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.

[FR Doc. 96–17419 Filed 7–8–96; 8:45 am]

BILLING CODE 4910–13–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 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

alternator has a continuous capacity 1250 amps, and a 15 minute rating of 1700 amps at a maximum voltage rating of 1250 direct current. The power unit is self contained encompassing all the accessories necessary for a locomotive. The power units also contain a hydraulic driven 2-stage air compressor which provides air for the air brake system and train air for the balloon suspension system of the bogies.

3R request for a waiver from 49 CFR Part 231 and 232 is for the lack of safety appliances and handholds on the bogies, rear counter weight, or semi-trailers in the train. The cab control unit has an automatic front coupler and some safety appliances. Some handholds are applied to the power units. The semi-trailers are connected to the bogies by use of kingpins and fifth wheels commonly found in highway tractor/semi-trailer service. The cab control unit, power units and bogies have no hand brakes per se, but are equipped with a spring loaded parking brake.

The 3R rail system has not been used in the United States. A consist of a cab control unit, a power unit, three containers on chassis (semi-trailers), one dead weight unit, and sufficient bogies to assemble the train was tested by the Association of American Railroads (AAR) at the Transportation Technology Center (TTC) in Pueblo, Colorado, from December 1994 to April 1995. The train was tested according to the specifications of Chapter XI, of the AAR's M–1001, *Manual of Standards and Recommended Practices.* The 3R train performed within Chapter XI performance standards, and indicate the likelihood of safe car performance.

3R's objective in the United States is to allow short line operators to benefit from their value added road/rail transportation system, by transporting on rail, the freight that would be destined to an alternate and less desirable mode of transportation. When the waiver petition was submitted by 3R, two United States short line railroads had shown a strong interest in its road/rail system. Rail America, one of the short lines, would like to operate two road/rail convoys of six power units each with sixty containers. The equipment will operate at approximately 45 mph and haul domestic waste in 82,500 pound containers from inner-city points to suburban waste dumps.

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 LI–96–1) 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 45 days of the date of publication of this notice 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 July 2, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96–17455 Filed 7–8–96; 8:45 am]

BILLING CODE 4910–06–P

Petition for Waivers of Compliance

In accordance with 49 CFR Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received from the De Queen & Eastern Railroad Company, Texas, Oklahoma & Eastern Railroad Company a request for a waiver of compliance with certain requirements of Federal regulations. The petition is described below, including the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

De Queen & Eastern Railroad Company

Texas, Oklahoma & Eastern Railroad Company

[Docket Number SA–96–4]

The De Queen & Eastern Railroad Company; Texas, Oklahoma & Eastern Railroad Company (DQE–TOE) seeks a waiver of compliance from certain sections of 49 CFR Part 231, Railroad Safety Appliance Standards. The DQE–TOE is requesting a permanent waiver of the provisions of 49 CFR Part 231 which requires end ladders. The DQE–TOE wish to remove the end ladders on the subject cars.

The DQE–TOE has 300 high side open top cars for hauling wood chips. Two hundred of these cars are end dump cars, in that the ends when unlocked swing upwards permitting easier unloading of the wood chips.

49 CFR 231.1(e)(3) requires one ''. . . [ladder] on each side, not more than 8 inches from left side of car ''. . .''

The DQE–TOE states that the end ladder ladders serve no useful purpose and are costly to maintain. The end doors are opened by machinery and are constantly being damaged.

The DQE–TOE operates freight service from Perkins, Arkansas to Valliant, Oklahoma, a distance of eighty-six miles one way. Two trains are operated daily for the movement of approximately thirty (30) cars of wood chips in each train.

The DQE–TOE further state that company policy prohibits employees from using these ladders and that the removal of the end ladders would not have an adverse effect on safety.

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–SA–96–4 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 before August 19, 1996, 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 July 2, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96–17454 Filed 7–8–96; 8:45 am]

BILLING CODE 4910–06–P