

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Roy A. Williams, Director of Aviation of the city of Dayton, Ohio at the following address: Dayton International Airport, Room 304, Terminal Building, Vandalia, Ohio 45377.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Dayton under section 158.37(b) of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Lawrence C. King, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7293). The request may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the request to amend the application to impose PFC revenue at Dayton International Airport and use PFC revenue at Dayton International and Dayton-Wright Brothers Airports 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 June 25, 1996, the FAA received the request to amend the application to impose and use PFC revenue from a PFC Application submitted by the City of Dayton, Ohio, within the requirements of section 158.37(b) of Part 158. The FAA will approve or disapprove the amendment, no later than October 23, 1996.

The following is a brief overview of the request:

PFC amendment number: 94-02-C-01-DAY.

Proposed increase in the total estimated PFC revenue: From \$23,467,251 to \$34,013,834.

Proposed altered description of approved projects: Delete Rehabilitation of Runways 18-36 and 6L-24R from the "Airfield Pavement Rehabilitation" Project; delete the "Planning for Extension of Runway 6R-24L" Project; delete the "Runway Deicing Fluid Storage Tank" Project; delete the "Security Gate Improvements" Project; delete the "Security Vehicle Replacement" Project; and delete the Runway Rehabilitation from the "Airfield Improvements at Dayton-Wright Brothers Airport" Project.

Any person may inspect the request 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 documents germane to the application in person at the City of Dayton, Ohio.

Issued in Des Plaines, Illinois, on July 31, 1996.

Benito De Leon,

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

[FR Doc. 96-20156 Filed 8-6-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at James M. Cox-Dayton International Airport, Dayton, OH

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 James M. Cox-Dayton International 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 September 6, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Roy Williams, Director of Aviation of the city of Dayton, Ohio, at the following address: James M. Cox-Dayton International Airport, Terminal Building, Vandalia, Ohio 45377.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the city of Dayton under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Lawrence C. King, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7293). 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 James M. Cox-Dayton International 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 23, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the city of Dayton, Ohio, was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than October 23, 1996.

The following is a brief overview of the application:

PFC Application No.: 96-03-U-00-DAY.

Level of the PFC: \$3.00.

Actual charge effective date: October 1, 1994.

Estimated charge expiration date: October 1, 2001.

Total approved net PFC revenue: \$23,467,251.00.

Brief description of proposed project(s): PFC 13—Central Aircraft Deicing Area.

Class or classes of air carriers which the public agency has requested not to be required to collect PFCs: Air Taxi/Commercial Operators filing FAA Form 1800-31.

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 documents germane to the application in person at the city of Dayton, Ohio.

Issued in Des Plaines, Illinois, on July 31, 1996.

Benito De Leon,

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

[FR Doc. 96-20155 Filed 8-6-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with 49 CFR Sections 211.9 and 211.41 notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of Federal railroad

safety regulations. The individual petition is described below, including the parties seeking relief, the regulatory provisions involved and the nature of the relief being requested.

National Railroad Passenger Corporation (Waiver Petition Docket Number H-96-1)

The National Railroad Passenger Corporation (Amtrak) seeks a waiver of compliance under Part 211.51, Tests, to allow them to develop, implement, and test technology designed to prevent train collisions and overspeed violations.

The National Railroad Passenger Corporation (Amtrak) has initiated a pilot program to develop, install, test, demonstrate, and finally place in revenue service a communications based train control system in Amtrak's Detroit to Chicago Corridor. This train control system, referred to as "High Speed Positive Train Control System" (HS/PTC) is designed to prevent train collisions and overspeed violations, to provide fail-safe advance start for highway crossing warning systems, to provide capability for delivering selected highway crossing "health" conditions to approaching trains, and to provide protection for temporary track obstructions and slow orders.

The initial installation for test purposes is being installed between Signal 175 (east of Dowagiac, MI) and Signal 195 (west of Niles, MI). Concurrent with testing in this 20 mile "test bed", the first phase will be extended to Signal 156 (east of Lawton, MI) and to Signal 205 (west of Dayton, MI), a total distance of approximately 49 miles. Phase 2 will extend the system westward to Signal 216 (east of New Buffalo, MI) and eastward to Signal 145 (west of Kalamazoo, MI). An extension to "BO" Interlocking, just east of Kalamazoo is now being planned, adding two additional miles to the territory, for a total distance of 73 miles.

The initial test bed will include two controlled sidings and four interlockings: CP178, CP180, CP190, and CP192. The first phase will include the initial test bed plus three additional controlled sidings and six additional interlockings: CP160, CP161, CP171, CP172, CP200, and CP202, for a total of five controlled sidings and ten interlockings. The second phase will include two additional controlled sidings and three additional interlockings, CP147, CP211, and CP213, for a total of seven controlled sidings, and thirteen interlockings on a contiguous 73 mile, basically single track line.

The HS/PTC uses the existing signal system as a basis for determining availability of track sections and routes. This signal status information will be transmitted to approaching trains by ATCS (900 MHz) data radio. Wayside interface units are being installed at all signal locations, control points and grade crossings to monitor the signal aspects, monitor track and switch statuses, and provide advance start control as well as monitoring of the grade crossing warning systems. Selected wayside locations will also function as servers to collect data from adjoining locations through a wayside LAN, and communicate with trains. The servers will also be in communication with the central control facility over the Office-Wayside Link (OWL). The wayside LAN utilizes low power spread spectrum radios also in a portion of the 900 MHz spectrum. The OWL will utilize an existing communications cable.

The HS/PTC is being overlaid upon the existing signal system, taking advantage of the vital safety logic already built into the signal system. The signal system with interlockings at the controlled sidings, and full automatic block signal protection for both opposing and following moves, is operated as a traditional "CTC" system, controlled from Michigan City Indiana. Electronic coded D.C. track circuits are used for train detection and for block and traffic control.

The HS/PTC system is based upon the "ITCS" (Incremental Train Control System) developed by Harmon Industries, Inc.

Amtrak has three requests in connection with this project. In request No. 1 Amtrak requests FRA permission to operate non-revenue test trains at speeds in excess of 79 mph, not to exceed 110 mph, for test and demonstration purposes only, with the following conditions proposed by Amtrak:

1. The portion of the test track between CP 192 (Niles, MI) and Signal 175 (east of Dowagiac, MI) will meet Class 5 requirements for speeds up to 90 mph and Class 6 requirements for speeds exceeding 90 mph.

2. Speeds in the 80 mph to 110 mph range will be limited to that portion of the single main track between CP192 and Signal 175 until Amtrak and FRA are fully satisfied that the HS/PTC under test meets all of Harmon's, Amtrak's and FRA's safety requirements.

3. All test trains operating over 79 mph in this area will be protected by an absolute block to the front of the train. Westward trains will have a clear track

from Signal 175 to Signal 195 with routes over normal switches lined and locked at CP's 178, 180, 190, and 192 before the train is given authority to exceed 79 mph and before it passes Signal 175. Eastward trains will have a clear track from CP192 to CP171 with routes over normal switches lined and locked at CP's 192, 190, 180, 178 and 172 before the train is given authority to exceed 79 mph and before it passes CP192.

4. No train will be allowed to move on adjacent tracks during a high speed test or demonstration run. Controlled sidings between CP178 and CP180 and between CP190 and CP192 will either be clear of trains or trains will be instructed not to move during a test run on the adjacent main track at any speed exceeding 79 mph.

5. All public highway grade crossings will be properly protected by flag protection or by a minimum crossing warning time of 20 seconds. Private grade crossings will be closed, temporarily blocked, flagged, or protected by stop signs and a specially designed indicator.

6. Permission granted under Request No. 1 will expire upon placing the first section of this HS/PTC in regular revenue service as a fully accepted train control system.

Request No. 2

Amtrak requests that FRA, during the interim test period, not view the HS/PTC system under test as a valid train control system within the scope of Title 49 CFR, Parts 216, 217, 218, 229, 233, 235, 236 or 240. This request is made with the following conditions to be provided by Amtrak:

1. The HS/PTC system will not be "turned on" for an equipped regular revenue train operating through the test area unless the engineer is accompanied by a qualified Amtrak manager, and then only for the purpose of developing data on the system and/or for preliminary training purposes.

2. Except as provided in Condition No. 1, the HS/PTC will be "turned on" only for test and demonstration runs. Any such runs exceeding 79 mph will meet Conditions 1 through 5 proposed under Request No. 1.

3. Permission granted under Request No. 2 would expire upon placing the first section of this HS/PTC in regular revenue service as a fully accepted train control system. At this time, all applicable Title 49 CFR Parts would become effective. The termination of the interim test period as outlined above would coincide with full revenue implementation of the first portion of the HS/PTC. This would follow full

assurance by Harmon, Amtrak and FRA that the system meets all Harmon, Amtrak and FRA safety requirements.

Request No. 3

Amtrak requests FRA safety representation and full involvement in all phases of the test program.

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 this proceedings should identify the proceeding should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-96-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 30 days 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 practicable. All written communications 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, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on August 1, 1996.

Phil Olekszyk,

Acting Associate Administrator for Safety.

[FR Doc. 96-20149 Filed 8-6-96; 8:45 am]

BILLING CODE 4910-06-P

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of Applicants for Exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's

Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before September 6, 1996.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

FOR FURTHER INFORMATION CONTACT:

Copies of the applications are available for inspection in the Dockets Unit, Room 8426, Nassif Building, 400 7th Street, SW. Washington, DC.

NEW EXEMPTIONS

Application No.	Applicant	Regulation(s) affected	Nature of exemption thereof
11715-N	CPC Specialty Markets, Indianapolis, IN.	49 CFR 172.101	To authorize the transportation in commerce of a Division 4.2 material classed as ORM-D consumer commodity. (mode 1)
11717-N	Matheson Gas Products, Secaucus, NJ.	49 CFR 173.301(i)(j)	To authorize the transportation in commerce of non-flammable, non-toxic compressed gasses in foreign made cylinders from the port of entry to a compressed gas company where the materials will be repacked into DOT authorized compressed gas cylinders for shipment to domestic users of the material. (mode 1)
11720-N	Shell Oil Products Co., Houston, TX.	49 CFR 172.302, 173.121	To authorize the transportation in commerce of various Class 3 material in MC-306/MC-406 cargo tanks not authorized for packing Group I material. (mode 1)
11721-N	The Coleman Co., Inc., Wichita, KS.	49 CFR 178.65-4(c)(1)	To authorize the elimination of 100% internal visual inspection of cylinders for use in transporting Division 2.1 material. (modes 1, 2, 3, 4)
11722-N	Citigas S.A., 86400 Civray, FR	49 CFR 178.36	To authorize the transportation in commerce of non-DOT specification cylinders comparable to 3AX for use in transporting various gases. (modes 1, 2, 3)
11724-N	Sea-Land Service, Inc., Charlotte, NC.	49 CFR 176.905(c), 176.905(k)	To authorize the transportation in commerce of motor vehicles to be transported in closed freight containers, above and below deck, with up to 1/4 tank of fuel and battery cables fully connected. (mode 3)
11725-N	Swales Thermal Systems, Beltsville, MD.	49 CFR 173.302, 173.304, 173.34, 173.40, 173.301, 175.3.	To authorize the transportation in commerce of certain non-DOT specification packagings (heat pipes) containing anhydrous ammonia, Division 2.2. (mode 1)
11733-N	AKZO Nobel Chemicals Inc., Chicago, IL.	49 CFR 173.301, 173.302, 173.302, 173.304, 173.304, 178.345-10(b), 178.345-10(e).	To authorize the transportation in commerce of various Division 5.2 material in certain non-DOT specification cargo tanks which deviate from the requirements for Specification DOT 407 or DOT 412. (mode 1)
11734-N	Exxon Co., Houston, TX	49 CFR 173.121(a)	To authorize reclassifying of certain Class 3, Packing Group I mixtures of gasoline and less hazardous petroleum products to Class 3, Packing Group II for transportation in MC-306 and MC-406 cargo tanks. (mode 1)