

information about the Demonstration Program, and several candidate companies will describe the projects they are proposing.

During the coming months while OPS is evaluating candidate projects, stakeholders are encouraged to ask questions and provide information they feel is relevant. As part of the broadcast, a dramatization of the evaluation process will show the opportunities OPS will provide stakeholders for questions and comments about the projects, and how stakeholder input might impact the provisions of a project before it is approved. During the broadcast, viewers will have several opportunities to call in and ask questions to OPS staff and candidate companies. The call-in number will be provided numerous times throughout the broadcast.

The electronic town meeting will be broadcast by the Federal Emergency Management Agency's Emergency Education Network (EENET), which has been broadcasting for more than ten years and has an extensive audience in the fire and emergency management communities. By using EENET, OPS hopes to involve thousands of public safety and emergency management officials who routinely receive these programs. EENET sites use the widely available "backyard satellite dish" technology.

Here are the ways you can watch this broadcast:

- Contact your local television cable company and ask if they will carry this EENET video broadcast.
- Contact your local government cable access office for specific information. Many local governments have dedicated internal cable systems which carry programs such as these to their offices and other facilities.
- Use a local facility which has a TeleVision Receive-Only ("dish"). Many schools (elementary, secondary, and community colleges), hospitals, or local hotels and motels have these facilities.
- Rent a portable TeleVision Receive-Only ("dish") and have it set up at your viewing place.
- Set up a TeleVision Receive-Only ("dish") at your viewing facility.

The technical information necessary to align the receiver dish with one of the satellites is:

KU-Band Satellite

SBS 6
Transponder 9
Downlink Frequency: 11921 MHZ
Audio Frequency: 6.2/6.8
Location: 74 degrees West

Polarity: Horizontal

C-Band Satellite

Galaxy 3
Transponder 21
Downlink Frequency: 4120 MHZ
Audio Frequency: 6.2/6.8
Location: 95 degrees West
Polarity: Horizontal

The technical test the day before is from 1:00 p.m. until 2:00 p.m. Eastern Daylight Time.

For additional information, call EENET at 1-800-527-4893.

Issued in Washington, D.C. on May 16, 1997.

Cesar De Leon,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 97-13506 Filed 5-21-97; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. P-97-2W; Notice 2]

Liquefied Natural Gas Facilities Petition for Waiver; Northern Eclipse, Inc.

Northern Eclipse, Inc. (NE) petitioned the Research and Special Programs Administration (RSPA) for a waiver from compliance with 49 CFR § 193.2155(c), Liquefied Natural Gas (LNG) storage tank impounding system. Section 193.2155(c) requires a Class 1 impounding system whenever an LNG storage tank is located within 20,000 feet from the nearest runway serving large aircraft. The petition applies to the Northern Eclipse's proposed LNG storage facility at Fairbanks, Alaska.

The petitioner requested the waiver from compliance with the Class 1 impounding system based on the following reasons:

1. Fairbanks does not currently have natural gas service, and given the distance to gas fields and the size of the market, petitioner believes that LNG is the only feasible way to provide natural gas service in the community.

2. Fairbanks is a small town by a lower-48 states standards, however, due to international air transport and reliance of Alaskans on air travel, Fairbanks has an international airport (FIA) with a 11,050 foot long runway. In addition, Fairbanks has a similar runway for a U.S. military base (Fort Wainwright), and other smaller runways in the area. The 20,000 foot restriction requirement eliminates any reasonable site in Fairbanks for an LNG storage

tank and it would not be economically feasible to build an impounding system which would withstand a direct impact from a 747, in order to provide gas service to the Fairbanks community.

3. NE does not propose to locate its storage tank in the approach/departure corridor for heavy aircraft. The areas under consideration are approximately two miles to the side of the FIA runway.

4. NE proposes the use of a shop fabricated, heavy outer wall storage tank of less than 70,000 gallon capacity, built to National Aeronautical and Space Administration specifications, and likely to survive even a direct impact from small aircraft.

5. Similar LNG storage tanks and dispensing facilities are routinely allowed at airports without impoundment as they are not subject to Part 193 requirements, but they pose precisely the same risk in the event of a collision, and due to their location at the airport pose a much greater risk of impact from an aircraft. To support this fact, NE provided pictures of an above ground NFPA 59A LNG storage tank at the Dallas/Fort Worth airport.

6. Part 193 contains special provisions for LNG tanks with less than a 70,000 gallon capacity. However, Section 193.2155(c) fails to reflect the vastly different risks posed by different sized LNG storage tanks. A small LNG tank like that proposed by NE poses no significant risk, and certainly no more than any other similar small energy storage tank, such as a propane tank or a non-Part 193 LNG tank.

7. During the December 9, 1996, meeting between NE and OPS on this issue, NE was informed that the origin of the distance of 20,000 feet from the airport was taken from the Federal Aviation Administration's (FAA) Regulations under 14 CFR Part 77, which define a critical area surrounding a large airport. According to NE, only Section 77.13(a)(2)(I) of 14 CFR Part 77, addresses 20,000 ft. restriction, which exists where there are runways of over 3,200 feet in length, and that section refers only to the heights of structures. NE believes that the FAA may be concerned with the height of the structure rather than the contents.

After reviewing the petition, RSPA published a notice inviting interested persons to comment on whether a waiver should be granted (Notice 1) (62 FR 10307; March 6, 1997). RSPA stated it was considering granting the requested waiver because of the unusual circumstances described at NE's proposed LNG facility, relatively low risk to the public safety due to a smaller tank, and the operators's use of a shop fabricated heavy outer wall built to

more stringent standards than those specified under Part 193. RSPA also stated that the operator will be required to comply with all other requirements of Part 193 including Class 2 impounding system for the storage tank. RSPA did not receive any comments in response to the notice.

For the reasons explained above and in Notice 1, RSPA, by this order, finds that the requested waiver of 49 CFR 193.2155(c) is appropriate and is not inconsistent with pipeline safety.

Therefore, Northern Eclipse's petition for waiver from compliance with 49 CFR 193.2155(c) is granted, effective May 22, 1997.

Authority: 49 App. U.S.C. 2002(h) and 2015; and 49 CFR 1.53.

Issued in Washington, D.C. on May 15, 1997.

Cesar De Leon,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 97-13505 Filed 5-21-97; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-97-2236; Notice 1]

Liquefied Natural Gas Facilities Grant of Waiver; Pine Needle LNG Co.

Pine Needle LNG Company (Pine Needle) petitioned the Research and Special Programs Administration (RSPA) for a waiver from compliance with 49 CFR 193.2155(c), Liquefied Natural Gas (LNG) storage tank impounding system. Section 193.2155(c) requires a Class 1 impounding system whenever an LNG storage tank is located within 20,000 feet from the nearest runway serving large aircraft. The petition applies to the Pine Needle's proposed LNG storage facility in the northwest Guilford County, North Carolina.

Pine Needle's rationale for the waiver from compliance with 49 CFR 193.2155(c) was based on the following:

1. The horizontal distance between the nearest Pine Needle LNG tank and the nearest point of the Landmark Airpark runway is approximately 19,500 feet. This is 500 feet less than the 20,000 foot offset required for compliance with Section 193.2155(c).

2. The vertical clearance of an aircraft over the top of the Pine Needle earthen containment dikes would be 1,023 feet, after factoring in a minimum airport approach/departure ratio of 20:1 to/from Landmark Airpark and the elevation differences between the Landmark

Airpark runway and the Pine Needle location. This exceeds the minimum requirements under the Federal Aviation Administration (FAA) regulations.

3. Correspondence between FAA and the Landmark Airpark developer describes operation of the Landmark Airpark as being limited to private aircraft under visual flight rules (VFR) conditions.

4. The turf runway surface and 2,600-foot runway length would likely preclude large aircraft, as defined by 14 CFR 1.1, from using the Landmark Airpark.

5. Pine Needle owns, leases, or controls all properties within the exclusion zones required under 49 CFR 193.2057 and 193.2059. There is presently no development within the prescribed exclusion zones. Pine Needle will allow no development within the required exclusion zones that would be inconsistent with the requirements of Sections 193.2057 and 193.2059.

6. The Class 2 impounding system proposed for the Pine Needle LNG storage tanks would remain intact in the event of a large aircraft impact, and, with a design volume of 150% of tank capacity, would meet the volumetric requirements of § 193.2181(a).

7. The earthen dikes in combination with the hilly terrain and the undeveloped safety exclusion zones around the facility would adequately provide for hazard containment.

After reviewing the petition, RSPA published a notice inviting interested persons to comment on whether a waiver should be granted (Notice 1) (62 FR 16641; April 7, 1997). RSPA stated it was considering granting the requested waiver because of the unusual circumstances at Pine Needle's proposed LNG facility, i.e., located 19,500 feet from the nearest point of the Landmark Airpark runway, suitable for landing smaller aircrafts and any larger aircrafts that could reasonably use this facility, relatively low risk to the public safety due to combination of Class 2 earthen dikes in a hilly terrain with 150% volumetric capacity, and undeveloped safety exclusion zones around facility owned and controlled by the Pine Needle RSPA believes that granting a waiver from the requirements of 49 CFR 193.2155(c) would not be inconsistent with pipeline safety, nor would it lessen public safety. Of course, the operator must comply with all other requirements of part 193. RSPA did not receive any comments in response to the notice.

For the reasons explained above and in Notice 1, RSPA finds that the requested waiver of 49 CFR 193.2155(c)

is appropriate and is not inconsistent with pipeline safety. Therefore, Pine Needle Company's petition for waiver from compliance with 49 CFR 193.2155(c) is granted, effective May 22, 1997.

Authority: 49 App. U.S.C. 2002(h) and 2015; and 49 CFR 1.53.

Issued in Washington, D.C., on May 16, 1997.

Cesar De Leon,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 97-13507 Filed 5-21-97; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 109X)]

Union Pacific Railroad Company—Abandonment Exemption—in Malheur County, OR and Owyhee County, ID (Homedale Branch)

On May 2, 1997, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 and 10904 to abandon a segment of UP's Homedale Branch, extending from milepost 11.4 near Adrian, OR, to the end of the line at milepost 33.5 near Marsing, ID. The line traverses U.S. Postal Service Zip Codes 97901, 83628, and 83639, a distance of 22.1 miles, in Malheur County, OR, and Owyhee County, ID, and includes the non-agency stations of Napton, OR—milepost 16.90; Homedale, ID—milepost 24.50; Petty, ID—milepost 25.89; and Marsing—milepost 33.10.

The line contains federally granted rights-of-way, tentatively determined to total 7.45 acres, of which 6.28 acres are located in Oregon south of Adrian at approximately milepost 12.0, and 27,500 square feet are located in Idaho north of Homedale at about milepost 23.1. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued within 90 days (by August 20, 1997).

Any offer of financial assistance under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for