

Proposed Charge effective date:

November 1, 1996

Estimated charge expiration date: June 3, 2001.**Estimated total net PFC revenue:**

\$5,696,253.

Brief description of project:

Expand Terminal Landside
South Commuter Ramp Expansion
North End Development—Site
Preparation, Construct Airport
Perimeter Road and North Apron
Expansion
Reconstruct North End of Taxiway
“A”

Purchase Snow Removal Equipment

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).

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 Burlington International Airport, 1200 Airport Drive, #1, South Burlington, Vermont, 05403.

Issued in Burlington, Massachusetts on November 7, 1996.

Bradley A. Davis,

Assistant Manager, Airports Division, New England Region.

[FR Doc. 96-29479 Filed 11-15-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Kalamazoo/Battle Creek International Airport, Kalamazoo, MI

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 and use the revenue from a PFC at Kalamazoo/Battle Creek 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) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before December 18, 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 Mr. Kenneth Potts, Airport Director of the County of Kalamazoo, Michigan at the following address: Kalamazoo/Battle Creek International Airport, 5235 Portage Road, Kalamazoo, MI 49002.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Kalamazoo under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Jack D. Roemer, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 313-487-7282. 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 and use the revenue from a PFC at Kalamazoo/Battle Creek 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 October 25, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by County of Kalamazoo, Michigan, 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 January 29, 1997.

The following is a brief overview of the application.

PFC Application No.: 97-01-C-00-AZO
Level of the proposed PFC: \$3.00
Proposed charge effective date: April 1, 1997

Proposed charge expiration date:
December 31, 2001

Total estimated PFC revenue:
\$3,326,365.00

Brief Description of Proposed Project(s)**Projects To Impose and Use**

- 1.1 Construct T-Hanger Taxiways, PAPI, and Building Removal.
- 1.2 Rehabilitate Entrance Road.
- 1.3 Install Security Access System.
- 1.4 Obstruction Removal.
- 1.5 Acquire Frontend Loader.
- 1.6 Construct Hold Aprons.

- 1.7 Construct GA Apron Drainage System and Acquire Friction Testing Vehicle.

- 1.8 Acquire ARFF Vehicle.

- 1.9 Taxiway G Rehabilitation.

- 1.10 Light Taxiways F & G.

- 1.11 Install Airfield Signs.

- 1.12 Install Supplemental Wind Cones.

- 1.13 Install Security Fencing.

- 1.14 Construct Runway Fillets/GA Taxistreets.

- 1.15 Acquire SRE Truck with Plow.

- 1.16 Environmental Assessment for GA Taxiways.

- 1.17 Master Plan Update.

- 1.18 Taxiway C Rehabilitation.

- 1.19 Install Wheelchair Lift.

- 1.20 Acquire and Remove the Air Zoo Restoration Center.

- 1.21 Acquire Interactive Training Network.

- 1.23 Install Road Canopy.

Impose Only Project

- 1.24 Taxiway B Rehabilitation and Relocation.

- 1.25 Glycol Capture System.

- 1.26 Construct Wetland Mitigation.

- 1.27 Construct New Taxiway H.

- 1.28 Commuter Concourse Expansion.

- 1.29 Taxiway D Rehabilitation.

- 1.30 Construct Perimeter Road.

- 1.31 Taxiway A Rehabilitation.

- 1.32 Taxiway E Rehabilitation.

- 1.33 Baggage Claim Area Expansion.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Part 135 Air Taxis.

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 County of Kalamazoo's Airport Director's Office.

Issued in Des Plaines, Illinois, on November 4, 1996.

Benito De Leon,

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

[FR Doc. 96-29410 Filed 11-15-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

[Docket Nos. RSSI 96-1A and RSSI 96-1B,
Notice No. 1]

Informal Safety Inquiry on One-Person Crews and Remote-Control Locomotive Operations

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of informal safety inquiry.

SUMMARY: The Federal Railroad Administration (FRA) will conduct an informal safety inquiry concerning a proposal by the Wisconsin Central Ltd. (WC) to expand its use of one-person crews and remote-control locomotive operations. The United Transportation Union (UTU) has filed two petitions for emergency orders requesting that: (1) FRA prohibit the WC from using one-person crews; and (2) FRA prohibit the use of remote control locomotive operations by the WC and all other railroads. FRA intends to collect information to help it determine whether emergency, regulatory, or other action is necessary. FRA asks interested parties to comment on these subjects.

DATES: (1) The hearing will begin at 1:00 p.m. on Wednesday, December 4, 1996, and conclude at 5:00 p.m. on Thursday, December 5th. All times noted are Central Standard Time. (2) Prepared statements to be made at the hearing should be submitted to the Docket Clerk at least two working days before the hearing date (close of business December 2, 1996). Parties who do not meet that deadline may be denied the opportunity to present oral testimony, although their written statements will be included in the record of this proceeding. (3) Parties who do not wish to testify, but wish to submit written comments for inclusion in the safety inquiry docket should submit them by December 2, 1996.

ADDRESSES: (1) Hearing location—Paper Valley Inn, 333 West College Avenue, Appleton, Wisconsin, 54911, (414) 733-8000 (phone), (414) 733-9220 (fax). (2) Docket Clerk, Docket Nos. RSSI 96-1A and RSSI 96-1B, Office of the Chief Counsel, Federal Railroad Administration, 400 7th Street, S.W., Room 8201, Washington, D.C., 20590. Parties should address statements on one-person crews to Docket No. RSSI 96-1A. Statements concerning remote-control locomotive operations should be addressed to Docket No. RSSI 96-1B. If a statement concerns both issues, a copy of the statement should be addressed to each docket.

FOR FURTHER INFORMATION CONTACT: S. Joseph Gallant, Operating Practices Specialist, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202) 632-3371; or Patricia V. Sun, Trial Attorney, Office of Chief Counsel, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202) 632-3183.

Background

One-Person Crews

The Wisconsin Central Ltd. (WC) operates about 2800 miles of railroad, primarily in Wisconsin and the Upper Peninsula of Michigan. Currently, the WC operates trains with one-person crews on four routes: a 77-mile run on its White Pine subdivision; switching operations at the Pfizer Rock Quarry; a 56-mile run between Wisconsin Rapids, Wisconsin and Merrillan, Wisconsin; and a 63-mile run between Stevens Point and Neenah, Wisconsin.

In January 1996, the WC proposed to expand its use of one-person crews to an additional four routes, beginning in May 1996. The proposed routes are: a one-way 150-mile run between Sault Ste. Marie, Michigan and Gladstone, Michigan; a turnaround job between Stevens Point and Neenah; a one-way 38-mile turnaround job between Neenah and Fond du Lac, Wisconsin; and a 63-mile run between gravel quarries at Sussex, Wisconsin and Grayslake, Illinois. METRA has recently begun operating passenger train service on portions of this last route.

Other railroads, including the Burlington Northern Santa Fe, Conrail, and Springfield Terminal, currently operate some trains with one-person crews. For the most part, these operations are short, slow trains. (FRA distinguishes these one-person crews from the one person in the cab trains operated by Amtrak and some commuter lines. In the latter type of train, there is actually a two-person crew, since the engineer in the locomotive cab control unit is assisted by a conductor in the passenger cars). The WC proposal, however, is novel in that it would use one-person crews for the first time on trains moving mixed freight over long distances. Thus, the proposed operations pose many complex safety issues. In addition, on April 25, 1996, the United Transportation Union (UTU) filed a petition requesting that FRA issue an emergency order to prohibit the WC altogether from using one-person crews. At about that time, FRA began discussions of its concerns about the safety of these operations with the WC.

After several meetings between representatives of FRA and the WC, the WC agreed in May to defer implementation of any additional trains with one-person crews pending further discussion of FRA's concerns. At a special meeting convened by Deputy Administrator Donald M. Itzkoff, FRA presented the WC with a list of critical safety issues and potential operational problems that FRA had identified. As

requested, the WC later submitted a written action plan to FRA detailing its proposed solutions to these problems.

Remote-Control Locomotive Operations

In September 1996, the WC also proposed to begin using remote-controlled yard locomotives in its Neenah and Green Bay, Wisconsin yards. The UTU filed a second petition for an emergency order on September 17, 1996, asking FRA to prohibit not just the WC, but all railroads, from operating engines or trains by remote control.

In 1993, FRA examined the issue of remote-control locomotive operations in the context of a waiver application submitted by the Wheeling & Lake Erie Railroad Company (W&LE) and the promulgation of a proposed test program for remote control operations. (In response to the W&LE's waiver application, the UTU had filed a petition requesting that FRA issue an emergency order against the W&LE prohibiting it from utilizing remote control technology.) Public hearings were held in both proceedings. After extensive review of both the technology and W&LE's operations, FRA denied the UTU's petition and permitted the W&LE to use remote control technology subject to certain conditions.

At the hearing, FRA will again consider this issue. The two WC proposals, namely the use of one-person crews and remote-control locomotive operations, are closely related, since the WC action plan envisions that an engineer working alone would use a remote control in numerous situations. For example, where a train is equipped with a remote control unit, and an engineer must flag through an automatic interlocking, the WC plan calls for the engineer to locate him or herself at the crossing to furnish protection as required, and then use the remote control unit to move the train to the crossing where the engineer would then reboard the locomotive.

Subjects of Inquiry

FRA has thoroughly reviewed the action plan and other submissions by the WC on the use of one-person crews, but seeks to develop additional facts as part of the basis for its decisions on the UTU petitions and on whether there is a need for rulemaking on these subjects. Accordingly, FRA will conduct an informal safety inquiry focussing on the WC's proposed use of one-person crews and remote-control locomotives. Interested parties may submit general comments on industry practice in these areas as well, however. Prior to the hearing, a team of FRA inspectors will conduct site visits to the WC to inspect

its existing one-person crew operations and gather background information.

General Concerns

For both subjects, FRA solicits written and oral comments on such topics as:

- Equipment standards
- Design requirements
- Employee training
- Employee safety
- Standard operating procedures
- Train size and makeup
- Terrain limitations
- Communications
- Inspections and tests
- Operations security

This list of issues is not meant to be all-inclusive. Other concerns may also be raised and discussed at the hearing.

Authority: Secs. 6, 9, Pub. L. 89-670, 80 Stat. 937, 944 (49 U.S.C. 1655, 1657); the statutes referred to in sec. 6(e) (1), (2), (3), (6)(A) of Pub. L. 89-670, 80 Stat. 939 (49 U.S.C. 1655); sec. 202 of Pub. L. 91-458, 84 Stat. 971 as amended by sec. 5(a) of Pub. L. 94-438 (45 U.S.C. 431); and 49 CFR 1.49, unless otherwise noted.

Jolene M. Molitoris,

Administrator.

[FR Doc. 96-29547 Filed 11-15-96; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

Research and Development Programs Meeting

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice announces a public meeting at which NHTSA will describe and discuss specific research and development projects. Further, the notice requests suggestions for topics to be presented by the agency.

DATES AND TIMES: The National Highway Traffic Safety Administration will hold a public meeting devoted primarily to presentations of specific research and development projects on December 11, 1996, beginning at 1:30 p.m. and ending at approximately 5:00 p.m. The deadline for interested parties to suggest agenda topics is 4:15 p.m. on November 22, 1996. Questions may be submitted in advance regarding the agency's research and development projects. They must be submitted in writing by November 29, 1996, to the address given below. If sufficient time is available, questions received after the November 29 date will be answered at the meeting in the discussion period. The individual, group, or company asking a question does not have to be present for the

question to be answered. A consolidated list of the questions submitted by November 29 will be available at the meeting and will be mailed to requesters after the meeting.

ADDRESSES: The meeting will be held at the Royce Hotel, Detroit Metro Airport, 31500 Wick Road, Romulus, Michigan 48174. Suggestions for specific R&D topics as described below and questions for the December 11, 1996, meeting relating to the agency's research and development programs should be submitted to the Office of the Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Room 6206, 400 Seventh St., SW, Washington, DC 20590. The fax number is 202-366-5930.

SUPPLEMENTARY INFORMATION: NHTSA intends to provide detailed presentations about its research and development programs in a series of public meetings. The series started in April 1993. The purpose is to make available more complete and timely information regarding the agency's research and development programs. This fifteenth meeting in the series will be held on December 11, 1996.

NHTSA requests suggestions from interested parties on the specific agenda topics to be presented. NHTSA will base its decisions about the agenda, in part, on the suggestions it receives by close of business at 4:15 p.m. on November 22, 1996. Before the meeting, it will publish a notice with an agenda listing the research and development topics to be discussed. The agenda can also be obtained by calling or faxing the information numbers listed elsewhere in this notice. NHTSA asks that the suggestions be limited to six, in priority order, so that the presentations at the December 11 R&D meeting can be most useful to the audience. Specific R&D topics are listed below. Many of these topics have been discussed at previous meetings. Suggestions for agenda topics are not restricted to this listing, and interested parties are invited to suggest other R&D topics of specific interest to their organizations.

Specific R&D Topic is

On-line tracking system for NHTSA's research projects.

Specific Crashworthiness R&D Topics Are

Air bag assessment research, Improved frontal crash protection (program status, problem identification, offset testing), Advanced glazing research, Vehicle aggressivity and fleet compatibility,

Upgrade side crash protection, Upgrade seat and occupant restraint systems, Child safety research (ISOFIX), Child restraint/air bag interaction (CRABI) dummy testing, Truck crashworthiness/occupant protection, Crash Injury Research and Engineering Network (CIREN), National Transportation Biomechanics Research Center (NTBRC), Head and neck injury research, Lower extremity injury research, Thorax injury research, Human injury simulation and analysis, Refinements to the Hybrid III dummy, and Advanced frontal test dummy.

Specific Crash Avoidance R&D Topics Are

Strategic plan for NHTSA's Intelligent Transportation Systems (ITS) crash avoidance research, Anti-lock brake systems (ABS) research plan, Truck tire traction, Portable data acquisition system for crash avoidance research (DASCAR), Systems to enhance EMS response (automatic collision notification), Crash causal analysis, Human factors guidelines for crash avoidance warning devices, Longer combination vehicle safety, Drowsy driver monitoring, Driver workload assessment, Pedestrian detection devices for school bus safety, Preliminary rear-end collision avoidance system guidelines, Preliminary road departure collision avoidance system guidelines, Preliminary intersection collision avoidance system guidelines, and Preliminary lane change/merge collision avoidance system guidelines.

National Center for Statistics and Analysis (NCSA) Topics Are

Status of National Accident Sampling System (NASS), including implementation of electronic data collection and changes in sampling, New Crash Outcome Data Evaluation System (CODES) grants, and Special crash investigation studies of air bag cases.

Separately, questions regarding research projects that have been submitted in writing not later than close of business on November 29, 1996, will be answered. A transcript of the meeting, copies of materials handed out at the meeting, and copies of the suggestions offered by commenters will be available for public inspection in the NHTSA's Technical Reference Division,