

- Acquire Snow Removal Equipment
- Acquire Handicap Passenger Lifting Device
- Construct Heliport Improvements
- Install Airport Signage And New Electrical Vault
- Update Airport Master Plan
- Upgrade Airport Security System
- Develop Cargo Ramp
- Construct Aircraft De-Icing Facility
- Construct relocated portion of Taxiway G
- Install New Terminal Main Entrance Door System
- Runway Tunnel Rehabilitation Runway 24
- Construct Airport Maintenance Facility PFC will also be used as the local share of the following future AIP funded projects:
- Construct Lower Regional Holdroom and Escalator
- Demolish Building 6 for Airport Development
- Demolish Building 1 for Airport Development and Part 77 Obstruction Clearance
- Purchase Land for RPZ
- PPFC Program Formulation and Annual Administrative Cost

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135 On Demand Air Taxis filing FAA Form 1800-31.

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 Roanoke Regional Airport Commission.

Issued in Jamaica, New York on April 10, 1998.

Thomas Felix,

Planning & Programming Branch, Airports Division, Eastern Region.

[FR Doc. 98-10676 Filed 4-21-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waivers of Compliance

In accordance with Part 211.9 and 211.41 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for waivers of compliance with certain

requirements of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, the nature of the reliefs being requested, and the petitioner's arguments in favor of relief.

Central Montana Rail, Incorporated

[FRA Docket Number LI-97-7]

Central Montana Rail, Incorporated (CMR) seeks a permanent waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). CMR is seeking relief from the requirements of Section 229.125(d) that requires, effective December 31, 1997, each lead locomotive operating at speeds over 20 mph over one or more public highway-rail crossings shall be equipped with operative auxiliary lights.

CMR operates six diesel-electric locomotives over 87 miles of track and states that equipping the locomotives would cause an undue financial burden. The CMR indicates they haul less than 2,000 cars annually at a maximum speed of 25 mph, over one state highway-rail crossing, all other crossings are located on county or private roads. The railroad feels that because of their remote location, low speed, and traffic volume on affected roads, the waiver would not jeopardize the safety of the railroad operation.

The Kansas City Southern Railroad

[FRA Docket Number LI-97-9]

The Kansas City Southern Railroad (KCS) seeks a waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR Part 229). KCS is seeking permanent waiver of compliance from the requirements of Section 229.73(b) that requires "the maximum variation in the diameter between any two wheel sets in a three powered-axle truck may not exceed 3/4 inch, except when shims are used at the journal box springs to compensate for wheel diameter variation, the maximum variation may exceed 1 1/4 inch".

KCS operates 165 six axle locomotives. The railroad states they change approximately 96 wheel sets a year to remain in compliance with this requirement, at a cost of \$265,000.00, and 1,152 hours of locomotive down time.

Interested parties are invited to participate in these proceedings by submitting written reviews, 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 Numbers LI-97-7 and LI-97-9, and must be submitted in triplicate to the Docket Clerk, Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days from the publication 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 a.m.-5 p.m.) at FRA's offices at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C., on April 15, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Programs Development.

[FR Doc. 98-10698 Filed 4-21-98; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Safety Performance Standards and Research and Development Programs Meetings

AGENCY: National Highway Traffic Safety Administration.

ACTION: Notice of NHTSA industry meeting.

SUMMARY: This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's vehicle regulatory program. **DATES:** The Agency's regular, quarterly public meeting relating to its vehicle regulatory program will be held on June 16, 1998, beginning at 9:45 a.m. and ending at approximately 12:30 p.m., at the Clarion Inn Hotel, Wickham Road, in Romulus, MI. Questions relating to the vehicle regulatory program must be submitted in writing with a diskette (Wordperfect 6.0-6.1) by Friday, May 29, 1998, to the address shown below or by e-mail. If sufficient time is available, questions received after May 29 may be answered at the meeting. The individual, group or company

submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by May 29, 1998, and the issues to be discussed, will be posted on NHTSA's web site (www.nhtsa.dot.gov) by June 11, 1998, and will be available at the meeting. The next NHTSA vehicle regulatory program meeting will take place on Thursday, September 17, 1998 at the Tysons Westpark Hotel, 8401 Westpark Drive, McLean, VA.

ADDRESSES: Questions for the June 16, NHTSA Technical Industry Meeting, relating to the agency's vehicle regulatory program, should be submitted to Delia Lopez, NPS-01, National Highway Traffic Safety Administration, Room 5401, 400 Seventh Street, SW., Washington, DC 20590, Fax Number 202-366-4329, e-mail dlopez@nhtsa.dot.gov. The meeting will be held at the Clarion Inn Hotel, 9191 Wickham Road, in Romulus, MI.

FOR FURTHER INFORMATION CONTACT: Delia Lopez, (202) 366-1810.

SUPPLEMENTARY INFORMATION: NHTSA holds a regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's vehicle regulatory program. Questions on aspects of the agency's research and development activities that related directly to ongoing regulatory actions should be submitted, as in the past, to the agency's Safety Performance Standards Office. The purpose of this meeting is to focus on those phases of NHTSA activities which are technical, interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the DOT Docket in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 100 to 150 pages) upon request to DOT Docket, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The DOT Docket is open to the public from 10:00 a.m. to 5:00 p.m. Questions to be answered at the quarterly meeting should be organized by categories to help us process the questions into an agenda form more efficiently. Sample format:

I. RULEMAKING.

- A. Crash avoidance
- B. Crashworthiness
- C. Other Rulemakings

II. CONSUMER INFORMATION

III. MISCELLANEOUS

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf

persons (TDDs), readers, taped texts, brailled materials, or large print materials and/or a magnifying device), please contact Delia Lopez on (202) 366-1810, by COB June 11, 1998.

Issued: April 17, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98-10675 Filed 4-21-98; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-98-3638; Notice 1]

Pipeline Safety: Liquefied Natural Gas Facilities Petition for Waiver; Exxon Company, USA

Exxon Corporation has petitioned the Research and Special Programs Administration (RSPA) for a waiver from compliance with certain provisions of 49 CFR part 193 for its proposed Liquefied Natural Gas (LNG) storage tanks at its existing LaBarge, Wyoming, gas processing operation. The existing operation includes two parallel Nitrogen Rejection Units and a small liquefied natural gas (LNG) truck loading facility. Exxon is proposing to install two used 55,000 gallon LNG storage tanks (vessel nos. 5477 and 5516). According to Exxon, these tanks were in LNG service for 19 years without problems. The tanks were designed, built, tested, and registered in accordance with the requirements of the American Society of Mechanical Engineers (ASME) Boiler and Pressure Vessel Code, Section VIII, Division 1.

Exxon states that as a part of the post fabrication procedures of the ASME Code, the longitudinal and circumferential butt welds of vessel number 5477 were spot checked by radiographic methods. The longitudinal and circumferential butt welds of vessel number 5516 were 100 percent radiographically tested at the time of manufacture. The ASME Code does not apply to any piping beyond the first weld.

Exxon requests a waiver from compliance with certain sections of Part 193 and proposes to ensure equivalent safety through compliance with the National Fire Protection Association (NAPA) Standard 59A. The specific sections of Part 193 for which Exxon seeks a waiver are:

(1) § 193.2321 (a)—*Nondestructive tests*. This section requires that 100 percent of circumferential butt welded

pipe joints in cryogenic piping and 30 percent of circumferential butt welded pipe joints in the non-cryogenic piping be nondestructively tested.

Exxon is requesting a waiver for vessels 5477 and 5516 of the requirements of § 193.2321 (a)—Nondestructive tests, based on the following:

- Calculated value of the pressure induced hoop stresses for the inner vessel nozzles and interconnecting piping are less than the 20 percent of the specified minimum yield stress (SMYS) for the piping material which is recognized as acceptable under NAPA 59A. To support this allegation Exxon has submitted stress calculations.
- NAPA 59A—Standard of the Production, Storage and Handling of Liquefied Natural Gas (LNG), section 6-6—Inspection and Testing of Pipe, Paragraph 6-6.3.2, requires all circumferential butt welds to be nondestructively tested, except that liquid drain and vapor vent piping with an operating pressure that produces a hoop stress of less than 20 percent of SMYS need not be nondestructively tested, provided it has been inspected visually in accordance with the ASME standard B31.3—Chemical Plant and Petroleum Refinery, section 344.2.

RSPA believes that safety will not be compromised by waiving the requirements of § 193.2321(a) for non-cryogenic piping with operating pressures that produce hoop stresses of less than 20 percent SMYS, if that piping complies with standard NAPA 59A, Section 6-6.3.2. Therefore, RSPA is proposing to grant the waiver from § 193.2321(a).

(2) § 193.2321 (e)—*Nondestructive tests*. This section requires 100 percent nondestructive tests of both longitudinal and circumferential butt welds in metal shells of storage tanks that are subject to cryogenic temperatures and are under pressure to be radiographically tested.

Exxon requests a waiver of the requirements of § 193.2321 (e)—Nondestructive tests, for vessel number 5477 based on the following reasons:

- The tank was designed, manufactured, tested and registered to the requirements of the ASME Boiler and Pressure Vessel Code. Section VIII Division 1 of the ASME Code is an accepted standard to which cryogenic pressure vessels are built throughout the world.

• Safety in this case is not compromised because the storage tank at the Exxon facility is small, less than 70,000 gallons, shop fabricated and built to the ASME Code.

• Public safety is not the issue because the facility is very remote.