

[Summary Notice No. PE-96-28]**Petitions for Exemption; Summary of Petitions Received; Disposition of Petitions Issued**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Ch. I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before July 1, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____ 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470. This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulation (14 CFR part 11).

Issued in Washington, DC on June 5, 1996.
Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28397

Petitioner: Tulsa Technology Center
Sections of the FAR Affected: 14 CFR 65.17(a), 65.19(b), and 65.75(a)
Description of Relief Sought: To permit the Tulsa Technology Center (TTC) to (1) administer the FAA oral and practical tests to students at times and places identified in TTC's operations handbook, (2) allow applicants to apply for retesting within 30 days after failure without presenting a signed statement certifying that additional instruction has been given in the failed area, and (3) administer the Aviation Mechanic General written test to students immediately following successful completion of the general curriculum, prior to meeting the experience requirements of § 65.77.

Docket No.: 28556

Petitioner: Mr. Harry Veltman

Sections of the FAR Affected: 14 CFR 61.183(c)(2)

Description of Relief Sought: To permit Mr. Veltman to be eligible for a flight instructor certificate with an airplane category rating, without holding an instrument rating.

Docket No.: 28572

Petitioner: Mr. Mark Quinn

Sections of the FAR Affected: 14 CFR 91.107(a)(3) and 121.311(b)

Description of Relief Sought: To allow Mr. Quinn to not be required to purchase a passenger seat on a commercial airliner for his daughter, Sarah N. Quinn, who was born with Down syndrome and other birth defects, even though she has reached her second birthday. Although the Federal Aviation Regulations do not regulate whether or not fares are imposed by air carriers, an exemption from §§ 91.107(a)(3) and 121.311(b), if granted, would permit Sarah to be held by an adult who is occupying an approved seat, even though she has reached her second birthday.

[FR Doc. 96-14564 Filed 6-7-96; 8:45 am]

BILLING CODE 4910-13-M

Maritime Administration**Notice of Change of Name of Approved Trustee**

Notice is hereby given that effective December 1, 1995, Shawmut Bank Connecticut, N.A., with offices at 777 Main Street, Hartford, Connecticut 06115, changed its name to Fleet National Bank of Connecticut, as a result of the merger with and into Fleet Financial Group, Inc. Further, effective April 4, 1996, Fleet National Bank of Connecticut, with offices at One Monarch Place, Springfield,

Massachusetts, changed its name to Fleet National Bank.

Dated: June 4, 1996.

By order of the Maritime Administrator.
Joel C. Richard,

Secretary.

[FR Doc. 96-14576 Filed 6-7-96; 8:45 am]

BILLING CODE 4910-81-P

National Highway Traffic Safety Administration**Research and Development Programs Meeting Agenda**

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice provides the agenda for a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will describe and discuss specific research and development projects.

DATES AND TIMES: As previously announced, NHTSA will hold a public meeting devoted primarily to presentations of specific research and development projects on June 12, 1996, beginning at 1:30 p.m. and ending at approximately 5 p.m.

ADDRESS: The meeting will be held at the Royce Hotel-Detroit Metro Airport, 31500 Wick Road, Romulus, MI 48174.

SUPPLEMENTARY INFORMATION: This notice provides the agenda for the thirteenth in a series of public meetings to provide detailed information about NHTSA's research and development programs. This meeting will be held on June 12, 1996. The meeting was announced on May 15, 1996 (61 FR 24528). For additional information about the meeting consult that announcement. Starting at 1:30 p.m. and concluding by 5:00 p.m., NHTSA's Office of Research and Development will discuss the following topics:

The process and priorities for coordinated global research, Objectives and deliverables of vehicle aggressivity and fleet compatibility research with results and conclusions to date, Research to upgrade fuel system integrity, including recent testing and possible alternative test configurations, Integrated seat research, Biomechanics research program —Head and neck injury research —Lower extremity research and new dummy hardware, Children and child restraint/air bag interaction dummy testing. NHTSA has based its decisions about the agenda, in part, on the suggestions

it received by May 24, 1996, in response to the announcement published May 15, 1996.

As announced on May 15, 1996, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing by 4:15 p.m. on June 3, 1996, to William A. Boehly, Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

FOR FURTHER INFORMATION CONTACT: Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, SW, Washington, DC 20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: June 5, 1996.

William A. Boehly,
Associate Administrator for Research and Development.

[FR Doc. 96-14572 Filed 6-7-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board¹

[STB Finance Docket No. 32965]

Missouri Pacific Railroad Company— Trackage Rights Exemption—Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant local and overhead trackage rights to Missouri Pacific Railroad Company (MP) over approximately 2.225 miles of the McPherson Branch from milepost 515.775 to milepost 518.0 near McPherson in McPherson County, KS. The trackage rights were to become effective on or after May 29, 1996.

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32965, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W.,

Washington, DC 20423 and served on: Joseph D. Anthofer, General Attorney, 1416 Dodge Street, #830, Omaha, NE 68179.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Decided: May 31, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 96-14575 Filed 6-7-96; 8:45 am]

BILLING CODE 4915-00-P

Federal Aviation Administration

Airport Rescue and Firefighting Mission Response Study

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of opportunity for comment.

SUMMARY: This document invites the public to comment on issues relating to a study of the mission and requirements for airport fire service. Senate Report 103-310 on the Department of Transportation Fiscal Year 1995 Appropriations Act requested that the FAA review airport fire protection required by 14 CFR part 139, Certification and Operations: Land Airports Serving Certain Air Carriers, emergency response to hazardous materials incidents, and emergency medical services (EMS) at airports. FAA was asked to examine and compare rescue and firefighting requirements at civil facilities with the fire services required by military regulation at Department of Defense (DOD) facilities and to report to Congress on these issues. Comment is invited on specific issues rather than on a draft document. This notice provides information on the issues identified and directions for commenting on issues within the study scope.

DATES: Comments are due on or before July 10, 1996.

ADDRESSES: Comments should be mailed to: Federal Aviation Administration, Office of Airport Safety and Standards, Attention: AAS-100, 800 Independence Avenue, SW., Washington, DC 20591. Commenters wishing the FAA to acknowledge receipt of their request must include a

pre-addressed, stamped postcard on which the following statement is made: "Comments on study of mission and requirements for civil airport rescue and firefighting service." The postcard will be date stamped and mailed to the requester. Comments resulting from this Notice may be examined at the above address in room 615B on weekdays, except on Federal holidays, between 8:30 a.m. and 5 p.m.

FOR FURTHER INFORMATION CONTACT:

James W. Bushee, Manager, Design and Operations Criteria Division, AAS-100, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, telephone (202) 267-3446.

SUPPLEMENTARY INFORMATION: The FAA has undertaken a study of the mission requirements and responsibilities of airports and the personnel responsible for providing rescue and firefighting service at military and civil-use airports. Information has been obtained on current Air Force and Navy regulations for military aviation and structural firefighting. Information has also been obtained from a cross-section of civil aviation airports subject to regulation under 14 CFR part 139. In this activity, FAA consulted with the industry's Airport Rescue Firefighting Working Group, a non-profit technical organization of professional firefighters established primarily as an educational exchange network to analyze and discuss procedures to be utilized when dealing with aviation situations and emergencies.

ISSUES: Data gathering identified the following issues which highlight differences between military and civil airport fire service missions:

Organizational structure. Civil airport firefighting units must be viewed in the context of the community in which they are located. At some airports, the units are under the direction of the airport manager/airport fire chief while at other airports the units are part of a larger firefighting organization and may be under the direction of someone located off the airport, e.g., the chief of the municipal fire department. All airport firefighting units have the capability to address aircraft accidents and incidents. Some airports have the capability within their firefighting units to address other emergencies such as structural firefighting, hazardous materials incidents, and medical emergencies. Other airports look to the surrounding communities to provide these services. In contrast, the military places the responsibility for all emergencies on the facility commander. All emergency services on a military airfield are under the direction of the base commander,

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.