littleton Jr., Office of Environmental and Energy Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, fax (202) 267-5594.

Attendance is open to the public, but will be limited to the space available. Arrangements can be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

James R. Littlejohn, Jr.,

Analysis and Evaluation Branch, Office of Environment and Energy.

[FR Doc. 96-20264 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

Petition for 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 a request for waiver of compliance with certain requirements of the Federal safety laws and regulations. The individual petition is 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.

Boone & Scenic Valley (BSV) Railroad (Waiver Petition Docket Number PB-96-1)

The Iowa Railroad Historical Society, Boone & Scenic Valley (BSV) Railroad, seeks a permanent waiver of compliance from Title 49, Part 232, Section 17(b)(2) on passenger cars equipped with U type air brakes by extending the clean, oil, test, and stencil (COT&S) period from 15 calendar months to 15 operating months. BSV seeks relief for their eight antique passenger cars built in years 1927-1929, from the present requirements to perform COT&S as required by § 232.17(b)(2) and specified in Standard S-045 in the Manual of Standards and Recommended Practices of the Association of American Railroads A-III-256, Section 2.1.2. The BSV is a non-profit tourist line that operates only 6 months a year, with one trip per day during the week and 3 trips on Saturday and Sunday over a 15-mile, captive service route originating in Boone, Iowa. BSV explains that they have been performing the COT&S every 12 calendar months at considerable expense for 6 months of operation and that by granting this waiver, they would perform the COT&S every 24 months for 12 months of operation.

Title 49 CFR 232.17 "Freight and passenger train car brakes" states in Part (b)(2): Brake equipment on passenger

cars must be cleaned, 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 AAR.

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 comments, 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 appropriate docket number (e.g. Waiver Petition Docket Number PB-96-1) 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 practical. All written communication 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.

Issued in Washington, DC on August 5, 1996.

Phil Olekszyk,

Acting Deputy Administrator for Safety.

[FR Doc. 96-20263 Filed 8-7-96; 8:45 am]

BILLING CODE 4910-06-M

[FRA Docket No. RST-93-3]

Petition for an Extension of the Period Within Which Compliance With the Provisions of 49 CFR 213.113(a)(2), Notes C and D, Will be Waived

Burlington Northern Santa Fe

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that Burlington Northern Santa Fe (BNSF) has submitted a petition dated May 20, 1996 for the continued use on certain of its lines of a track device known as a Bulldog Clamp®. The purpose of the device is to provide additional security between detection and removal of certain types of transverse defects internal to a rail head. The device achieves this purpose by functioning as