

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, Room 258, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. David R. Mosena, Commissioner, of the City of Chicago Department of Aviation at the following address: Chicago O'Hare International Airport, P.O. Box 66142, Chicago, Illinois 60666.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Chicago Department of Aviation under section 158.23 of Part 15.

FOR FURTHER INFORMATION CONTACT: Mr. Louis H. Yates, Manager, Chicago Airports District Office, 2300 East Devon Avenue, Room 258, Des Plaines, Illinois 60018, (847) 294-7335. 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 impose a PFC at Chicago O'Hare International Airport and use the revenue from a PFC at Gary 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 January 22, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Chicago Department of Aviation 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 April 20, 1996.

The following is a brief overview of the application.

PFC application number: 96-04-C-00-ORD.

Level of the PFC: \$3.00.

Actual charge effective date: September 1, 1993.

Revised estimated charge expiration date: June 1, 1999.

Total estimated PFC revenue: \$1,500,000.

Brief description of proposed project(s):

- a. Construct West Terminal Apron Expansion
- b. Construct Deicing Apron
- c. Construct East T-Hangar Area Taxiways and Access Road

d. Overlay/Extend and/or Sealcoat Existing FBO Apron

e. Install Airport Perimeter Fencing Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi operators.

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 Chicago Department of Aviation.

Issued in Des Plaines, Illinois on January 29, 1996.

Benito De Leon,

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

[FR Doc. 96-2509 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Bradley International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposed to rule and invites public comment on the application to impose and use the revenue from a Passenger Facility Charge at Bradley 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 March 7, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert F. Juliano, at the following address: Bureau Chief, Aviation and Ports, State of Connecticut, Department of Transportation, 2800 Berlin Turnpike, P.O. Box 317546, Newington, Connecticut, 06131-7546.

Air carriers and foreign air carriers may submit copies of written comments

previously provided to the Connecticut Department of Transportation under § 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT: Priscilla A. Scott, PFC Program Manager, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a Passenger Facility Charge (PFC) at Bradley 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 January 25, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Connecticut Department of Transportation was substantially complete within the requirements of § 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than April 19, 1996.

The following is a brief overview of the impose and use application.

PFC Project No.: 96-04-C-00-BDL.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1996.

Proposed estimated charge expiration date: December 1, 1996.

Estimated total net PFC revenue: \$2,995,000.

Brief description of project: Acquire Snow Removal Equipment; Acquire Aircraft Rescue and Fire Fighting Vehicles.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO), that (1) do not enplane or deplane passengers at the main passenger terminal building; and (2) enplane less than 500 passengers per year at Bradley International Airport.

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 Connecticut

Department of Transportation Building,
2800 Berlin Turnpike, Newington,
Connecticut.

Issued in Burlington, Massachusetts, on
January 29, 1996.

Vincent A. Scarano,

*Manager, Airports Division, New England
Region.*

[FR Doc. 96-2507 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent to Rule on Application
To Impose a Passenger Facility Charge
(PFC) at Sacramento Metropolitan
Airport (SMF), Sacramento, California
and Use the Revenue at SMF and
Mather Airports**

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 impose a PFC at
Sacramento Metropolitan Airport (SMF)
and use the revenue at SMF and Mather
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).

DATES: Comments must be received on
or before March 7, 1996.

ADDRESSES: Comments on this
application may be mailed or delivered
in triplicate to the FAA at the following
address: Federal Aviation
Administration, Airports Division,
15000 Aviation Blvd., Lawndale, CA
90261, or San Francisco Airports
District Office, 831 Mitten Road, Room
210, Burlingame, CA 94010-1303. In
addition, one copy of any comments
submitted to the FAA must be mailed or
delivered to Mr. Thomas P. Engel,
Director, Department of Airports,
County of Sacramento, at the following
address: 6900 Airport Boulevard,
Sacramento, California 95837. Air
carriers and foreign air carriers may
submit copies of written comments
previously provided to the County of
Sacramento under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:
Mr. Joseph R. Rodriguez, Supervisor,
Planning and Programming Section,
Airports District Office, 831 Mitten
Road, Room 210, Burlingame, CA
94010-1303, Telephone: (415) 876-
2805. 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 impose
a PFC at Sacramento Metropolitan
Airport (SMF) and use the revenue at
SMF and Mather 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 January 25, 1996, the FAA
determined that the application to
impose and use the revenue from a PFC
submitted by the County of Sacramento
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 April 24, 1996.

The following is a brief overview of
the use application number AWP-96-
05-C-00-SMF.

Level of proposed PFC: \$3.00.

Charge effective date: July 1, 1996.

Estimated charge expiration date:
June 30, 2026.

Total estimated PFC revenue:
\$82,867,000.

*Brief description of the impose and
use projects:* Air Quality Mitigation
Compressed Natural Gas System,
Airfield Support Shops and Facilities,
Sacramento Area Flood Control Agency
Flood Control Project, Airfield Drainage
Control Equipment—Backhoe, Terminal
Roadway Island Widening, GA Apron
Airside Access Road, FOD Removal
Equipment—Airfield Sweeper at
Sacramento Mather Airport, Earhart
Drive Reconstruction, Terminals 1 & 2
Rehabilitation, Phase 3, Security System
Upgrade, Airfield, Terminal, Tower
Communications System—Telephone
Switch, Concourse Throat Expansion,
West Terminals Jet Loaders, Phase 2,
ARFF Vehicles Replacement, Surface
Movement Guidance Control System,
Aircraft Noise Monitoring System,
Metro Airport Master Plan Update and
EIR, Metro Airport Part 150 Study,
Terminals 1, 2, & 3, CPS and
Administration Buildings Electrical
System Reconstruction/Upgrade Phase
2, Reconstruct Electrical Vault and
Construct East Vault, and Airport
System Revenue Bond Issuance Costs,
Debt Service Reserve Funding, Bond
Coverage and Interest Expense for
Projects in Passenger Facility Charge
Application Number 5.

*Class or classes of air carriers which
the public agency has requested not be
required to collect PFCs:* None.

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 Division located at:
Federal Aviation Administration,

Airports Division, 15000 Aviation Blvd.,
Lawndale, CA 90261. In addition, any
person may, upon request, inspect the
application, notice and other documents
germane to the application in person at
the County of Sacramento.

Issued in Hawthorne, California, on
January 25, 1996.

Herman C. Bliss,

*Manager, Airports Division, Western Pacific
Region.*

[FR Doc. 96-2512 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

[FRA Docket No. HS-96-1]

Petitions for Waivers of Compliance

Notice is hereby given that the
Southern Pacific Transportation
Company (SPT), the Brotherhood of
Locomotive Engineers (BLE) and the
United Transportation Union (UTU)
have jointly petitioned the Federal
Railroad Administration (FRA) for a
waiver of compliance with a provision
of the Federal hours of service laws (49
U.S.C. 21103(b)(4)) affecting train
employees.

The Federal hours of service laws
currently make it unlawful for a railroad
carrier to require specified train
employees to remain on duty in excess
of 12 hours, except as provided in 49
U.S.C. 21102(a) and 21103(c). In
addition, the Federal hours of service
laws define time on duty for train
employees to include time spent in
deadhead transportation to duty
assignment, but define time spent in
deadhead transportation from a duty
assignment to the place of final release
as neither time on duty nor off duty.

Section 21108(a) of title 49 of the
United States Code provides that a
railroad carrier and all labor
organizations representing any class or
craft of directly affected covered service
employees of the railroad carrier, may
jointly petition for approval of a waiver,
in whole or in part, of compliance with
the Federal hours of service laws to
enable the establishment of one of more
pilot projects to demonstrate the
possible benefits of implementing
alternatives to the strict application of
the requirements of the hours of service
laws to such class or craft of employees.

The petitioners seek a waiver
pursuant to this section, in order to
establish a pilot project in which certain
SPT train employees may be permitted
to treat travel time to a duty assignment
as commuting time that would
otherwise be counted as on-duty time
under FRA's application of the