

DEPARTMENT OF TRANSPORTATION**Coast Guard**

[CGD 97-024]

National Preparedness for Response Exercise Program (PREP)**AGENCY:** Coast Guard, DOT.**ACTION:** Notice to extend comment period for proposed changes to PREP Guidelines.

SUMMARY: The Coast Guard, the Environmental Protection Agency (EPA), the Research and Special Programs Administration (RSPA) and the Minerals Management Service (MMS), in concert with the states, the oil industry and concerned citizens, developed the Preparedness for Response Exercise Program (PREP). On March 26, 1997, the Coast Guard published a **Federal Register** notice (62 FR 14494) announcing a workshop with a request for comments. During the workshop, several participants requested an extension beyond April 30, 1997 for submitting comments. This notice extends the comment period for an extra 30 days.

DATES: Comments must be received on or before May 30, 1997.**ADDRESSES:** Written comments should be submitted to COMMANDANT (G-MOR-2), Room 2100, U.S. Coast Guard Headquarters, 2100 Second Street, SW; Washington, DC 20593-0001. ATTN: Ms. Daren Sahatjian.**FOR FURTHER INFORMATION CONTACT:**

For general information regarding the PREP program and the schedule, contact Ms. Karen Sahatjian, Marine Safety and Environmental Protection Directorate, Office of Response, (G-MOR-2), (202) 267-2850. The schedule and exercise design manual are available on the internet at <http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm> or to obtain a hard copy of the design manual, contact Ms. Toni Hundley at the Office of Pipeline Safety at (202) 366-4397. The 1994 PREP Guidelines and Training Elements are available at no cost by writing or faxing the TASC Dept Warehouse, 3341 Q 75th Avenue, Landover, MD 20785, fax: 301-386-5394. The stock numbers of each manual are: PREP Guidelines-USCG-X0191; the Training Reference-USCG-X0188. Please indicate the quantity when ordering. Quantities are limited to 10 per order.

Dated: May 6, 1997.

R. C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97-12487 Filed 5-12-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Summary Notice No. PE-97-27]

Petitions for Exemption Summary of Petitions Received; Dispositions of Petitions Issued**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before June 2, 1997.**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. 28889, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Heather Thorson (202) 267-7470 or Angela Anderson (202) 267-9681 Office

of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR part 11).

Issued in Washington, D.C., on May 6, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption*Docket No.: 28889**Petitioner: The Nordam Group**Sections of the FAR Affected:*

14 CFR 21.303(g)

Description of Relief Sought: To permit the petitioner to produce aircraft nose radomes under its Parts Manufacturing Approval when the final assembly and finishing of the radome, in certain situations, is accomplished by British Aerospace Systems and Equipment, a repair station located outside the United States.

[FR Doc. 97-12448 Filed 5-12-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement; Crow Wing County, MN****AGENCY:** Federal Highway Administration (FHWA), DOT.**ACTION:** Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier II Environmental Impact Statement (EIS) will be prepared for a proposed highway project to relocate Trunk Highway 371 (TH 371) in Crow Wing County, Minnesota. The Tier II EIS examines the preferred location alternative in greater detail and addresses specific social, economic and environmental concerns; develops specific mitigation; and considers final design issues.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Environmental Engineer, Federal Highway Administration, Galtier Plaza, Box 75, 175 Fifth Street East, Suite 500, St. Paul, Minnesota 55101-2901, Telephone (612) 291-6120; or Curt Eastlund, Project Manager, Minnesota Department of Transportation—District 3, 1991 Industrial Park Road, Baxter, Minnesota 56401, Telephone (218) 828-2482.

SUPPLEMENTARY INFORMATION:

The FHWA, in cooperation with the Minnesota Department of Transportation, will prepare a Tier II EIS on a proposal to relocate TH 371 in Crow King County, Minnesota. The

proposed improvement would involve the construction of approximately 10.5 kilometers (km) of roadway (7.9 km on new alignment and 2.6 km on existing TH 371) from 0.8 km north of the entrance to Crow Wing State Park to the existing intersection of TH 371 and TH 210 in Baxter, Minnesota. Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. Also included in this proposal is a new crossing over the Mississippi River. The Tier I EIS has been completed, resulting in a preferred location. The Tier I EIS was published, reviewed, comments were addressed, and a Record of Decision issued.

The Tier II EIS will include work accomplished for the Tier I EIS by reference and expand into several special studies, specific mitigation and detail design issues. The Tier II EIS will examine design alternatives for the South Extension, the junction of County State Aid Highway 48 and the bridge over the Mississippi River.

Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action.

Public meetings have been held in the past and will continue to be held, with public notice given for the time and place of the meetings. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: May 5, 1997.

Stanley M. Graczyk,

Project Development Engineer, Federal Highway Administration.

[FR Doc. 97-12458 Filed 5-12-97; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. H-97-1]

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 from the National Railroad Passenger Corporation (Amtrak) a request for waiver of compliance with certain requirements of 49 CFR part 213: Track Safety Standards.

The purpose of Amtrak's petition is to secure approval from FRA to operate a test train at speeds up to 135 mph between County (MP 34) and MP 54, 1.7 miles east of Ham (MP 55.7) on the Metropolitan Division of Amtrak's Northeast Corridor in the spring of 1997. Amtrak currently operates trains at 125 mph under waiver in this track segment. To conduct this testing, Amtrak seeks relief from the requirements of 49 CFR Section 213.9, which limits maximum permissible train speeds to 110 mph. The schedule for the testing has not been finalized, but will be limited to a few days depending upon weather conditions.

In preparation for operating the new high-speed trainsets between New York City, New York, and Washington, D.C., Amtrak needs to evaluate the high-speed dynamic forces on pantograph assemblies in a configuration similar to the new trainsets. In order to perform this evaluation, Amtrak requests to operate a test train consisting of two AEM-7 electric locomotives and six Amfleet cars, including Amtrak's Track Geometry Car.

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 H-97-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 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 (9:00 a.m.-5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on May 7, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-12416 Filed 5-12-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. H-97-3]

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 from the National Railroad Passenger Corporation (Amtrak) a request for waiver of compliance with certain requirements of 49 CFR part 213: Track Safety Standards.

The purpose of Amtrak's petition is to secure approval from FRA to operate its Talgo trains at higher cant deficiencies in the Pacific Northwest. Amtrak, Burlington Northern Santa Fe Railway (BNSF), and the Washington State Department of Transportation (WSDOT) have joined together on a program to reduce trip times of Talgo trains between Seattle, Washington, and Portland, Oregon, and between Seattle, Washington, and Vancouver, British Columbia. Talgo trains with tilting passenger cars provide increased comfort at higher cant deficiencies. These trains have been in use since 1979 on the Spanish National Railway at seven inches of cant deficiency. The trains have also been tested under previous waivers granted by FRA, including testing at 5.5 inches of cant deficiency in 1994 on the former Southern Pacific route north of St. Louis, Missouri, and in 1988 at up to 8 inches of cant deficiency conducted for the Coalition of Northeastern Governors.

Title 49 CFR Section 213.57(b) prescribes a speed limit not distinguishing between freight and passenger rolling stock at which trains may operate over curved track as a function of curve radius (curvature) and installed superelevation.

In general, for any combination of curvature and superelevation, there is a specific ("balanced") speed at which the effect of centrifugal force is canceled. The track standards permit the operation of trains on curves at speeds producing a conservative underbalance ("cant deficiency") in line with historic industry practice. The track safety standards also permit a maximum of three inches of cant deficiency;