

the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before December 2, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Peter L. Drahn, Airport Director of the County of Dane, Madison, WI at the following address: 4000 International Lane, Madison, WI 53704-3120.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Dane under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Sandra E. DePottey, Program Manager, Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, 612-725-4221. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Dane County Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 18, 1996 the FAA determined that the application to impose and use the revenue from a PFC submitted by County of Dane was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 6, 1997.

The following is a brief overview of the application.

*PFC Application Number:* 97-03-C-00-MSN

*Level of the proposed PFC:* \$3.00

*Actual charge effective date:* 9/1/93

*Proposed charge expiration date:* 11/30/2001

*Total estimated PFC revenues:*  
\$12,128,000

*Brief description of proposed project(s):*  
Land Acquisition for Runway 3/21, Construct Parallel taxiway for Runway 3/21, Construct north perimeter road.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: FAR Part 135 Air Taxi.

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 County of Dane.

Issued in Des Plaines, Illinois, on October 23, 1996.

Benito De Leon,

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 96-27987 Filed 10-30-96; 8:45 am]

**BILLING CODE 4910-13-M**

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Myrtle Beach International Airport, Myrtle Beach, SC**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Myrtle Beach International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before December 2, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, DOT/FAA, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. C.P. Winters, Director of the Myrtle Beach International Airport at the following address: 1100 Jetport Road, Myrtle Beach, SC 29577.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Myrtle Beach International Airport under § 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. D. Cameron Bryan, Program Manager, Atlanta Airports District Office, DOT/FAA, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Myrtle Beach International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 24, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by Myrtle Beach International Airport was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application in whole or in part, no later than February 15, 1997.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00

*Proposed charge effective date:* May 1, 1997

*Proposed charge expiration date:* May 31, 2008

*Total estimated PFC revenue:*

\$14,158,933

*Application number:* 97-02-C-00-MYR

*Brief description of proposed project(s):*  
Terminal A Baggage Claim Expansion, PFC Administrative Costs.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air carriers operating under Part 135, nonscheduled, whole-plane-charter basis not selling tickets.

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 Myrtle Beach International Airport.

Issued in Atlanta, Georgia, on October 24, 1996.

Dell T. Jernigan,

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 96-27988 Filed 10-30-96; 8:45 am]

**BILLING CODE 4910-13-M**

**Federal Railroad Administration**

**Petition for Waivers of Compliance**

In accordance with 49 CFR 211.41, 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.

Siemens Transportation Systems, Incorporated (Siemens)

Docket Number H-96-2

Siemens 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 Locomotive Safety Standards (49 CFR Part 229), the Railroad Safety Appliance Standards (49 CFR Part 231) and the Railroad Safety Glazing Standards (49 CFR Part 223). The relief is being sought in order to demonstrate the Regio Sprinter (Sprinter) diesel powered rail vehicle in the United States. The planned demonstration is being organized by Siemens and the National Railroad Passenger Corporation (Amtrak) in cooperation with several transit districts, private rail operators, and state departments of transportation.

The Sprinter completed a 5 month demonstration in Calgary, Alberta, Canada and is currently in the Siemens assembly facility in Sacramento, California. Presently Sprinters are manufactured by Siemens A.G. in Krefeld, Germany. Sprinters are presently in operation in two locations in Germany and one in Denmark. The Sprinter was developed to serve the German transit non-electrified secondary lines about 30 miles long which link city-centers and mid-size towns with their rural surroundings. The Sprinter used in Calgary and which will be demonstrated in the United States was built for a regional rail authority in Germany and is on loan for the tour.

Siemens states that all necessary modifications will be made to the equipment in their Sacramento facility. The horn and headlights will be checked and brought into compliance with Federal Railroad Administration (FRA) Railroad Locomotive Safety Standards, if necessary. Marker lights will be verified for proper color and intensity. The necessary communication equipment will be installed. Exterior sound level tests will be performed in Sacramento. The required air brake tests and inspections will be done prior to any demonstration operation.

The Sprinter is a double articulated, 70% low floor, diesel hydraulic train set with an operating cab at each end carried on an A+2+A wheel arrangement. The driven end wheels are 30 inches in diameter and the center truck wheels are 20 inches in diameter. The Sprinter carbody is approximately

80 feet long, with a center section of approximately 13.5 feet. It has a maximum width of approximately 10 feet and a height above top-of-rail of approximately 11 feet. The Sprinter has a tare weight of approximately 30 ton, a maximum weight of approximately 50 ton, seating capacity of 74 people and a maximum capacity of 100 people. It has a maximum speed of 60 mph. The Sprinter has retractable access ramps for elderly and handicapped passengers. The double-articulated body shell is designed as a self supporting aluminum structure with welded underframe and bolted side walls. The side walls are of FRP sandwich construction, the roof of aluminum sandwich construction. Two sets of two-swing plug doors measuring 52 inches are located at each side of the sprinter.

Located at each end of the cab is an autonomous drive system comprised of a 5-cylinder turbocharged and intercooled MAN B&W diesel engine rated at 198 horsepower direct connected to a reversing Hurth automatic transmission. A carden shaft connects the transmission to the axle gear box assembly. The transmission includes a hydrodynamic retarder unit. The two outer sections of the railcar run on single-axle driving wheel-sets, which are connected to the carbody by means of longitudinal steering rods. The center unit is carried on a two axle truck assembly. The center section is connected to the end sections through flexible drawbars. Each engine is supplied from a 350 liter (92 gallon) fuel oil reservoir.

The Sprinter brake system consists of the two transmission hydrodynamic retarders, a Knorr computer controlled air brake system and an electromagnetic track brake at the center truck. In a normal service brake application, braking is provided primarily by the transmission retarders, assisted by the air brakes, as modulated by the computer. This system minimizes brake lining wear. All power and intermediate wheel sets are equipped with two brake discs and brake pads. In the event of a brake computer failure, a manual air brake system can be utilized. The electro-magnetic track brake is provided for emergency braking and derives its power from the 24 volt battery system. The Sprinter is equipped with spring-loaded parking brakes, which replaces the handbrakes.

Siemens seeks a temporary waiver from compliance with the Railroad Locomotive Safety Standards 49 CFR 229.71, Clearance above top of rail, which requires that no part or appliance of a locomotive except the wheels, flexible nonmetallic sand pipe extension

tips, and trip cock arms may be less than 2½ inches above top of rail. The magnetic track brake of the intermediate truck is approximately 1-inch above the top of rail. A temporary waiver is requested from 49 CFR 229.123, Pilot, snowplows and end plates, which requires an end plate that extends across both rails, a pilot or a snow plow. The Sprinter has no end plate, snow plow or pilot. The ends are covered by a shroud fabricated of fiberglass with a foam core.

Siemens 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 windshield and side facing glazing are of the bonded frameless type. The windshield is made of 6.8 mm (.272 inch) laminated safety glass and the side windows are made of 6 mm safety glass (.24 inch). The side windows are designed as sliding windows. Section 223.15(c) requires that each passenger car be equipped with minimum of four (4) emergency side windows. The Sprinter has no emergency side windows, and the escape method is to break the windows with emergency hammers strategically located in the passenger compartments. The four wide entrance doors located in the two sides of the Sprinter provides a high proportion of door opening to floor space which provides for emergency capability. The doors can be opened manually from inside and outside without the assistance of compressed air and electrical power.

Siemens 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 Sprinter has no horizontal handholds at either end. Modifying the vehicle structure for handholds is impractical for such a short duration test. Section 231.12(d) requires uncoupling levers. The Sprinter does not have a conventional AAR coupler or uncoupling lever at each end but is equipped with European style buffers and hook and turnbuckle drawgear. A temporary portable AAR coupler will be carried on the Sprinter for emergency moves.

Siemens demonstration sites and dates are as follows:

## December, 1996

Folsom, California .....	Regional Transit of Greater Sacramento.
Napa, California .....	Napa Valley Wine Train (Private railroad).
San Jose, California .....	Transit Authority of Santa Clara County.

## January, 1997

Santa Cruz, California .....	Santa Cruz Transit District.
Oceanside, California .....	North County Transit District.
Los Angeles, California .....	Los Angeles Metrolink.
Williams, Arizona .....	Grand Canyon Railways (Private railroad).

## February, 1997

Austin, Texas .....	Capitol Metro Transit.
Tampa, Florida .....	Hartline Transit-Hillsborough County.
Orlando, Florida .....	Lynx Transit-Greater Orlando.

## March, 1997

North Carolina .....	Triangle Transit-Raleigh, Durham, Chapel Hill District.
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## March/April, 1997

New Jersey .....	New Jersey Transit.
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The planned demonstration tour will focus on locations where there are lightly used secondary branch lines, which could be used for future passenger service. Siemens does not intend to demonstrate the Sprinter on main lines of operation. Movement of the Sprinter from demonstration site to site will be done as either a rail movement where short distances are involved, or on a special leased 89 foot flat car for long hauls. The moves will be coordinated by Amtrak and the local authorities. In many cases the Sprinter service will be run on track where there is only infrequent switching operations.

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-96-2) 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 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 October 28, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 96-27971 Filed 10-30-96; 8:45 am]

BILLING CODE 4910-06-P

### National Highway Traffic Safety Administration

#### National Award for the Advancement of Motor Vehicle Research and Development

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Announcement of award; request for nominations.

**SUMMARY:** This notice announces the National Award for the Advancement of Motor Vehicle Research and Development, describes its background and basis, and solicits nominations for the award. It also identifies the required content for nominations and describes the evaluation process and criteria to be used in making selections.

**DATES:** Nominations must be received not later than December 13, 1996.

**ADDRESSES:** Send complete nominations with supporting information to William A. Boehly, Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, DC 20590. For further information, contact Louis J. Brown, Jr., Special Assistant for Technology Transfer Policy and Programs, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590, phone: 202-366-5199, fax: 202-366-5930.

**SUPPLEMENTARY INFORMATION:** The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991

established a National Award for the Advancement of Motor Vehicle Research and Development. It set the basis for the award as follows:

The Secretary of Transportation shall periodically make and present the award to domestic motor vehicle manufacturers, suppliers, or Federal laboratory personnel who, in the opinion of the Secretary of Transportation, have substantially improved domestic motor vehicle research and development in safety, energy savings, or environmental impact. No person may receive the award more than once every 5 years. (15 USC 3711c.)

This announcement is to solicit nominations for the National Award for the Advancement of Motor Vehicle Research and Development and to provide relevant information. It is the fourth year of competition for the award; the third competition having closed on December 15, 1995 after having been announced by Federal Register notice (60 FR 55645, Wednesday, November 1, 1995). The award consists of a medal and citation from the Secretary of Transportation. It will be presented at an appropriate ceremony.

**Nominators:** Any person may nominate individuals or organizations he or she believes are worthy of receiving the award by reason of accomplishments.

**Eligibility:** Eligibility for the National Award for the Advancement of Motor Vehicle Research and Development is limited to domestic motor vehicle manufacturers, domestic suppliers to the motor vehicle industry, their employees, and personnel of Federal laboratories. See the *Definitions* section below for the definitions of the following terms:

Domestic motor vehicle manufacturer, Domestic supplier, and