

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 document germane to the application in person at the County of Emmet.

Issued in Des Plaines, Illinois, on July 9, 1997.

Benito De Leon,

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

[FR Doc. 97-18788 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (97-02-U-OO-RDG) To use the Revenue From a Passenger Facility Charge (PFC) at the Reading Regional Airport, Reading, Pennsylvania

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 use the revenue from a PFC at the Reading Regional 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).

DATES: Comments must be received on or before August 18, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Lawrence W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Rick Sokol, Executive Director of the Reading Regional Airport Authority at the following address: Reading Regional airport, 2501 Bernville Road, Reading, Pennsylvania 19605.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Reading Regional Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Dr., suite 1, Camp Hill, PA 17011. 717-

782-4548. 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 use the revenue from a PFC at the Reading Regional 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 July 9, 1997, the FAA determined that the application to use the revenue from a PFC submitted by the Reading Regional Airport Authority 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 October 9, 1996.

The following is a brief overview of the application.

Application number: 97-02-U-OO-RDG.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: December 1, 1994.

Proposed charge expiration date: January 1, 1998.

Total estimated PFC revenue: \$392,000.

Brief description of proposed project:

—Construct Terminal Access Road, Phase 2.

Class of classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 on-demand Air Taxi/Commercial Operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Reading Regional Airport Authority.

Issued in Jamaica, New York on July 9, 1997.

Thomas Felix,

Grant-In-Aids Program Manager.

[FR Doc. 97-18785 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-97-2346; Notice 2]

Pipeline Safety: Liquefied Natural Gas Facilities Grant of Waiver; Northern Eclipse, Inc

Northern Eclipse, Inc. (NE) petitioned the Research and Special Programs Administration (RSPA) for a waiver from compliance with 49 CFR Part 193, Liquefied Natural Gas (LNG) Facilities: Federal Safety Standards. The petition applies to the Northern Eclipse's proposed Gas Treating and Liquefaction (GTL) unit to be located 20 miles north of Anchorage, Alaska. NE ensures that an equivalent level of safety will be achieved through compliance with alternative safety requirements for portable LNG facilities and with the siting requirements for liquefaction units. The alternative requirements for portable LNG facilities and siting requirements for liquefaction units are described in the applicable sections of the National Fire Protection Association Standard (NFPA) 59A, Standard for Production, Storage, and Handling of Liquefied Natural Gas (1996).

The petitioner requested the waiver from compliance with Part 193 based on the following reasons:

1. The NE GTL unit will be supplied with gas from the Beluga-Anchorage pipeline through 2,500 feet, a privately-owned service pipeline installed by NE downstream of the sales meter.
2. The NE GTL unit will have minimal LNG surge capacity, and there will be no storage at the NE GTL facility.
3. The NE GTL unit's output will be trucked from the GTL unit to end users, including one or more local distribution companies.
4. The NE GTL unit will not be used by the Beluga-Anchorage pipeline in any way to transport gas on NE's behalf.
5. DOT does not assert similar jurisdiction over liquefiers connected to the local distribution companies' (LDCs) fueling motor vehicles. The GTL unit would fulfil essentially the same function.
6. The NE GTL unit will be no different from other consumers of gas. For example, chemical plants, power plants, and other end users are not regulated even though they are supplied with gas from a pipeline.
7. The NE GTL unit would be exempt under Section 193.2001(b)(2) because it would be a natural gas treatment facility without any storage.
8. The NE GTL unit will be a transportable unit mounted on skids.

In view of the above, NE alleges that an extension of Part 193 jurisdiction to the proposed facility would be inconsistent with the language and purpose of the regulation. However, NE proposes to ensure equivalent safety through compliance with the alternative safety provisions for portable LNG facilities and with the siting requirements for liquefaction units as described in the applicable sections of the NFPA 59A.

After reviewing the petition, the Research and Special Programs Administration (RSPA) published a notice inviting interested persons to comment on whether a waiver should be granted (Notice 1)(62 FR 24157; May 2, 1997). In the notice, RSPA explained that the 2,500 foot, NE-installed gas pipeline supplying gas to the NE GTL facility (a large volume customer) is a transmission line. Therefore, the gas pipeline is subject to 49 CFR Part 192, Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards. Recent revision of the definition of Transmission pipeline in Section 192.3 (61 FR 28783; June 6, 1996) includes pipelines transporting gas to a large volume customer. In addition, RSPA explained that the proposed NE GTL facility is subject to Part 193 regulation because it receives gas from a Part 192 regulated pipeline. In general, Part 192 applies to the pipeline transportation of gas between producers and consumers. Although the LNG is transported by truck after liquefaction, RSPA believes that the NE GTL facility nonetheless is part of the overall operation of transporting gas, in this case from the Beluga-Anchorage transmission line to LDCs and other users at Fairbanks.

Nevertheless, RSPA considered granting the requested waiver because of the unusual features at the proposed NE GTL facility, including its remote

location, lack of a storage tank, and skid-mounted transportable liquefaction unit, which, RSPA believes, poses low risk to public safety. RSPA also stated the operator must comply with alternative requirements for portable LNG facilities and meet the siting requirements for the liquefaction unit described in the applicable sections of the NFPA Standard 59A. RSPA received two comments in response to the notice, both of which were subsequently withdrawn.

RSPA, for the reasons explained above and in Notice 1, finds that the requested waiver of 49 CFR 193 is appropriate and is consistent with pipeline safety, as long as the operator complies with alternative requirements for portable LNG facilities and meets the siting requirements for the liquefaction units described in the applicable sections of the NFPA Standard 59A. Therefore, Northern Eclipse's petition for waiver from compliance with 49 CFR 193 is granted, effective July 17, 1997.

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

Issued in Washington, D.C. on July 14, 1997.

Cesar DeLeon,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 97-18852 Filed 7-16-97; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33423]

Pickens Railway Company— Acquisition and Operation Exemption—Norfolk Southern Railway Company

Pickens Railway Company, a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate 18.47 miles of rail line in Anderson County, SC, from Norfolk Southern Railway Company from milepost V-109.5, near Honea Path, to milepost V-117.77, near Belton, and from milepost Z-0.0, near Belton, to milepost Z-10.2, near Anderson.

The transaction was expected to be consummated on or after July 8, 1997.

If the notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33423, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Jo A. DeRoche, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797.

Decided: July 10, 1997.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 97-18861 Filed 7-16-97; 8:45 am]

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