

Federal Highway Administration

George S. Moore, Jr., Associate Administrator for Administration, Federal Highway Administration.

Arthur E. Hamilton, Regional Administrator, Region 7, Kansas City, Missouri, Federal Highway Administration.

Dennis C. Judycki, Associate Administrator for Safety and System Applications, Federal Highway Administration.

Andrew M. Paven, Director of External Communications, Federal Highway Administration.

Christine M. Johnson, Director, ITS Joint Program Office, Federal Highway Administration.

Patricia D. Parrish, Director, Customer Service, Transportation Administrative Service Center.

Federal Railroad Administration

S. Mark Lindsey, Chief Counsel, Federal Railroad Administration.

Sally Hill Cooper, Associate Administrator for Policy and Program Development, Federal Railroad Administration.

Ray Rogers, Associate Administrator for Administration and Finance, Federal Railroad Administration.

James T. McQueen, Associate Administrator for Railroad Development, Federal Railroad Administration.

Philip Olekszyk, Associate Administrator for Safety, Federal Railroad Administration.

Rosalind A. Knapp, Deputy General Counsel, Office of the Secretary.

Judith Burrell, Director, Executive Secretariat, Office of the Secretary.

National Highway Traffic Safety Administration

Donald Bischoff, Associate Administrator for Plans and Policy, National Highway Traffic Safety Administration.

Samuel Dubbin, Chief Counsel, National Highway Traffic Safety Administration.

James Hedlund, Associate Administrator for Traffic Safety Programs, National Highway Traffic Safety Administration.

Dennis Judycki, Associate Administrator for Safety and System Application, Federal Highway Administration.

Jerry Hawkins, Director, Office of Personnel and Training, Federal Highway Administration.

Luz Hopewell, Director, Office of Small and Disadvantaged Business Utilization, Office of the Secretary.

Federal Transit Administration

Rosalind A. Knapp, Deputy General Counsel, Office of the Secretary.

Peter G. Halpin, Director, Office of Congressional Affairs, Office of the Secretary.

James T. McQueen, Associate Administrator for Railroad Development, Federal Railroad Administration.

Charlotte M. Adams, Associate Administrator for Planning, Federal Transit Administration.

Gloria J. Jeff, Associate Administrator for Policy, Federal Highway Administration.

Jerry A. Hawkins, Director, Office of Personnel and Training, Federal Highway Administration.

Kevin E. Heanue, Director, Office of Environment and Planning, Federal Highway Administration.

Maritime Administration

Bruce J. Carlton, Associate Administrator for Policy and International Affairs, Maritime Administration.

James J. Zok, Associate Administrator for Ship Financial Assistance Cargo Preference, Maritime Administration.

Margaret D. Blum, Associate Administrator for Port, Intermodal and Environmental Activities, Maritime Administration.

John L. Mann, Jr., Associate Administrator for Administration, Maritime Administration.

James E. Caponiti, Associate Administrator for National Security, Maritime Administration.

Joan M. Bondareff, Chief Counsel, Maritime Administration.

Sharon (Cher) Brooks, Director, Office of Congressional and Public Affairs, Maritime Administration.

Jerry Hawkins, Director, Office of Personnel and Training, Federal Highway Administration.

Research and Special Programs Administration

Sally Hill Cooper, Associate Administrator for Policy, Federal Railroad Administration.

Beverly Pheto, Director, Office of Budget and Program Performance, Office of the Secretary.

Philip S. Coonley, Director, Office of Administration, Volpe National Transportation Systems Center, Research and Special Programs Administration.

Jane F. Garvey, Deputy Administrator, Federal Highway Administration.

David J. Litman, Director, Acquisition and Grant Management, Office of the Secretary.

Rose A. McMurray, Associate Administrator for Management and Administration, Research and Special Programs Administration.

Patricia D. Parrish, Director, Customer Service, Transportation Administrative Service Center.

Richard Felder, Associate Administrator for Pipeline Safety, Research and Special Programs Administration.

Joseph Kianianthra, Director, Office of Crash Avoidance Research, National Highway Traffic Safety Administration.

Frank F.C. Tung, Deputy Director, Volpe National Transportation Systems Center, Research and Special Programs Administration.

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Federal Aviation Administration**Proposed Advisory Circular 21-SQC, Use of Statistical Quality Control for Product Inspection and Acceptance**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice announces the availability of proposed Advisory Circular (AC) 21-SQC, Use of Statistical Quality Control for Product Inspection and Acceptance, for review and comments. The proposed AC 21-SQC provides information and guidance concerning an acceptable means, but not the only means, of demonstrating compliance with the requirements of the Federal Aviation Regulations Part 21, Certification Procedures for Products and Parts.

DATES: Comments submitted must identify the proposed AC 21-SQC project number, 94-034, and be received by September 6, 1996.

ADDRESSES: Copies of the proposed AC 21-SQC can be obtained from and comments may be returned to the following: Federal Aviation Administration, Policy, Evaluation, and Analysis Branch, AIR-230, Production and Airworthiness Certification Division, Aircraft Certification Service, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Policy, Evaluation, and Analysis Branch, AIR-230, Production and Airworthiness Certification Division, Room 815, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591, (202) 267-8361.

SUPPLEMENTARY INFORMATION:**Background**

The proposed AC 21-SQC provides information and guidance to FAA production approval applicants or holders concerning the use of statistical quality control (SQC).

Comments Invited

Interested persons are invited to comment on the proposed AC 21-SQC listed in this notice by submitting such written data, views, or arguments as they desire to the aforementioned specified address. All communications received on or before the closing date for comments specified above will be considered by the Director, Aircraft Certification Service, before issuing the final AC.

Comments received on the proposed AC 21-SQC may be examined before and after the comment closing date in Room 815, FAA headquarters building (FOB-10A), 800 Independence Avenue SW, Washington, DC 20591, between 8:30 a.m. and 4:30 p.m.

Issued in Washington, DC, on July 3, 1996.
Frank P. Paskiewicz,

*Acting Manager, Production and
Airworthiness Certification Division.*

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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 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.

3R International

[Docket Numbers F-96-3, RSGM-96-6, LI-96-1, SA-96-3 and PB-96-4]

3R International (3R) requests waivers of compliance with certain provisions of the Federal Railroad Administration (FRA) railroad safety regulations. It is seeking relief from sections of the Railroad Freight Car Safety Standards (49 CFR Part 215) Docket number F-96-1, Railroad Safety Glazing Standards (49 CFR Part 223) Docket number RSGM-96-1, Railroad Locomotive Safety Standards (49 CFR Part 229) Docket number LI-96-1, Railroad Safety

Appliance Standards (49 CFR Part 231) Docket number SA-96-3, and Railroad Power Brake and Drawbar Regulations (49 CFR Part 213) Docket number PB-96-4. The relief is being sought in order to place in service what the petitioner describes as the 3R road/rail system. The 3R system was developed and two 3R trains have been operated by the Canadian National Railway in revenue service without incident in Canada for the previous two years.

The 3R road/rail system provides the means to transform a common semi-trailer at little cost for use in a convoy on railway tracks. This adaptation is made by adding at the rear of a semi-trailer or container carrying chassis a second king-pin similar to that used at the front of a semi-trailer. The 3R road/rail system is composed of a control cab unit which is used as a crew station at the front end of the convoy and contains all the electronic controls for the intermodal train, but has no propulsion capability, nor does it have an air compressor. The control cab has a console type control stand with computer screens. Air is supplied by the power units through the main air reservoir pipe which runs through the train and into the cab control unit, where it is supplied to the brake pipe through the 26 L feed valve. A 26 L type air brake with a 30CW controller is located on the console. The control cab unit does have an engine/generator set to provide power for the control system and battery charging. The control cab unit controls the power units remotely by radio, but a hard wire capability is available. It is equipped with two non-driving rail wheel/axle sets and a set of retractable rubber tires for off rail movement. The control cab unit contains a fifth wheel which engages and locks the kingpin of the first semi-trailer in the convoy or a power unit. Subsequent semi-trailers are transported on bogies which contains two rail wheel sets and two fifth wheels for securing the kingpin of the semi-trailers. A power unit is incorporated in the convoy at intervals of eight to ten semi-trailers. For intermodal operation, each power unit can haul seven to eight trailers of 93,500 pounds at 65 mph.

The 3R system allows the assembly of a convoy directly in the yard of a customer and such convoy remains intact until it reaches its destination. Assembling is made on a rail siding which can be accessed by a highway tractor. The train is made up by placing a semi-trailer upon a bogie and locking onto the kingpin, raising the highway wheels and moving the assembled portion of the train a distance sufficient to place each subsequent semi-trailer in

the train. A power unit is placed between two semi-trailers and connected by a kingpin at one end to the adjacent bogie's fifth wheel and to the kingpin of the semi-trailer with the power units fifth. A dead weight unit, which contains a standard automatic coupler, is placed as a counter weight at the back end of the last bogie in the train. The coupler allows hauling from the back end with a maximum tractive effort of 50,000 pounds.

3R request for a waiver from the requirements of 49 CFR Part 215 is based upon the fact that the semi-trailer is not a rail car. However, all those parts of the train that are referenced in the regulation, i.e., wheels, trucks, springs, etc. are required to be in compliance, and are contained within the bogies. The bogies are fabricated of steel elements arranged to encompass 2-AAR 6 by 11 cartridge roller bearings and wheel sets. A sub assembly contains 2-fifth wheels which engage the kingpin of the semi-trailers. The sub-assembly is raised by 12 air bags which lift the tires off the ground after the semi-trailer is connected to the bogie. The bogie is equipped with an ABD air brake.

3R request for a waiver from 49 CFR part 223 is related to the glazing material of the control cab. The glazing material is in compliance with the Canadian Transport Commission (CTC) Railway Safety Glazing Regulations. 3R indicates that the front and side facing glazing is in conformity with CTC regulations. It may not be in compliance with FRA glazing standards.

3R request for a waiver from 49 CFR Part 229 is for the control cab and the power units within the train, which are defined in the Locomotive Safety Standard, 49 CFR 229.5(k) as *Locomotives*. The control cab has no propelling motors but has a control stand and the power units have propelling motors designed to move other equipment. The control cab is designed with two front collision posts which will withstand 500,000 pounds each at a height of 30 inches above the underframe. It can also withstand 200,000 pound load compression between front coupler and kingpin without permanent deformation. The power units are placed in the train to provide traction power through a 40 inch wheel set and an axle mounted traction motor. The power unit is designed so that one end rides on and is connected to the adjacent bogie by the kingpin and the other end connects to the king-pin of an adjacent semi-trailer. The power unit contains a 12 cylinder Caterpillar diesel engine driving a Kato traction alternator. The engine is rated at 730 horsepower and the traction