

*Estimated number of respondents*—7,000.

*Average hours per response*—10 minutes.

*Total estimated burden hours*—840.

6. *Type of request*—Extension of ongoing collection.

*Originating office*—Office of Protocol.

*Title of information collection*—Notification of Termination of Diplomatic, Consular or Foreign Government Employment.

*Frequency*—On occasion.

*Form Number*—DSP-115.

*Respondents*—Foreign government representatives.

*Estimated number of respondents*—6,000.

*Average hours per response*—10 minutes.

*Total estimated burden hours*—720.

**ADDITIONAL INFORMATION OR COMMENTS:** Copies of the proposed forms and supporting documents may be obtained from Mr. Lawrence Dunham (202) 647-1985. Comments should be directed to Mr. Lawrence Dunham, Assistant Chief of Protocol, Room 1238, Department of State, Washington, D.C. 20520-1238 no later than 60 days following date of publication in the Federal Register.

Dated: December 18, 1995.

Molly Raiser,  
Chief of Protocol.

[FR Doc. 96-1257 Filed 1-25-96; 8:45 am]

BILLING CODE 4710-20-M

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket OST-95-396]

#### Application of Baltia Air Lines, Inc., for Certificate Authority

**AGENCY:** Department of Transportation.

**ACTION:** Notice of order to show cause (Order 96-1-24).

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Baltia Air Lines, Inc., fit, willing, and able, and awarding it a certificate of public convenience and necessity to engage in foreign scheduled air transportation of persons, property, and mail.

**DATES:** Persons wishing to file objections should do so no later than February 6, 1996.

**ADDRESSES:** Objections and answers to objections should be filed in Docket OST-95-396 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of

Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carol A. Woods, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2340.

Dated: January 22, 1996.

Patrick V. Murphy,  
Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-1315 Filed 1-25-96; 8:45 am]

BILLING CODE 4910-62-M

### Coast Guard

[CGD 95-076]

#### National Preparedness for Response Exercise Program (PREP)

**AGENCY:** Coast Guard, DOT.

**ACTION:** Correction to notice of PREP Area Exercise schedule for 1996, 1997 and 1998.

**SUMMARY:** This notice contains corrections to the Preparedness for Response Exercise Program (PREP) [CGD 95-076] schedule of the Area Exercises for 1996, 1997 and 1998 which was published in the Federal Register on November 13, 1995 (60 FR 57050).

**DATES:** Industry members interested in leading an Industry-led Area Exercise or participating in a Government-led Area Exercise should submit their requests directly to the USCG or Environmental Protection Agency (EPA) On-Scene Coordinator (OSC) in the appropriate Area as soon as possible, but no later than 3 months before conducting the exercise. Industry representatives should indicate the date and location of the exercise in which they are interested in participating or leading. Once the OSC has chosen an industry plan holder for an Industry-led Area Exercise or as participant for the Government-led Exercise, the OSC will contact the National Scheduling Coordinating Committee (NSCC) at the address listed below.

**ADDRESSES:** Written comments should be mailed to Commandant (G-MRO-2), Room 2100, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC, 20593-0001 ATTN: Ms. Karen Sahatjian.

**FOR FURTHER INFORMATION CONTACT:** Ms. Karen Sahatjian, Office of Marine Safety, Security and Environmental Protection, Response Division, (G-MRO-2), (202) 267-2850. PREP

Guidelines and Training Elements, previously available through Coast Guard Headquarters, are now available from the Government Printing Office, (202) 512-1800. Stock numbers and cost for each manual are: PREP GUIDELINES—050-012-00365-3 COST: \$3.75; TRAINING REFERENCE—050-012-00364-5 COST: \$8.50.

#### SUPPLEMENTARY INFORMATION:

##### Background Information

The Coast Guard, EPA, the Research and Special Programs Administration (RSPA) and Minerals Management Service (MMS) developed PREP to provide guidelines for compliance with the Oil Pollution Act of 1990 (OPA 90) pollution response exercise requirements (33 U.S.C. 1321(j)). OPA 90 requires periodic unannounced drills. See 33 U.S.C. 1321(j)(7). However, the working group (comprised of Coast Guard, EPA, RSPA, MMS, state representatives, and industry representatives) determined that the PREP Guidelines should also include announced drills. See 33 CFR 154.1055(a)(5) and 155.1060(d), and 40 CFR 112.

##### Need for Correction

As published, the schedule of exercises contains errors which need clarification.

##### Correction of Publication

PREP Schedule—Government-led Area Exercises

1996

Replace Buffalo, NY Area (MSO Buffalo OSC) exercise with Eastern Wisconsin Area (MSO Milwaukee OSC) exercise  
Replace Philadelphia Coastal Area (MSO Philadelphia OSC) exercise with Hawaii/Samoa Area (MSO Honolulu OSC) exercise

1997

Replace Detroit Area (MSO Detroit OSC) exercise with Duluth-Superior Area (MSO Duluth OSC) exercise

PREP Schedule—Industry-led Area Exercises

1996

Delete Hawaii/American Samoa Area (MSO Honolulu OSC)

1998

Add Philadelphia Coastal Area (MSO Philadelphia OSC)

##### Schedule

The following is the revised PREP schedule for Calendar Years 1996, 1997, and 1998. Where no industry plan holders have come forward to either participate or lead an exercise, the OSCs

may solicit and recommend plan holders. Companies that wish to participate should contact the Coast Guard or EPA OSC, who will then forward the name to the NSCC at the address listed under **ADDRESSES**.

Dated: January 18, 1996.

G.N. Naccara,

*Captain, U.S. Coast Guard, Director for Field Activities, Office of Maine Safety, Security and Environmental Protection.*

[FR Doc. 96-1385 Filed 1-25-96; 8:45 am]

BILLING CODE 4910-14-M

## Federal Railroad Administration

### Petition for Waivers of Compliance

In accordance with 49 CFR Sections 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 petitions are 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.

Renfe Talgo of America, Incorporated  
*FRA Docket Numbers RSGM-94-2 and SA-94-1*

Renfe Talgo of America, Incorporated (RTOA) petitioned the FRA to permit the operation of a second TALGO Pendular Train (TALGO) trainset expected to arrive at the Port of Baltimore on or about January 28, 1996. The trainset is similar to the one presently operating in the State of Washington under conditional waivers. The original request was for waivers of compliance with certain provisions of the Railroad Safety Glazing Standards (49 CFR Part 223) under Docket Number RSGM-94-2 and Railroad Safety Appliance Standards (49 CFR Part 231), under Docket Number SA-94-1 (see FR 9016, February 24, 1994). RTOA requested that the conditional waiver granted the first Talgo trainset be extended to include the second train set.

RTOA was granted the original waivers in order to permit operation of a TALGO train under two conditions. It was intended that the train would be operated (1) in non-revenue demonstration runs and (2) in revenue service as part of a regularly scheduled service operated by National Railroad Passenger Corporation (Amtrak) in the Pacific Northwest High Speed Rail Corridor. The first TALGO train completed demonstration runs between

a number of city pairs and is currently in revenue service under contract to the Washington State Department of Transportation (WSDOT).

The second TALGO trainset will be comprised of 15 Pendular cars, which would include two service cars, one sleeper car, one dining car, one cafeteria car and ten coaches. It is similar to the trainset currently in service in Washington State. RTOA seeks to include the second TALGO train in the current conditional waivers from compliance with the Railroad Glazing Standards, (49 CFR 223.15 (b)), which requires that all side facing glazing on passenger cars must meet the FRA Type II testing criteria. The original petition RTOA stated that the side facing glazing of the TALGO train may in fact meet the FRA requirements for FRA Type II, but it had not been subjected to the test specified in the regulation. The windows in the sides of the cars are double glazed with tempered safety glass. Each layer is 6 mm (.24 inches) thick with an air space in between the two layers. RTOA says that there is not sufficient time to retrofit windows in the TALGO train prior to shipment from Spain.

The original RTOA petition also sought a waiver from compliance of the Railroad Safety Appliance Standards, (49 CFR 231.14) and Sections 2 and 4 of the Safety Appliance Act (45 U.S.C. Sections 2 and 4), which requires that each passenger car must be equipped with side handholds, end handholds and uncoupling levers. The passenger cars have side handholds at the doors for the assistance of passengers, but there are no side handholds or end handholds which the rules contemplate for use in switching operations or coupling and uncoupling. RTOA states that the cars in the TALGO train constitute a single unit, in that the cars will not be uncoupled from one another, except at specified maintenance facilities. The individual cars are joined by swivel type traction bars which will not uncouple in normal operations and because of this configuration there is no need for uncoupling levers. Standard AAR Type E couplers will be installed at the ends of the front and rear service cars.

According to RTOA and Amtrak West Business Unit, the TALGO train will be moved directly from Baltimore to Oakland, California. RTOA and Amtrak West are cooperating in evaluating existing and potential emerging rail corridors. Amtrak suggested the following tentative list of city pairs for both revenue service and demonstration runs for the TALGO train:

Oakland, California to Reno, Nevada (non-revenue)

Oakland to Bakersfield, California (revenue)

Altamount Pass (non-revenue)

Los Angeles, California to Las Vegas, Nevada (revenue special)

Los Angeles/San Diego, California to Santa Barbara, California (revenue)

Los Angeles to San Francisco, California (revenue)

RTOA says that after the revenue and demonstration runs are completed, it is their intention to have this second TALGO train operate in the Pacific Northwest. If TALGO is the successful bidder to provide two trainsets to the State of Washington, the two trainsets would be leased to WSDOT for an interim period which would terminate upon delivery of the two trainsets manufactured to WSDOT specification.

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 SA-94-1) 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 within 30 days of the date of 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.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on January 22, 1995.

Phil Olekszyk,

*Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 96-1313 Filed 1-25-96; 8:45am]

BILLING CODE 4910-06-M