

Issued in Hawthorne, California on September 23, 1996.  
Herman C. Bliss,  
*Manager, Airports Division, AWP-600,  
Western-Pacific Region.*  
[FR Doc. 96-25603 Filed 10-4-96; 8:45 am]  
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**Receipt of Noise Compatibility Program and Request for Review; Springfield-Beckley Municipal Airport; Springfield, OH**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Springfield-Beckley Municipal Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by the City of Springfield, Ohio. This program was submitted subsequent to a determination by the FAA that associated noise exposure maps submitted under 14 CFR Part 150 for Springfield-Beckley Municipal Airport were in compliance with applicable requirements effective August 11, 1995. The proposed noise compatibility program will be approved or disapproved on or before March 18, 1997.

**EFFECTIVE DATE:** The effective date of the start of the FAA's review of the noise compatibility program is September 19, 1996. The public comment period ends November 18, 1996.

**FOR FURTHER INFORMATION CONTACT:** Lawrence C. King, Airports Engineer, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed noise compatibility program for Springfield-Beckley Municipal Airport which will be approved or disapproved on or before March 18, 1997. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150,

promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program for Springfield-Beckley Municipal Airport, effective on September 19, 1996. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before March 18, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
Detroit Airports District Office,  
Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111  
Mr. Matthew J. Kridler, Manager, City of Springfield, Springfield City Hall, 76 East High Street, Springfield, OH 45502

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Belleville, Michigan, on September 19, 1996.  
Robert H. Allen,  
*Acting Manager, Detroit Airports District Office, FAA Great Lakes Region.*  
[FR Doc. 96-25605 Filed 10-4-96; 8:45 am]  
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**Federal Railroad Administration**

**Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 CFR Part 236**

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

*Block Signal Application (BS-AP)-No. 3406*

*Applicant:* Southern Pacific Lines, Mr., J.A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105.

The Southern Pacific Lines, St. Louis and Southwestern Railroad seek approval of the proposed discontinuance and removal of the automatic block signal (ABS) system, associated with the spring switch at milepost 431.5, rear Alden Bridge, Louisiana, Central Region, Midwest Division, Pine Bluff Subdivision, Shreveport Line; consisting of the discontinuance and removal of the two eastbound trailing point signals at milepost 431.5, discontinuance and removal of the two eastbound "D" signal at milepost 432.8, conversion of the westbound facing point signal to a switch point indicator, and retention of the "D" signal at milepost 429.3 as an advance switch point indicator.

The reason given for the proposed changes is that the ABS system around the spring switch is not required for train operations, and a switch point indicator will provide a better operation and be less confusing to train crews.

BS-AP-No. 3407

*Applicants:* Chicago, Central and Pacific Railroad, Mr. John D. McPherson, Senior Vice President—Operations, Illinois Central Railroad, 17641 Ashland Avenue, Homewood, Illinois 60430-1345.

The Chicago, Central and Pacific Railroad seeks approval of the proposed discontinuance and removal of the existing two aspect automatic train stop/automatic block signal system, on the

single main track, between Cedar Falls, Iowa, milepost 283.5 and Fort Dodge, Iowa, milepost 376.1, on the Western Division, Fort Dodge Subdivision, associated with the installation of state of the art, multi-aspect, traffic control signal (TCS) and automatic block signal (ABC) systems, utilizing electronic coded track circuits and pole line elimination, at the following locations:

- TCS .... milepost 283.5 to milepost 325.5
- ABS ... milepost 325.5 to milepost 327.7
- TCS .... milepost 327.7 to milepost 352.7
- ABS ... milepost 352.7 to milepost 355.6
- TCS .... milepost 355.6 to milepost 373.7
- ABS ... milepost 373.7 to milepost 376.1

The reasons given for the proposed changes are as follows:

1. The inability to acquire replacement parts for the functionally and technologically obsolete, two aspect, automatic train stop (ATS) system, which utilizes vacuum tube technology;
2. The existing ATS system provides only two indications, proceed and proceed at restricted speed, therefore reducing systems credibility and operation efficiency;
3. The installation of the new TCS and ABS multi-aspect systems will provide train engineers more information about braking and route integrity, thereby improving train handling, efficiency, and safety; and
4. The installation of the new systems will effectively renew all signal equipment on the territory with state of the art technology and will eliminate the existing pole line.

Any interested party desiring to protest the granting of an application shall set forth specifically the ground upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written

statements, an application may be set for public hearing.

Issued in Washington, D.C. on September 9, 1996.

Phil Olekszyk,

*Acting Associate Administrator for Safety.*

[FR Doc. 96-25635 Filed 10-4-96; 8:45 am]

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## **National Highway Traffic Safety Administration**

**[Docket No. 96-108; Notice 1]**

### **General Motors Corporation; Receipt of Application for Decision of Inconsequential; Noncompliance**

General Motors Corporation, (GM) of Warren, Michigan, has determined that certain 1996 Saturn passenger cars fail to conform to the requirements of 49 CFR 571.115, Federal Motor Vehicle Safety Standard (FMVSS)115, "Vehicle Identification Number," and has filed an appropriate report pursuant to 49 CFR Part 573 "Defect and Noncompliance Information Report." GM has also applied to be exempted from the notification and remedy requirements of 49 U.S.C., Section 30118 and 30120 and 49 CFR Part 556, "Exemption for inconsequential defect or noncompliance," on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118(d) and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S4.6 of FMVSS No. 115 requires that the VIN for passenger cars, \* \* \* be located inside the passenger compartment. It shall be readable, without moving any part of the vehicle through the vehicle glazing under daylight lighting conditions by an observer having 20/20 vision \* \* \*. Each character in the VIN subject to this paragraph shall have a minimum height of 4 mm.

GM's description of the noncompliance follows: From December 1 through 31, 1995, approximately 403 Saturn, Model Year 1996 vehicles were produced which fail to comply with requirements in FMVSS No. 115. Because of a temporary deviation from the normal production process, the instrument panel upper trim cover partially obscured the lower portion of the VIN plates on 260 cars shipped to Saturn retailers. GM first became aware of this condition in January of 1996. The characters on the VIN plate are 4 millimeters high. Based on

measurements of 25 cars, Saturn estimates that up to one millimeter of some characters was covered on 91.9% of the cars and more than one millimeter was covered on only 8.1% of the cars (about 22 cars). It is easy to read the VIN characters when up to one millimeter is covered.

GM supported its application for inconsequential noncompliance with the following:

"The VIN is in two other easily accessible places—the certification label on the driver's door and the service parts label on the spare tire cover (the owner's manual identifies these locations). Derivatives of the VIN also appear on the engine and transmission. Because the VIN appears in several places on these cars, as well as on the car's title and registration, these cars can be easily identified for the purpose of determining whether they are subject to [recall] campaigns.

"GM uses a 'posident style' font \* \* \* in which each character has a unique upper and lower half. Police agencies have copies of the font sample and will be able to read the VIN even in the worst case condition (2.25 millimeters was the highest obscuration measured). Even without the aid of the font sample, a customer will likely be able to read most of the characters.

"Saturn has not received any field service reports or complaints from customers, dealers, motor vehicle registration officials, or law enforcement personnel. This indicates that no one is being seriously inconvenienced by this condition.

"The NHTSA has agreed that other comparable instances of non-compliance with FMVSS 115 were inconsequential: Marina Mobili, Inc., 51 FR 40367 (50 motorcycles with less than 17 characters in VIN); Volvo White Truck Corp., 47 FR 35063 (46 trucks with wrong model year code); General Motors Corp., 58 FR 32167 (630 cars with VIN characters smaller than 4 millimeters).

"[GM] this non-compliance is inconsequential to motor vehicle safety. A recall would impose costs on Saturn and inconvenience its customers without creating any safety benefit."

Interested persons are invited to submit written data, views, and arguments on the application of GM, described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW, Washington, D.C., 20590. It is requested but not required that six copies be submitted.