

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).

On February 21, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by Athens-Clarke County Unified Government 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 May 21, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July 1, 1997.

Proposed charge expiration date: December 5, 2001.

Total estimated PFC revenue: \$187,628.

Application number: 97-01-C-00-AHN.

Brief description of proposed project(s): Expand East General Aviation Ramp, and Reimbursement for preparation of PFC application.

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**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Athens-Clarke County Unified Government.

Issued in College Park, Georgia on March 5, 1997.

Dell T. Jernigan,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 97-6249 Filed 3-12-97; 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 Detroit Metropolitan Wayne County Airport, Detroit, MI

AGENCY: Federal Aviation Administration.

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 Detroit Metropolitan Wayne County 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 April 14, 1997.

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. Robert C. Braun, Director of Airports of the County of Wayne, Michigan at the following address: Wayne County Division of Airports, Detroit Metropolitan Wayne County Airport, L.C. Smith Terminal-Mezzanine, Detroit, Michigan 48242.

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

FOR FURTHER INFORMATION CONTACT: Mr. Leonard J. Mizerowski, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, (313-487-7277). 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 Detroit Metropolitan Wayne County 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).

On February 13, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by Detroit Metropolitan Wayne County Airport 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 June 1, 1997.

The following is a brief overview of the application.

PFC Application No.: 97-03-C-00-DTW.

Level of the PFC: \$3.00.

Proposed charge effective date: June 1, 1997.

Proposed charge expiration date: September 30, 2030.

Total estimated PFC revenue: \$1,696,242,000.00.

Brief description of proposed project(s):

Use Only Projects

New Midfield and International Terminal Facility.

Construction and Reconstruction of Existing Terminals and Concourses.

Impose and Use Projects

Concourse "C" Expansion and International Passenger Processing Facility Expansion.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air Taxi/Commercial Operators commuters or small Certified Air Carriers, Large Certified Air Carriers each of which enplane fewer than 500 passengers enplaned per year. 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 Detroit Metropolitan Wayne County Airport.

Issued in Des Plaines, Illinois, on March 5, 1997.

Benito DeLeon,

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

[FR Doc. 97-6248 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Southern Pacific Transportation Company; (Waiver Petition Docket Number RSOP-96-1)

SP seeks a waiver of compliance from certain sections of 49 CFR part 218, subpart B—*Blue Signal Protection of Workers*. SP is requesting a permanent waiver of the provisions of 49 CFR 218.25 "Workers on a main track" at it's El Paso, Texas, fueling facility. SP, as of

May 29, 1996, designated four additional tracks as main tracks at the El Paso facility for a total of six main tracks in the El Paso facility. These tracks are in the middle of the El Paso facility and are used for functions normally performed on yard tracks. Trains passing through the El Paso facility stop on one of the main tracks for fuel, locomotive inspection, or adding or removing power from the train. To perform this work on the main track, SP must provide blue signal protection under 49 CFR 218.25 which states in part:

When workers are on, under, or between rolling equipment on a main track:

- (a) A blue signal must be displayed at each end of the rolling equipment; and
- (b) If the rolling equipment to be protected includes one or more locomotives, a blue signal must be attached to the controlling locomotive at a location where it is readily visible to the engineman or operator at the controls of that locomotive.

SP is requesting the flexibility to treat these main tracks at the El Paso facility as tracks other than main tracks so it may have the option of protecting its employees working on, under, or between rolling equipment in accordance with 49 CFR 218.25 or 218.27, or a combination of both. SP believes that the safest and most efficient method of protecting its employees in the El Paso facility is through the use of a combination of blue signal protection and remotely controlled switches.

Currently, when a train enters the El Paso facility, it stops on one of the main tracks for fueling, locomotive inspection, or other work. Once the train stops, before any work is performed, blue signal protection is placed on the train. A mechanical employee places a blue signal in front of the train. He then drives one to one and one-half miles to the other end of the train to place another blue signal. This usually takes 10 to 15 minutes, during which time no work can be done on the train. Once the blue signals are set, work begins on the train. After the work is completed, the blue signal at the front of the train is removed by the mechanical employee who then drives to the other end of the train to remove the other blue signal.

SP seeks the opportunity to use remotely controlled switches alone or in combination with blue signals to protect its employees working on, under, or between rolling equipment on its main tracks in the El Paso facility. This can

best be demonstrated by the following example: "A train enters the El Paso facility on main track 1 from the west (heading eastward). Once the train comes to a stop, a blue signal would be placed in front of the train. After the signal is placed on the train, a blue signal would be placed in front of the train. After the signal is placed on the train, a mechanical employee would contact the control operator in the tower who controls the appropriate remove control switch and advise him to appropriately line and lock main track 1 switch. Work on the train could immediately commence, avoiding the delay incurred by the mechanical employee having to drive to the other end of the train and set up a blue signal. Once work on the train is completed, the mechanical employee would remove the blue signal at the front of the train and contact the control operator to reline and unlock the appropriate switch."

Each group of workmen will be protected by a combination of blue signals and locked switches. Work on a train will not begin until blue signals are set and/or switches locked. SP will be able to work trains on five main tracks at the same time, reserving the sixth main track for through service which will improve the efficiency of the El Paso facility and provide the same level of blue signal protection for its employees.

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 these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number PB-94-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, SW., Washington, DC. 20590. Communications received within 30 days of the date 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.) at FRA's temporary docket room located at 1120 Vermont Avenue, NW., Room 7051, Washington, DC. 20005.

Issued in Washington, DC, on March 6, 1997.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 97-6371 Filed 3-12-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

March 6, 1997.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

SPECIAL REQUEST: In order to begin the survey described below in late March 1997, the Department of the Treasury is requesting that the Office of Management and Budget (OMB) review and approve this information collection by March 18, 1997. To obtain a copy of this study, please contact the Internal Revenue Service Clearance Officer at the address listed below.

Internal Revenue Service (IRS)

OMB Number: 1545-1432.

Project Number: M:SP:V 97-007-G.

Type of Review: Revision.

Title: IRS Appeals Process Customer Satisfaction Survey.

Description: The National Director of Appeals anticipates that approximately 72,000 taxpayers will avail themselves of the Appeals process over the next year. This translates into about 6,000 closed cases each month, on average. This survey will incorporate three mailouts: (1) An initial mailout; (2) a second mailout to those who failed to respond within three weeks after all initial requests have been mailed; and (3) a third mailout to those who fail to respond within three weeks after the second mailout. All questionnaires will be returned to the Office of the National Director of Appeals in the National Office. Results will be used to evaluate how the Office of Appeals can improve its performance and reduce taxpayer burden by providing better customer service.