

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice, and other document germane to the application in person at the County of Emmet.

Issued in Des Plaines, Illinois, on July 9, 1997.

Benito De Leon,

Manager, Planning/Programming Branch,
Airports Division, Great Lakes Region.

[FR Doc. 97-18788 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (97-02-U-OO-RDG) To use the Revenue From a Passenger Facility Charge (PFC) at the Reading Regional Airport, Reading, Pennsylvania

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 use the revenue from a PFC at the Reading Regional Airport 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 August 18, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Lawrence W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Rick Sokol, Executive Director of the Reading Regional Airport Authority at the following address: Reading Regional Airport, 2501 Bernville Road, Reading, Pennsylvania 19605.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Reading Regional Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011. 717-

782-4548. 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 use the revenue from a PFC at the Reading Regional Airport 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 July 9, 1997, the FAA determined that the application to use the revenue from a PFC submitted by the Reading Regional Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than October 9, 1996.

The following is a brief overview of the application.

Application number: 97-02-U-OO-RDG.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: December 1, 1994.

Proposed charge expiration date: January 1, 1998.

Total estimated PFC revenue: \$392,000.

Brief description of proposed project:

—Construct Terminal Access Road, Phase 2.

Class of classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 on-demand Air Taxi/Commercial Operators.

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 office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

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

Issued in Jamaica, New York on July 9, 1997.

Thomas Felix,

Grant-In-Aids Program Manager.

[FR Doc. 97-18785 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-97-2346; Notice 2]

Pipeline Safety: Liquefied Natural Gas Facilities Grant of Waiver; Northern Eclipse, Inc

Northern Eclipse, Inc. (NE) petitioned the Research and Special Programs Administration (RSPA) for a waiver from compliance with 49 CFR Part 193, Liquefied Natural Gas (LNG) Facilities: Federal Safety Standards. The petition applies to the Northern Eclipse's proposed Gas Treating and Liquefaction (GTL) unit to be located 20 miles north of Anchorage, Alaska. NE ensures that an equivalent level of safety will be achieved through compliance with alternative safety requirements for portable LNG facilities and with the siting requirements for liquefaction units. The alternative requirements for portable LNG facilities and siting requirements for liquefaction units are described in the applicable sections of the National Fire Protection Association Standard (NFPA) 59A, Standard for Production, Storage, and Handling of Liquefied Natural Gas (1996).

The petitioner requested the waiver from compliance with Part 193 based on the following reasons:

1. The NE GTL unit will be supplied with gas from the Beluga-Anchorage pipeline through 2,500 feet, a privately-owned service pipeline installed by NE downstream of the sales meter.
2. The NE GTL unit will have minimal LNG surge capacity, and there will be no storage at the NE GTL facility.
3. The NE GTL unit's output will be trucked from the GTL unit to end users, including one or more local distribution companies.
4. The NE GTL unit will not be used by the Beluga-Anchorage pipeline in any way to transport gas on NE's behalf.
5. DOT does not assert similar jurisdiction over liquefiers connected to the local distribution companies' (LDCs) fueling motor vehicles. The GTL unit would fulfil essentially the same function.
6. The NE GTL unit will be no different from other consumers of gas. For example, chemical plants, power plants, and other end users are not regulated even though they are supplied with gas from a pipeline.
7. The NE GTL unit would be exempt under Section 193.2001(b)(2) because it would be a natural gas treatment facility without any storage.
8. The NE GTL unit will be a transportable unit mounted on skids.