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Robert Cassidy,

Assistant U.S. Trade Representative for Asia and the Pacific.

[FR Doc. 97-1018 Filed 1-14-97; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular (AC) 23-15, Small Airplane Certification Compliance Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular (AC) 23-15, Small Airplane Certification Compliance Program. The principal certification activity of general aviation airplanes for the past two decades has been directed toward sophisticated products, i.e., pressurized single-engine airplanes, twin-engine turboprop airplanes, and commuters. These programs necessitated the development of advanced means of compliance. Over time, these more sophisticated procedures became the standard and threatened to obscure simpler means of compliance that are essential for economical development of simple low performance airplanes. A team of industry personnel, Designated Engineering Representatives, and Aircraft Certification Office personnel, who were either directly involved or had access to files related to certification of low performance airplanes during the 1950-1970 era, was assembled to document the most appropriate past practices. This AC is the result of the teams' effort.

DATES: Advisory Circular 23-15 was issued on January 2, 1997, by the Manager of the Small Airplane Directorate, Aircraft Certification Service, in Kansas City, Missouri.

How to Obtain Copies: A copy of AC 23-15 may be obtained by writing to the U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785.

Issued in Kansas City, Missouri, on January 2, 1997.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-1020 Filed 1-14-97; 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 Burlington Regional Airport, Burlington, IA

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 impose and use the revenue from a PFC at Burlington 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 February 14, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael R. Salamone, Executive Director, at the following address: Burlington Regional Airport, 2515 Summer Street, Burlington, Iowa 52601-3330.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Southeast Iowa Regional Airport Authority, under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. 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 the Burlington 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 February 27, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Burlington, Iowa, was not substantially complete within the requirements of § 158.25 of Part 158. The Southeast Iowa Regional Airport Authority submitted supplemental information on November 4, 1996, to complete the application. The FAA will approve or disapprove the supplemental application, in whole or in part, no later than March 4, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: July, 1997.

Proposed charge expiration date: February, 2003.

Total estimated PFC revenue: \$460,000.

Brief description of proposed project(s): Install security fencing; install lighting, signage and reflectors on Runways 18/36 and 12/30; acquire aircraft rapid intervention firefighting vehicle; update the airport master plan; acquire Tracts 601, 602, and 603 in the runway protection zone; replace existing airfield generator; rehabilitate and narrow Runway 12/30; conduct a feasibility study for Runway 12/30 edge drains; acquire snow removal equipment; construct joint-use (airport/city) aircraft rapid intervention firefighting equipment building; conduct new terminal feasibility study; rehabilitate taxiway and hangar taxiway road.

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 Burlington Regional Airport.

Issued in Kansas City, Missouri on December 2, 1996.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 97-1019 Filed 1-14-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement; Sequoyah and LeFlore Counties, OK

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be

prepared for a proposed highway project in Sequoyah and LeFlore Counties, Oklahoma.

FOR FURTHER INFORMATION CONTACT: Mr. Jim Erickson, Division Administrator, Federal Highway Administration, 715 South Metropolitan Avenue, Suite 700, Oklahoma City, Oklahoma 73108, Telephone: (405) 945-6173.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oklahoma Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve US Route 59 (US59) from a two-lane to a four-lane facility from its intersection with State Highway 9 (SH 9), also known as Sunset Corner, north to Interstate 40 (I-40).

This facility has been identified as a Transportation Improvement Corridor (TIC) in the Statewide Intermodal Transportation Plan and improvements to the corridor are considered necessary to meet TIC policy as well as present and future traffic demands. Alternatives under consideration include (1) improve the existing alignment, (2) improve the existing alignment with a new roadway alignment over Wild Horse Mountain, and (3) a new alignment corridor from Sunset Corner north to I-40 just east of Sallisaw.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public meetings and/or public hearings will be held in the vicinity of the proposal in the future. Public notice will be given of the time and place of the meetings and/or hearings.

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 Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Issued on: January 6, 1997.

Jim Erickson,
FHWA, Division Administrator, Oklahoma City, Oklahoma.

[FR Doc. 97-917 Filed 1-14-97; 8:45 am]

BILLING CODE 4910-22-M

Federal Railroad Administration

[FRA Docket No. RSGM-96-5]

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.

Beech Mountain Railroad Company (BMRR)

[Waiver Petition Docket Number RSGM-96-5]

The BMRR seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223.9 (a), certified glazing) for its two locomotives, ALCO S2 1,000 HP #113 and #115, built in the early 1950s.

BMRR is a Class III railroad operating within Randolph and Upshur counties in the state of West Virginia. According to the requesting railroad, the crew consists of five men comprised of one supervisor, one engineer, one brakeman, and two track servicemen. The BMRR is privately owned by Carter-ROAG Coal Company (CRCC). The purpose of the BMRR's operations is to provide transfer service between the CSX Transportation, Incorporated's interchange located in Alexander, West Virginia, and the CRCC's Preparation Plant located in Star Bridge, West Virginia. The BMRR's line transverses—without instances of broken glass due to projectiles—a remote and isolated area. The railroad states that locomotives are early 1950 models, and installation of the safety glazing would require extensive and expensive refacing of the locomotive cabs. The BMRR also states that all employees are aware of this request for waiver and support it without exception.

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 RSGM-96-5) 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 January 8, 1997.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 97-958 Filed 1-14-97; 8:45 am]

BILLING CODE 4910-06-P

[FRA Docket No. LI-96-2]

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.

Canadian National Railroad

[Waiver Petition Docket Number LI-96-2]

The Canadian National Railroad (CN) seeks a permanent waiver of compliance with certain provisions of the Locomotive Safety Standards, 49 CFR 229.27 (a)(2) and 229.29 (a), concerning the time interval provisions of the periodic cleaning, repairing, and testing of locomotive air brake components for all of their locomotives operating in the United States equipped with 26L type brake equipment. FRA currently permits railroads to operate locomotives equipped with 26L type brakes for periods not to exceed 1,104 days, before performing the testing and inspection required by 49 CFR 229.27 (a)(2) and 229.29 (a).

Transport Canada has now authorized CN to operate its locomotives equipped with 26L braking equipment on 48-month cleaning intervals. The only exceptions are two valves in the system (P2A and H5) which will remain on a 36-month interval until future