

Brief description of proposed projects: Overlay and groove runway 18/36; Expand airport terminal building.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the office of the Tupelo Airport Authority.

Issued in Jackson, Mississippi, on October 29, 1997.

Wayne Atkinson,

Manager, Airports District Office, Southern Region, Jackson, Mississippi.

[FR Doc. 97-29578 Filed 11-7-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. 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.

Burlington Northern Santa Fe Railway

[Waiver Petition Docket Number PB-97-13]

The Burlington Northern Santa Fe Railway (BNSF) seeks a waiver of compliance from certain provisions of the Railroad Power Brake and Drawbars regulations, 49 CFR Section 232.25(d), concerning the calibration of the front unit of a two-way end-of-train device. Specifically, BNSF would like relief from the annual calibration requirements of head-end units to the manufacturer's radio alignment specifications and be permitted to use what BNSF calls a "realistic service test" that will prove the ability to place the rear of the train in emergency from the head-end-device as designed.

Section 232.25(d) states: The telemetry equipment shall be calibrated for accuracy according to the manufacturer's specifications at least every 365 days. The date of the last calibration, the location where the calibration was made, and the name of the person doing the calibration shall be

legibly displayed on a weather-resistant sticker or other marking device affixed to the outside of both the front unit and rear unit. The Two-Way End-of-Train Device Final Rule was published on January 2, 1997, and became effective July 1, 1997. FRA provided a grace period until September 1, 1997, for railroads to accomplish the calibration and labeling requirements of front units.

BNSF indicates that they have their communications teams perform the entire calibration and alignment procedures per manufacturer's instructions and specifications when new devices are received. BNSF believes this more than ensures a safe and effective operation and does not see any benefit of removing the devices from locomotives, transporting them to a radio shop for a four hour procedure, then transporting the devices back to the locomotives for installation every 365 days. BNSF feels the procedure is overly long and burdensome and does not enhance the performance of the device. BNSF also states that devices are damaged due to the excessive handling required to perform the test. Therefore, they believe the best use of the device is to permanently mount them on the locomotive and leave them there for the safety of the train crew.

Rather than annually test the device to manufacturer's radio alignment specifications, BNSF would like to test the device every 365 days for functionality in railroad service using a test code that includes testing for sufficient output wattage at the correct frequency, together with proof of arming ability and emergency activation.

Interested parties are invited to participate in these proceedings by submitting written views, 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 Number PB-97-13) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Mail Stop 10, Washington, D.C. 20590. Communications received within 30 days of the date 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 (9:00 a.m.-5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on November 5, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-29614 Filed 11-7-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance

In accordance with part 211 of Title 49, Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received requests for waivers of compliance with certain requirements of its safety standards. The individual petitions are described below, including the parties seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioners' arguments in favor of relief.

Southeastern Pennsylvania Transportation Authority

[Waiver Petition Docket Number LI-97-5]

The Southeastern Pennsylvania Transportation Authority (SEPTA) seeks a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards, 49 CFR part 229. SEPTA is seeking relief for a period of one year, until December 31, 1998, from the requirements of Section 229.125(d) which requires each lead locomotive operating at speeds over 20 mph over one or more public highway-rail crossings be equipped with operative auxiliary lights effective December 31, 1997.

SEPTA operates a fleet of 304 electric MU passenger locomotives, 8 electric locomotives, and 5 diesel-electric locomotives. The railroad states they have experienced numerous problems with contractors in providing needed material to equip their MU locomotive fleet thus resulting in significant delays in installation of the auxiliary lights.

Union Pacific Railroad Company

[Waiver Petition Docket Number LI-97-6]

The Union Pacific Railroad Company (UP) seeks a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards, 49 CFR part 229. UP is seeking relief for a period of one year, until December 31, 1998, from the requirements of Section

229.125(d) which requires each lead locomotive operating at speeds over 20 mph over one or more public highway-rail crossings be equipped with operative auxiliary lights effective December 31, 1997.

UP indicates that they currently have 3060 locomotives equipped with auxiliary lights which accounts for 49.4 percent of their locomotive fleet. The railroad states they have experienced increased business levels, and locomotives scheduled for retirement prior to the rule taking effect will now be continued in service. The railroad plans to continue to equip locomotives as they are shopped for reasons other than periodic maintenance. Whenever possible, equipped locomotives will be utilized as lead units.

Meridian & Bigbee Railroad Company

[Waiver Petition Docket Number PB-97-7]

The Meridian & Bigbee Railroad Company (MBRR) seeks a permanent waiver of compliance from certain provisions of the Railroad Power Brake and Drawbars regulations, 49 CFR Section 232.23, requiring the use of two-way end-of-train telemetry devices.

MBRR operates one train at a time, seven days a week, between the hours of 6 a.m. and 6 p.m., and one train at a time, four days a week, Monday through Thursday, between the hours of 6 p.m. and 6 a.m. The day train originates in Meridian, Mississippi, runs to Myrtlewood, Alabama, then returns to Meridian. The night train originates in Meridian, runs to Naheola, Alabama, then returns to Meridian. Both trains operate with a three man crew and complete the scheduled round-trips within an average of ten hours. The maximum track speed is 40 mph and the ruling grade on the mainline is 0.92 percent. The average tonnage on eastbound trains is 3,020 tons and westbound trains 3,454 tons, although these figures many times go above 4,000 tons. MBRR would continue to use a one-way end-of-train device on their trains.

MBRR states that the type of accidents which would require a two-way device to apply brakes on the rear portion of the train has never occurred and probably would never occur on their railroad. MBRR does not feel safety would be compromised if two-way end-of-train devices were not required on their trains, and that to reduce their track speed to 30 mph would reduce timely service to their customers and connecting railroads with no increase in safety.

White River Scenic Railroad, Incorporated

[Waiver Petition Docket Number RSGM-97-5]

The White River Scenic Railroad, Incorporated (WRR) seeks a permanent waiver of compliance with the Safety Glazing Standards, 49 CFR part 223.11(c), which requires certified glazing in all locomotive windows except locomotives used in yard service. WRR is seeking this waiver for locomotive number WRR 2089, built in 1952 by the American Locomotive Company for the United States Army Transportation Corps, which was never equipped with FRA certified glazing. The locomotive owner indicates that the locomotive is utilized in passenger excursion service between Flippin and Sylamore, Arkansas, in a rural area along the White River. The railroad's maximum authorized speed is 25 mph.

Burlington Northern Santa Fe Railway

[Waiver Petition Docket Numbers SA-97-5 and PB-97-8]

The Burlington Northern Santa Fe Railway (BNSF) seeks a waiver of compliance from certain provisions of the Safety Appliance Standards, 49 CFR Section 231, for operating the Triple Crown RoadRailer trains between Argentine Yard in Kansas City, Kansas, and the Saginaw Yard in Saginaw, Texas.

The train consist will be restricted to 125 RoadRailers equipped with a CouplerMate between the hauling locomotive and the first car in the RoadRailer train.

The RoadRailer has no safety appliances and the waiver would permit non-compliance with all the provisions of the Safety Appliance Standards. These regulatory standards include provisions for the number, location, and dimensional specification for the handholds, ladders, sill steps, and hand brakes that are required for each railroad freight car.

Burlington Northern Santa Fe Railway

[Waiver Petition Docket Numbers SA-97-6 and PB-97-11]

The Burlington Northern Santa Fe Railway (BNSF) seeks a waiver of compliance from certain provisions of the Safety Appliance Standards, 49 CFR Section 231, for operating a Thrall built articulated multi-level car and Wabash AllRailer and AutoRailer train between San Diego and Richmond, California.

The train makeup would consist of the two units, Thrall built, articulated multi-level car on the head end, followed by a CouplerMate and three

unit AllRailers, and then another CouplerMate and eleven AutoRailers.

The RoadRailer has no safety appliances and the waiver would permit non-compliance with all the provisions of the Safety Appliance Standards. These regulatory standards include provisions for the number, location, and dimensional specification for the handholds, ladders, sill steps, and hand brakes that are required for each railroad freight car.

Interested parties are invited to participate in these proceedings by submitting written views, 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 Number LI-97-5) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Mail Stop 10, Washington, D.C. 20590. Communications received within 30 days of the date 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 (9:00 a.m.—5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on November 5, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-29615 Filed 11-7-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3056]

Notice of Receipt of Petition for Decision That Nonconforming 1992 BMW 7 Series Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1992 BMW