

information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 5, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-17597 Filed 7-9-96; 8:45 am]

BILLING CODE 4810-13-M

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly notice of PFC approvals and disapprovals. In June 1996, there were five applications approved. Additionally, three approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Savannah Airport Commission, Savannah, Georgia.

Application Number: 96-02-C-00-SAV.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$1,439,445.

Estimated Charge Effective Date: December 1, 2015.

Estimated Charge Expiration Date: June 1, 2016.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Savannah International Airport.

Brief Description of Projects Approved for Collection and Use: Helipad, Reconstruct runway 9/27 and Category II lights, North and south perimeter fences.

Brief Description of Withdrawn Project: Revise master plan.

Determination: The public agency withdrew this project by letter dated May 31, 1996.

Decision Date: June 4, 1996.

FOR FURTHER INFORMATION CONTACT:

Catherine M. Nemes, Atlanta Airports District Office, (404) 305-7148.

Public Agency: City of Eugene, Oregon.

Application Number: 96-02-U-00-EUG.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

PFC Revenue Approved for Use in This Application: \$1,850,000.

Charge Effective Date: November 1, 1993.

Estimated Charge Expiration Date: December 1, 1998.

Class of Air Carriers Not Required To Collect PFC's: No change from previous approval.

Brief Description of Project Approved for Use: Land acquisition, phase I.

Date: June 25, 1996.

FOR FURTHER INFORMATION CONTACT:

Carolyn Read, Seattle Airports District Office, (206) 227-2661.

Public Agency: Port of Port Angeles, Port Angeles, Washington.

Application Number: 96-03-C-00-CLM.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Application: \$83,058.

Estimated Charge Effective Date: September 1, 1996.

Estimated Charge Expiration Date: June 1, 1998.

Class of Air Carriers Not Required to Collect PFC's: Air taxis.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at William B. Fairchild International Airport.

Brief Description of Projects Approved for Collection and Use: Rehabilitation of the east end of runway 8/26, Index A aircraft rescue and firefighting (ARFF) truck.

Brief Description of Disapproved Project: Airport access road.

Determination: Disapproved. The public agency received authorization from the FAA to impose a PFC for use on the design and construction of an airport access road in the public agency's first PFC application. In a letter dated November 9, 1994, the public agency withdrew the construction of the airport access road from the first PFC because the schedule for construction showed that the construction would not begin within the regulatory timeframe. In that letter, the public agency acknowledged that the FAA would

consider the airport access road construction project for inclusion in another PFC decision until the project had been implemented. The schedule submitted with the public agency's 96-03-C-00-CLM application shows that the project has not been implemented, therefore, the FAA disapproved the project.

Decision Date: June 25, 1996.

FOR FURTHER INFORMATION CONTACT:

Mary Vargas, Seattle Airports District Office, (206) 227-2660.

Public Agency: City of La Crosse, Wisconsin.

Application Number: 96-02-00-LSE.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in this Application: \$605,000.

Estimated Charge Effective Date: July 1, 1997.

Estimated Charge Expiration Date: October 1, 1999.

Class of Air Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved for Concurrent Authority To Impose and Use: ARFF vehicle replacement, PFC administrative costs.

Brief Description of Withdrawn Project: Runway 13/31 safety

improvements.

Determination: The public agency withdrew this project by letter dated June 7, 1996.

Decision Date: June 25, 1996.

FOR FURTHER INFORMATION CONTACT:

Sandra E. DePottey, Minneapolis Airports District Office, (612) 725-4366.

Public Agency: City of Chicago, Department of Aviation, Chicago, Illinois.

Application Number: 96-05-C-00-ORD.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Application: \$386,444,323.

Estimated Charge Effective Date: July 1, 1999.

Estimated Charge Expiration Date: January 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: Air taxi operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Chicago O'Hare International Airport.

Brief Description of Projects Approved for Use of PFC Revenue:

Taxiway 14L/32R rehabilitation, Terminal apron pavement rehabilitation—common,

Taxiway-north/south rehabilitation,
Airfield drainage improvements,
Taxiway-inner bridge rehabilitation,
Taxiway-9L/27R rehabilitation,
Taxiway-14R/32L rehabilitation,
Taxiway-4R/22L rehabilitation,
Taxiway-9R/27L rehabilitation,
Terminal #2 upgrade,
Terminal #3 upgrade,
Terminals #2 and #3 upper level and
elevator extension,
Heating and refrigeration emergency
turbine generators,
Heating and refrigeration domestic hot
water converters replacement,
Heating and refrigeration water pressure
study implement,
Roadway-Zemke/Coleman
improvements.

*Brief Description of Projects Approved
for Collection and Use:*

Elevated parking structure (EPS)
basement corridors,
Public toilets rehabilitation,
Interior signage,
Terminal road signage,
Additional signage,
East-west baggage roadway,
Retaining wall replacement,
Safety and security system,
Terminal 2 security,
Guard Post 11 relocation,
Relocate road control system,
Cargo taxiway rehabilitation,
Airside access service road-north,
Guard Post #1 expansion,
Rehabilitation of ditchbridge,
Old Mannheim Road improvements,
Road signs-phase 4,
Terminal 5 roadway,
Airport transit system station,
Airfield emergency power-south vault,
Runway weather sensors,
Runway 14L/32R in-pavement light
replacement,
Runway 14R/32L fillet,
Centerline lights for 27R high speed
taxiway,
Hold pad runway 27L,
Runway 4R/22L rehabilitation,
Taxiway guidance signs,

Service water system,
Taxiway 3 security,
Terrazzo floor replacement,
Fire door delayed egress security,
EPS pedestrian corridors/escalator
rehabilitation,
North-south pumping stations and
tunnels,
Airfield emergency power-north vault,
In-pavement runway edge lights,
Terrazzo floor repair-Concourse E/F
stem,
Radio trunking system,
Ground run-up enclosure,
High Temperature water system
improvements,
Runway 14L/32R shoulder and edge
lighting reconstruction,
Hangar area service road rehabilitation,
Acquisition of four tow trucks,
Upgrade airside perimeter guard posts,
Acquisition of miscellaneous
equipment,
Acquisition of 100-foot tower ladder
vehicle,
Residential insulation.

*Brief Description of Projects
Approved in Part for Collection and
Use: Noise planning.*

Determination: Approved in part.
Three elements of this project are
eligible under Airport Improvement
Program (AIP) criteria, paragraph 401(f)
of FAA Order 5100.38A, AIP Handbook,
and are approved. The remaining three
elements have been determined
ineligible under AIP criteria and,
therefore, are also PFC ineligible.

School soundproofing.

Determination: Approved in part.
This project is eligible under specific
PFC criteria, § 158.15(b)(5). However,
the public agency has not submitted
sufficient documentation to support
eligibility for inclusion of the following
three elementary schools in the school
soundproofing program: Edison, Field,
and Medinah. Therefore, these three
schools are not PFC eligible at this time.
Also, the following schools have been
included in a 1996 AIP grant for school
soundproofing: St. Paul Lutheran and
St. John Vianney. Therefore, these two

schools are not eligible for full PFC
participation.

*Brief Description of Disapproved
Projects:* Alert hangar demolition.

Determination: Disapproved. The
public agency indicated, in their
justification for this project, the
demolition allowed the parcel to be
used as a staging area for the runway
14L/32R project. FAA review of the
runway 14L/32R project indicates other
areas were available for use as a staging
area and, therefore, demolition of the
alert hangar was not justified. Further,
the public agency indicated in the
"Attachment B" that the demolition
project would preserve capacity of the
national air transportation system. The
FAA was unable to concur with this
statement; therefore, the project does
not meet the requirements of
§ 158.15(a).

Facilities information management
system implementation.

Determination: Disapproved. This
project is not considered AIP eligible
under paragraph 500 of FAA Order
5100.38A, AIP Handbook, and,
therefore, is not PFC eligible. The FAA
considers this project to be a
maintenance and management tool and,
under paragraph 501 of FAA Order
5100.38A, maintenance projects are
specifically AIP and PFC ineligible.
Therefore, a project supporting
maintenance functions is also
considered ineligible.

Underground storage tank removal.

Determination: Disapproved. This
project is not considered AIP eligible
under Appendix 2, Item 1 of FAA Order
5100.38A, AIP Handbook, and,
therefore, is not PFC eligible.

*Brief Description of Withdrawn
Project:* O'Hare ALP update.

Determination: The public agency
withdrew this project by letter dated
June 26, 1996.

Decision Date: June 28, 1996.

FOR FURTHER INFORMATION CONTACT:
Louis H. Yates, Chicago Airports District
Office, (847) 294-7335.

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Amended ap- proved net PFC revenue	Previous ap- proved net PFC revenue	Previous esti- mated charge exp. date	Amended esti- mated charge exp. date
92-01-I-01-RFD, Rockford, IL	05/06/96	\$640,286	\$1,168,936	10/01/96	10/01/96
93-02-U-01-RFD, Rockford, IL	05/06/96	10/01/96	10/01/96
93-01-C-02-DAB, Daytona Beach, FL	05/09/96	8,702,230	13,020,901	03/01/04	02/01/01

Issued in Washington, D.C. on July 2, 1996.
 Donna P. Taylor,
Manager, Passenger Facility Charge Branch.
 [FR Doc. 96-17587 Filed 7-9-96; 8:45 am]
 BILLING CODE 4910-13-M

Federal Railroad Administration

[Docket No. RSAC-96-1, Notice No. 2]

Railroad Safety Advisory Committee; Notice of Meeting

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

ACTION: Notice of Railroad Safety Advisory Committee ("RSAC") Meeting.

SUMMARY: As required by Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), and 41 CFR 101-6.1015(b), the Federal Railroad Administration (FRA) gives notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The purpose of the meeting is threefold: (1) to task the RSAC with the revision of 49 CFR Part 230, Locomotive Inspection for Steam Powered Locomotives; (2) to receive progress reports from existing working groups; and (3) to engage in exploratory discussions regarding several issues that may be tasked to the RSAC in the future.

DATES: The meeting of the RSAC is scheduled to commence at 8:30 a.m. on Wednesday, July 24th and to conclude at 12:00 p.m. on Thursday, July 25th.

ADDRESSES: The meeting of the RSAC will be held at Loew's L'Enfant Plaza Hotel, S.W., Washington, D.C. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, FRA, 400 7th Street, S.W. Washington, D.C. 20590, (202) 366-6569, Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202)-366-0897, or Lisa Levine, Office of Chief Counsel, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202)-366-0621.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 8:30 a.m. on both Wednesday, July 24, 1996 and Thursday, July 25, 1996 and will be held at the Loew's L'Enfant Plaza Hotel,

S.W., Washington D.C. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico.

During this meeting, the RSAC will receive progress reports from all working groups currently operational, specifically those working groups concerned with—

- Revision of the power brake regulations applicable to freight service and related topics (see 49 CFR Parts 215, 229, 232);
- Revision of the Track Safety Standards (49 CFR Part 213);
- Revision of the Radio Standards and Procedures (49 CFR Part 220) and development of additional standards related to railroad communications; and
- Review of existing and proposed regulations to determine appropriate applicability to tourist and historic railroads and examination of FRA's policy with respect to exercise of jurisdiction over railroads off the general system of rail transportation.

The Committee will also consider a proposed task regarding examination and possible revision of existing steam locomotive inspection standards (see 49 CFR Part 230). In addition, the agency will engage in exploratory discussion with the RSAC regarding the following issues, which may be tasked to the RSAC in the future:

- (1) Accident survivability standards for locomotive event recorder data (see 49 CFR § 229.135) (may be proposed for tasking at this meeting);
- (2) Review of locomotive engineer certification standards (49 CFR Part 240); and
- (3) Blue signal protection vis-a-vis single engineers working alone and contractors (49 CFR Part 218).

FRA will brief the RSAC regarding recent developments in the regulatory program, including plans for revision of the accident/incident reporting guide following amendments to 49 CFR Part 225 published on June 18, 1996 (61 FR 30940). Please refer to the notice published in the Federal Register on March 11, 1996 (61 F.R. 9740) for more information about the RSAC.

Philip Olekszyk,
Acting Associate Administrator for Safety.
 [FR Doc. 96-17586 Filed 7-9-96; 8:45 am]

BILLING CODE 4910-06-P

Maritime Administration

[Docket S-938]

Farrell Lines Incorporated; Notice of Application for Waiver of Section 804(a) of the Merchant Marine Act, 1936, As Amended

Farrell Lines Incorporated (Farrell), by application dated June 27, 1996, requests a waiver of the provisions of section 804(a) of the Merchant Marine Act, 1936, as amended, so as to permit Farrell to charter and operate a foreign-flag vessel for a one-way U.S. east coast to Mediterranean voyage commencing in early August 1996 in place of the ARGONAUT, one of the vessels assigned regularly to that trade, which is being drydocked in the United States from August 7 to August 31, 1996.

Farrell agrees to carry on the foreign-flag voyage not more than the capacity (1,070 TEUs) of the ships it currently operates in the Mediterranean trade. The United States and foreign ports of call are: New York, Norfolk, Charleston, Cadiz, Livorno, Naples, Haifa, Alexandria, Izmir, and Piraeus.

Further, Farrell states that the substitute vessel is needed to: (1) Support its existing American-flag service and maintain its operating schedule integrity; (2) meet the service requirements of customers; (3) attract cargo which would otherwise move on foreign-flag vessels; and (4) generate revenues during the absence of the ARGONAUT.

Farrell believes, as demonstrated above, there are special circumstances and good cause for it to use a foreign-flag vessel in support of its U.S.-flag service, and that there will be no detrimental effect on the operations of any other operator.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, 400 Seventh Street SW., Washington, D.C. 20590. Comments must be received no later than 5:00 p.m. on July 16, 1996. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.