

certain technical representatives to be added to the list of persons authorized to ride in the cockpit observer's seat of all-cargo airplanes when those aircraft do not meet the passenger-carrying requirements, except as described in 121.583 (b), (c), and (d).

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Deadline for Submission of Application for Airport Grant Funds Under the Airport Improvement Program (AIP) for Fiscal Year 1997

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces June 30, 1997, as the deadline for having on file with the FAA an acceptable application for airport grant funds under the Airport Improvement Program (AIP) For Fiscal Year 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stanley Lou, Manager, Programming Branch, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-520, on (202) 267-8809.

**SUPPLEMENTARY INFORMATION:** Section 47105(f) of the Codification of Certain U.S. Transportation Laws as Title 49, United States Code, Public Law No. 103-272, (July 5, 1994), provides that the sponsor of each airport to which entitlement funds are apportioned shall notify the Secretary, by such time and in a form as prescribed by the Secretary, of the sponsors's intent to apply for passenger and cargo entitlement funds. Notification of the sponsor's intent to apply during fiscal year 1997 for any of its entitlement funds, including those unused from prior years, shall be in the form of a project application (SF 424) submitted to the FAA field office no later than June 30, 1997.

This notice is promulgated to expedite and prioritize grants in the final quarter of the fiscal year. Absent an acceptable application by June 30, FAA intends to defer an airport's entitlement funds until the next fiscal year.

Issued in Washington, DC, April 4, 1997.

**Stan Lou,**

*Manager, Programming Branch.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[FRA Docket No. RST-97-1]

#### Petition for Waiver of Compliance; Cant Deficient Passenger Train Operation

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received from the National Railroad Passenger Corporation (Amtrak) a request for waiver of compliance with certain requirements of 49 CFR Part 213: Track Safety Standards.

The purpose of Amtrak's petition is to secure approval from FRA to operate its equipment at curving speeds producing higher cant deficiencies on the route known as the Michigan District between Porter, Indiana, and Kalamazoo, Michigan. Amtrak advises that this territory is currently being upgraded to track class six standards with a projected maximum train speed of 110 mph. Amtrak and the state of Michigan have embarked on a long-term program to reduce trip times between Chicago, Illinois, and Detroit, Michigan. Amtrak believes that it is important to obtain the waiver for the success of the Michigan High-Speed Project, as it will allow speeds that take full advantage of a FRA-funded state-of-the-art ITCS, Incremental Train Control System, signal system being installed on this section of railroad.

Presently, section 213.57(b) permits a maximum of three inches to be used as the underbalance term (cant deficiency) in the formulation of curve/speed tables by track maintenance engineers defining train speeds for curved track superelevations for any route between two points. Section 213.57 refers to maximum allowable train operating speeds on curves as a function of existing curvature and superelevation and, further, introduces the concept of unbalanced superelevation. The idea of trains negotiating curved track at speeds producing either positive or negative unbalance was discussed previously in the **Federal Register** (52 FR 38035, October 13, 1987).

Amtrak seeks to operate Superliner I, Superliner II, and High-level equipment at curving speeds producing four inches of cant deficiency; and Amfleet I, Amfleet II, Horizon, Heritage, Cab Car, F40 Cab Car (NPCU), MHC, F40PH, P32-BWH, P40-BH, and P42-BH equipment at curving speeds producing up to six inches of cant deficiency.

In its petition, Amtrak states that it successfully operated train equipment at

higher cant deficiencies under several waivers, including a waiver to operate passenger trains at curving speeds producing five inches of cant deficiency between New Haven, Connecticut, and Boston, Massachusetts, on its Northeast Corridor. Amtrak advises that some equipment types in this petition have been successfully tested at up to eight inches of cant deficiency.

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 RST-97-1) 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 45 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 March 31, 1997.

**Phil Olekszyk,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Waiver Petition Docket Number H-92-3]

#### Westinghouse Air Brake Company; Public Hearing

On January 15, 1997, the Federal Railroad Administration (FRA) published a notice in the **Federal Register** announcing Westinghouse Air Brake Company's (WABCO) request to amend the conditions of a waiver which had been granted in 1992 for their EPIC microprocessor-based locomotive braking equipment. The current waiver authorizes 1,000 locomotives equipped