

GRANT, May 3, 1995, Exemption No. 5718A

Docket No.: 27345
 Petitioner: Life Lion Aeromedical Service
 Sections of the FAR Affected: 14 CFR 135.213 (a) and (b)
 Description of Relief Sought/
 Disposition: To allow Life Lion Aeromedical Service to conduct instrument flight rule departures during patient transport flights from 13 airports in Pennsylvania when weather observations from the U.S. National Weather Service (NWS), or a source approved by the NWS, or a source approved by the Administrator are not available.

DENIAL, May 3, 1995, Exemption No. 6077

Docket No.: 27822
 Petitioner: Milwaukee General Aviation, Inc.
 Sections of the FAR Affected: 14 CFR 91.119

Description of Relief Sought/
 Disposition: To permit Milwaukee General Aviation, Inc., to conduct flights in fixed-wing aircraft at approximately 800 feet above ground level over congested areas in certain meteorological conditions, for the purpose of conducting its aerial traffic observation program.

DENIAL, May 5, 1995, Exemption No. 6079

Docket No.: 27874
 Petitioner: The University of Oklahoma
 Sections of the FAR Affected: 14 CFR 141.67(a)(2)

Description of Relief Sought/
 Disposition: To permit The University of Oklahoma to recommend for issuance of pilot's certificates those students who have not completed all appropriate training at the University of Oklahoma.

GRANT, May 16, 1995, Exemption No. 6085

Docket No.: 27907
 Petitioner: American Jet International Corporation
 Sections of the FAR Affected: 14 CFR 43.3(g)

Description of Relief Sought/
 Disposition: To allow pilots employed by American Jet International Corporation to reconfigure company airplane cabins as required for particular flights.

GRANT, May 3, 1995, Exemption No. 6078

Docket No.: 28029
 Petitioner: Boeing Commercial Airplane Group
 Sections of the FAR Affected: 14 CFR 25.841(a) and 25.1447(c)(1)

Description of Relief Sought/
 Disposition: To allow the Boeing

Commercial Airplane Group exemption from the cabin pressure altitude limit requirement of § 25.841(a), as well as the § 25.1447(c)(1) requirement that the passenger oxygen masks be automatically presented before the cabin pressure altitude exceeds 15,000 feet, for Boeing Model 757-200 series airplanes operating into Bamda, China.

GRANT, April 26, 1995, Exemption No. 6076

Docket No.: 28033
 Petitioner: Continental Airlines
 Sections of the FAR Affected: 14 CFR 121.433(c)(1)(iii), 121.441(a)(1), 121.441(b)(1), and appendix F of part 121

Description of Relief Sought/
 Disposition: To permit Continental Airlines regulatory relief to the extent necessary to conduct a single visit training program (SVTP) for flight crewmembers, and eventually transition into the Advanced Qualification Program (AQP) codified in Special Federal Aviation Regulation (SFAR) 58.

GRANT, May 11, 1995, Exemption No. 6081

Docket No.: 28092
 Petitioner: B2W Corporation
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To permit B2W to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135.

GRANT, May 9, 1995, Exemption No. 6083

Docket No.: 28101
 Petitioner: Wings West Aviation
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To permit Wings West Aviation to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135.

GRANT, May 9, 1995, Exemption No. 6082

Docket No.: 28115
 Petitioner: Aero Flight Service, Inc.
 Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
 Disposition: To permit Aero Flight Service, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135.

GRANT, May 9, 1995, Exemption No. 6084

[FR Doc. 95-13013 Filed 5-25-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration**Petition for Waivers of Compliance**

In accordance with 49 CFR 211.9, 211.41 and 211.45, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. 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.

National Railroad Passenger Corporation (Amtrak)

Docket Number H-95-1

Amtrak requests waivers of compliance with certain provisions of the Federal Railroad Administration (FRA) railroad safety regulations. It is seeking relief from sections of Railroad Safety Appliance Standards (49 CFR Part 231), Railroad Safety Glazing Standards (49 CFR Part 223) and Railroad Track Safety Standards (49 CFR Part 213). The relief is being sought in order to demonstrate the IC3 "Flexiliner", a three-car, articulated, diesel hydraulic, multiple unit trainset built by ABB Scandia A/S for the Danish State Railway (DSB).

The demonstration is a joint project by Amtrak and ABB Traction, Inc. (ABB), and a number of potential sponsors, including state departments of transportation and commuter agencies. Amtrak is serving as the host agency and is acting as liaison with the FRA. The Flexiliner which will be demonstrated was built for the DSB and is presently in revenue service in Denmark. Modifications will be made to the equipment in Denmark to ensure the trainset meets Amtrak and FRA requirements, where practical.

Amtrak anticipates that the Flexiliner trainset will arrive at the Port of Baltimore in July 1995, and be taken to Washington, DC for commissioning tests. After completion of the tests, it is intended that the Flexiliner will operate across the country and be placed in revenue service in the Portland-Eugene, Oregon corridor. This is contingent upon ABB receiving a contract award from Oregon, following a competitive proposal evaluation. Demonstration runs in Amtrak's Northeast Corridor, at a maximum speed of 110 mph, may be scheduled for dignitaries before shipment to Oregon. The train may also operate in either demonstration service or revenue service between other city pairs in other parts of the country.

The Flexiliner will be comprised of three units. The front and rear unit each have two air cooled diesel engines and hydraulic transmissions. The two bogies of the end units are powered and the trailing bogie supports one end of the intermediate non-powered unit. The train is equipped with spring-loaded parking brakes, which replaces the handbrakes.

Amtrak seeks a temporary waiver from compliance with the Railroad Glazing Standards, Section 223.15 (a) and (b), which requires that all front and rear facing windows on passenger cars must meet the FRA Type I testing criteria and all side facing glazing on passenger cars must meet the FRA Type II testing criteria.

The front and rear facing windshields, manufactured by the Triplex Aircraft and Special Products, Limited (TASP), Birmingham, England, is comprised of three sheets of glazing interlayered with soft PVB resulting in a thickness of approximately 22.9 mm (.916 inch). The front and rear facing glazing material was subjected to the British Railways Board (BRB) Specification No. 566 for Type 2 windows, for locomotives and multiple units operating at speeds up 180 km/hr. The glazing material is designed to resist the penetration into the vehicle of a sharp cornered hollow steel cube having sides of a dimension of 70 to 75 mm (2.76" to 2.95") and a mass of .9 kg (≈2 lbs), traveling at a speed of 290 km/hr (≈180 mph) per hour, the window to be vertically mounted in an ambient temperature of not more than 10 degrees C and with the window heater turned off. The result of the impact test was that all glass plies broke, some spalling off inner glass face, small split in PVB interlayer, and no penetration of the missile. The test specimen of TASP glazing adequately met the impact requirements for BRB test No. 566 for Type 2 windows.

The side glazing is manufactured according to the National Standards Institute Code ANSI Z97.1-1984. The side window glazing outer pane is 6 mm (.24") thick, heat-reflecting (coated), hardened, clear "Antelio". The space between panes is 12 mm (.48"), Argon gas-filled to improve insulation. The inner pane is 4 mm (.16") thick, specially hardened clear float glass. In general, the ANSI Test Code for Z97.1 simulates the load from a 100 pound person running at a speed of 22 feet/second hitting the glazing. The test is simulated with an impactor made of a punching bag filled with lead shot weighing a total of 100 pounds. The impactor is swung in a pendulum arc from a distance of 12, 18, and 48 inches from the vertically supported glazing

test specimen. Interpretation of the test results depends upon the breakage of the test specimen, but the details are not included in this notice. Neither the front and rear facing glazing, nor the side facing glazing materials are in compliance with Part 223 because none of it was tested according to the testing criteria found in Appendix A to Part 223, Certification of Glazing Materials.

Section 223.15(c) requires that each passenger car be equipped with minimum of four (4) emergency [side] windows. The Flexiliner has no emergency side windows per se, and the escape method is to break the windows with emergency hammers strategically located in the passenger compartments. Further, ABB states that wide aisles lead passengers to the four wide entrance doors located in the side of the three unit trainset. The entrance doors are normally electrically activated and pneumatically operated, and in an emergency can be manually opened in the absence of pneumatic pressure or electricity. The two side cab doors at each end of the trainset may also be used as emergency exits.

Amtrak also seeks a temporary waiver from Section 231.12(c), which requires that each passenger car with wide vestibules have two (2) horizontal handholds located near each end on each side of the vestibule end sill. The Flexiliner has no horizontal handholds at either end of the trainset. Modifying the vehicle structure for handholds is impractical for such a short duration test, according to Amtrak.

Section 231.12(d) requires uncoupling levers. The Flexiliner does not have a conventional uncoupling lever, since it was designed to be uncoupled electrically by yard or operating crews. A manually operated emergency lever is provided which does not meet FRA requirements. Amtrak is seeking a temporary waiver because to design and install a manual uncoupling lever is not practical for this [test] program. Further, the Flexiliner has a European style automatic coupler at each end. ABB stated that an adaptor would be provided so that the trainset's automatic coupler can be coupled to a standard AAR coupler.

Amtrak states that during all tests, demonstration service, and revenue service, the train will not exceed the authorized speed for the class of track over which it is operating. However, Amtrak desires to explore cant deficient curving operation of this non-tilt trainset at speeds developing cant deficiency values in excess of the three inch limit defined in the track safety standards. The track safety standards in Section 213.57(b) prescribe a speed

limit, not distinguishing between freight and passenger rolling stock, at which trains may operate over curved track as a function of curve radius (curvature) and the installed superelevation. In the general case, for any combination of curvature and superelevation there is a specific ("balanced") speed at which the effect of centrifugal force is cancelled and in the case of passenger cars the result is passenger insensitivity to actual curve negotiation. This is an ideal outcome for passenger trains which usually operate considerably faster than freight trains and, as a consequence, would demand greater superelevation to produce the balanced effect. The track standards permit the operation of trains on curves at speeds producing a conservative underbalance (or, put another way, "cant deficiency") in line with historic industry practice. On the other hand, successful passenger train operation in many places overseas is predicated on curve negotiation at train speeds developing significantly higher cant deficiencies than permitted by the U.S. track regulations. This practice has been followed abroad without incident for many years. State railroad authorities in Western Europe and Japan approved curving speeds for specifically designed rolling stock that produce cant deficiencies at the upper end of the acceptable range without passengers incurring centrifugal force-induced discomfort (for a detailed discussion of cant deficiency, see 52 FR 38035, October 13, 1987).

Amtrak and FRA have worked together in the conduct of cant-deficiency-related analyses for four trainsets of foreign origin up to now. In its petition, Amtrak outlines the now standard procedural steps it intends to take in arriving at a safety qualification of the IC3 trainset in the mode of cant deficient operation at values above three inches. If the petition is granted it would be FRA's responsibility to assure that Amtrak follows these procedures rigorously in this case just as was done in the past.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding 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 H-95-1) and

must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C., 20590.

Communications received by July 1, 1995 will be considered 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.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on May 23, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95–13018 Filed 5–25–95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

May 18, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96–511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Bureau of Alcohol, Tobacco and Firearms (BATF)

OMB Number: 1512–0119.

Form Number: ATF F 2149/2150 (5200.14).

Type of Review: Extension.

Title: Notice of Removal of Tobacco Products, Cigarette Papers, or Cigarette Tubes.

Description: Tobacco manufacturers or export warehouse proprietors are liable for tax on tobacco products on their premises. Tobacco products, cigarette papers and tubes may be removed without payment of tax, for specific and verifiable purposes. This form documents and verifies these removals.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 314.

Estimated Burden Hours Per Respondent: 15 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 21,195 hours.

OMB Number: 1512–0162.

Form Number: ATF F 3067 (5210.9).

Type of Review: Extension.

Title: Inventory—Manufacturer of Tobacco Products.

Description: This form is necessary to determine the beginning and ending inventories of tobacco products at the premises of a tobacco products manufacturer. The inventory is recorded on this form by the proprietor and is used to determine tax liability, compliance with regulations and for protection of the revenue.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 34.

Estimated Burden Hours Per Respondent: 30 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 170 hours.

OMB Number: 1512–0345.

Recordkeeping Requirement ID Number: ATF REC 5150/12.

Type of Review: Extension.

Title: Manufacturers Recovering Taxpaid Alcohol.

Description: Apothecaries, pharmacists and manufacturers of certain nonbeverage products may use and recover taxpaid alcohol in the manufacture of such products. The manufacturer then may claim drawback of the taxpaid on the alcohol used. Records of the recovered spirits protect against duplication of claims or diversion to beverage use.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 20.

Estimated Burden Hours Per Recordkeeper: 90 hours.

Frequency of Response: On occasion.

Estimated Total Recordkeeping Burden: 1,800 hours.

OMB Number: 1512–0358.

Recordkeeping Requirement ID Number: ATF REC 5210/1.

Type of Review: Extension.

Title: Tobacco Products Manufacturers—Records of Operations.

Description: Tobacco Products manufacturers must maintain a system of records that provide accountability over the tobacco products received and produced. Needed to ensure tobacco transactions to be traced, and ensure that tax liabilities have been satisfied.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 101.

Estimated Burden Hours Per Recordkeeper: 150 hours.

Frequency of Response: Other.

Estimated Total Recordkeeping Burden: 15,150 hours.

OMB Number: 1512–0363.

Recordkeeping Requirement ID Number: ATF REC 5210/6.

Type of Review: Extension.

Title: Tobacco Products

Manufacturers—Supporting Records for Removals for the Use of the United States.

Description: Use of Tobacco Products Manufacturers to record removals of tobacco products for the use of the United States. Used by ATF to verify that removal was tax exempt. Needed to maintain accountability over removals; allows transactions to be traced. Protects tax revenue.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 101.

Estimated Burden Hours Per Recordkeeper: 5 hours.

Frequency of Response: Other.

Estimated Total Recordkeeping Burden: 505 hours.

OMB Number: 1512–0368.

Recordkeeping Requirement ID Number: ATF REC 5230/1.

Type of Review: Extension.

Title: Tobacco Products Importer or Manufacturer—Records of Large Cigar Wholesale Prices.

Description: Used by tobacco products importers or manufacturers who import or make large cigars. Records needed to verify wholesale prices on those cigars; tax is based on those prices. Ensures that all tax revenues due the government are collected.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 108.

Estimated Burden Hours Per Recordkeeper: 2 hours, 20 minutes.

Frequency of Response: Other.

Estimated Total Recordkeeping Burden: 252 hours.

OMB Number: 1512–0391.

Recordkeeping Requirement ID Number: ATF REC 5210/10.

Type of Review: Extension.

Title: Tobacco—Record of Disposition More Than 60,000 Cigarettes in a Single Transaction.

Description: Records must be maintained by Tobacco Products manufacturers and cigarette distributors showing details of large cigarette transactions; used to trace the