

Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue, S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Spokane International Airport.

Issued in Renton, Washington, on December 24, 1996.

David A. Field,

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 96-33377 Filed 12-31-96; 8:45 am]

BILLING CODE 4910-13-M

### Federal Railroad Administration

[FRA Waiver Petition Docket No. PB-95-4]

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. 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.

#### Northeast Illinois Railroad Corporation

Northeast Illinois Railroad Corporation (Metra) seeks a permanent waiver of compliance from certain provisions of 49 CFR Part 232, Section 17, on passenger cars equipped with 26-C brake equipment by extending the clean, oil, test and stencil (COT&S) period from 36 to 48 months, and on passenger cars that are equipped with PS-68 brake systems by eliminating the required 12 cycle of single car testing. According to Metra's waiver request, their entire car fleet is equipped with the 26-C brake valve and is captive to the Chicago metropolitan area. Each Metra car is placed in a yard at least once each week. Their passenger locomotive fleet is equipped with Graham-White Air Dryers which provide a source of clean, dry air to the brake system. When on repair tracks or upon completion of COT&S, Metra cars are tested under Metra's Code of Tests for Passenger Cars. The Metra's Code of Tests for Passenger Cars is based upon Association of American Railroad's (AAR) Standard S-044 with the following enhancements:

- Main reservoir pipe and reservoir leakage test (Part 2.2);
- Test for auxiliary brake pipe reduction devices (Part 2.5);
- Lift interlock pressure setting test (required feature covered by the American Disabilities Act) (Part 2.10);
- Test for cars equipped with the 26-C service portion valves and ABDXL emergency portion valves (Part 2.16); and
- Test for the car handbrake (Part 2.17).

The passenger cars operated on the Burlington Northern are equipped with a PS-68 brake system, which has 26-C brake equipment as its foundation. The PS-68 brake system is governed by a 48 month COT&S cycle, per AAR Standard S-045. In date, testing has been performed as the cars are repaired in maintenance shops. According to Metra, the car is dependable and safe, and their experience with this equipment does not support a benefit for the additional 12 month cycle of single car testing.

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 PB-95-4) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street S.W., Washington, D.C. 20590. Communications received within 30 days of the date 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 (9:00 a.m.-5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on December 20, 1996.

Phil Olekszyk,

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

[FR Doc. 96-33303 Filed 12-31-96; 8:45 am]

BILLING CODE 4910-06-P

[FRA Waiver Petition Docket No. PB-96-2]

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. 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.

#### South Kansas & Oklahoma Railroad and South East Kansas Railroad

The South Kansas & Oklahoma Railroad and the South East Kansas Railroad seek a permanent waiver of compliance from 49 CFR Part 232.13 (e)(1), concerning transfer and yard train air test. The aforementioned railroads work in Coffeyville, Kansas, preparing outbound trains on a daily basis. The trains are built throughout the day with cars being added at various times. According to the railroads, the space available does not allow for complete trains to be built without cutting or clearing four public crossings, including a Federal highway. The trains depart each day after receiving an initial terminal air test but they cannot be air tested at locations where the trains are made up without blocking some or all of the aforementioned crossings for significant amounts of time. The railroads would like to put trains together and pull them to the edge of town where they can be tested without blocking any public crossings. The track speed is governed by restricted speed with a maximum of 10 mph, all within yard limits. Currently, the railroads make two air tests of the same train within a two mile area. The railroads state that the city of Coffeyville has one road accessibility to the south part of town when the aforementioned crossings are blocked, thus the waiver would allow for safer access by emergency personnel, as well as save the public from long delays by blocked crossings.

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.