

populations and communities. DOT operating administrations also will review and update their own environmental guidance.

b. Departmental Office of Civil Rights

Executive Order 12898 and the accompanying Presidential Memorandum underscore certain provisions of existing laws that can be used to ensure that all persons live in a safe and healthy environment. The Memorandum focuses on Title VI of the Civil Rights Act, which provides that programs and activities of recipients of Federal financial assistance may not discriminate based on race, color or national origin. The proposed DOT Order described above will provide the operating administrations with a framework to ensure that their policies, programs, and procedures comply with the intent of the Executive Order, including meeting the requirements of Title VI.

In addition, the Departmental Office of Civil Rights will provide leadership and technical assistance to the operating administrations and to major recipients of DOT funds in the administration of their Title VI responsibilities which relate to environmental justice. This may take the form of guidelines, memoranda of general applicability, and training designed to achieve environmental justice for members of minority populations.

c. Operating Administrations

DOT and its operating administrations will review the allocation of education and research funds to historically black colleges and universities and other minority institutions and minority students and faculty in light of E.O. 12898. In addition, DOT will review its research programs to determine whether and how minority and low-income populations may be more appropriately included in the scope of particular research projects. Improved outreach to affected populations will be developed.

Each operating administration will implement the DOT strategy, including public outreach, the DOT Order on environmental justice, and training. Each operating administration will continue to cooperate in these matters with the Departmental Office of Civil Rights and the Assistant Secretary for Transportation Policy.

[FR Doc. 95-15665 Filed 6-28-95; 8:45 am]

BILLING CODE 4910-62-P

[OST Docket No. 50125]

**Department of Transportation
Proposed Order to Address
Environmental Justice in Minority
Populations and Low-Income
Populations**

AGENCY: Office of the Secretary; Departmental Office of Civil Rights and Office of the Assistant Secretary for Transportation Policy; Department of Transportation (DOT).

ACTION: Request for comments on U.S. Department of Transportation proposed DOT Order on environmental justice.

SUMMARY: This Notice proposes a DOT Order that would be used by DOT in complying with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. The proposed Order is intended to generally describe the process that the Office of the Secretary and each Operating Administration must use to incorporate environmental justice principles into existing programs, policies, and activities. The proposed Order would require the Office of the Secretary and each Operating Administration within DOT to develop specific procedures to apply the DOT Order and the Executive Order to the programs, policies and activities which they develop or implement. Comments on the proposed Order are requested.

DATES: Comments should be received by August 28, 1995. Late filed comments will be considered to the extent practicable.

ADDRESSES: Comments should be sent to Docket Clerk, Docket 50125, Department of Transportation, 400 Seventh Street, SW., Room PL 401, Washington, D.C. 20590. To facilitate consideration of the comments, commenters are requested to file six copies of each submission. Comments will be available for inspection at this address from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. Commenters who wish the Department to acknowledge receipt of their comments should include a stamped self-addressed postcard with their comments. The Docket Clerk will date-stamp the postcard and mail it back to the commenter.

FOR FURTHER INFORMATION CONTACT: Ira Laster Jr., Office of Environment, Energy, and Safety, Office of the Assistant Secretary for Transportation Policy, (202) 366-4859, or Alyce Boyd-Stewart, Departmental Office of Civil Rights, (202) 366-9366, U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Executive Order 12898, as well as the President's February 11, 1994 Memorandum on Environmental Justice (sent to the heads of all Departments and agencies), are intended to ensure that Federal departments and agencies identify and address disproportionately high and adverse human health or environmental effects on minority populations and low-income populations in their programs, policies and activities.

The proposed Order is a key component of the Department's Environmental Justice Strategy. The proposed Order sets forth a process by which DOT and its Operating Administrations will integrate the goals of the Executive Order into its existing operations (Paragraphs 5a and 7a). This is to be done within the framework of existing requirements, primarily the National Environmental Policy Act, Title VI of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, and other applicable statutes, regulations and guidance that concern planning; social, economic, or environmental matters; public health or welfare; or public involvement. The proposed Order is an internal directive to the various components of DOT and does not create any right to judicial review for compliance or noncompliance with the Order.

The proposed Order contains a methodology for (1) identifying adverse impacts (2) identifying mitigation and enhancement measures that will be taken to avoid or offset such impacts, and (3) determining whether the action will have a disproportionately high and adverse effect on minority or low-income populations (Paragraph 3 of the Appendix). We recognize that a determination concerning disproportionately high and adverse effects will require the careful assessment of a variety of factors, and specifically request comments on the methodology set forth in paragraph 3c of the Appendix to the proposed Order.

If it is determined that an action will result in a disproportionately high and adverse effect on minority or low-income populations, then, under the Order, the action may not be carried out unless certain requirements are met. Paragraph 6 of the proposed Order sets forth three different options for these requirements, including: (1) Not allowing the action to be carried out unless further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable (Option A); (2) not allowing the action to be carried out unless further mitigation measures or

alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable, and unless certain more stringent requirements are met with respect to populations protected by Title VI (Option B); and (3) requiring consideration of certain factors with respect to actions that will have a disproportionately high and adverse effect, including whether there is a substantial need for the action and whether less discriminatory alternatives would have more severe impacts or would involve increased costs of extraordinary magnitude, but not otherwise preventing the action from being carried out (Option C). None of these options (or any other part of this Order) would reduce the protections provided by Title VI or any other Federal law.

A duty to address disproportionately high and adverse effects on certain populations may also be found in Title VI of the Civil Rights Act of 1964 and related statutes and regulations. The ability to require specific findings and remedial actions may differ somewhat for populations protected by Title VI and for low-income populations, since low-income persons are not a protected class under Title VI. For this reason, the DOT is considering including a provision in this Order which treats these two groups differently. This difference is seen most clearly in Option B. We will continue to consider DOT's authority with respect to low-income populations, based on the differing legal standards applicable to these populations.

We are soliciting comments on the options presented in Paragraph 6 of the proposed Order, and commenters are invited to suggest additional options for decisional tests or standards that would promote the goals of environmental justice, consistent with existing law, that DOT should consider. Comment is also sought on whether minority populations and low-income populations should be treated differently by the DOT Order.

Following receipt of comments the DOT Order will be finalized and published in the **Federal Register**.

Dated: June 21, 1995.

Antonio J. Califa,

Director, Departmental Office of Civil Rights.

Joseph Canny,

Deputy Assistant Secretary for Transportation Policy.

Proposed DOT Order

Subject: Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

1. Purpose and Authority

a. This Order establishes procedures for the Department of Transportation (DOT) to use in complying with Executive Order 12898, entitled Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations. Relevant definitions are in the appendix.

b. The objective of this DOT Order is to set forth a process by which DOT and its operating administrations will integrate the goals of the Executive Order with existing requirements set forth in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA), and other applicable statutes, regulations and guidance that concern planning; social, economic, or environmental matters; public health or welfare; or public involvement.

2. Scope

This Order applies to the Office of the Secretary, all operating administrations, and all other DOT components.

3. Background

Executive Order 12898 requires each Federal agency, to the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including social and economic effects, of its programs, policies, and activities on minority populations and low-income populations in the United States. Compliance with this DOT Order is a key element in the environmental justice strategy adopted by DOT, and can be achieved within the framework of existing laws, regulations, and guidance.

4. Data Collection and Research

a. In complying with this Order DOT will rely upon the data collected (or

readily available) for planning, for demonstrating compliance with NEPA or Title VI, or for other purposes. Consideration of the goals and objectives of Executive Order 12898 and this Order shall be an integral part of future DOT data collection and research activities.

b. To the extent permitted by existing law, and whenever practical and appropriate, DOT shall collect, maintain, and analyze information on the race, color, national origin, and income level of persons affected by DOT programs, policies, and activities, and use such information in complying with this Order.

5. Identifying Adverse Impacts and Determining Whether They Have a Disproportionately High and Adverse Effect on Minority or Low-Income Populations

a. The Office of the Secretary and each operating administration shall develop a process for identifying (1) adverse impacts, (2) mitigation and enhancement measures, and (3) disproportionately high and adverse effects on minority or low-income populations, using the methodology in the appendix. The Office of the Secretary and each operating administration shall determine the most effective and efficient way of integrating the processes and objectives of this Order with their existing regulations and guidance, as outlined in paragraph 7.a.

b. Actions Having a Disproportionately High and Adverse Effect on Minority Populations or Low-Income Populations.

(1) If, after taking into account all mitigation and enhancement measures that will be taken and all offsetting benefits to the affected minority or low-income populations, the program, policy, or activity will still have an adverse impact, then DOT shall determine whether such adverse impact on minority populations or low-income populations is disproportionately high, using guidance in the appendix.

(2) Determinations made pursuant to this paragraph shall be incorporated in the NEPA or other document, described in paragraph 7.b.(3).

(3) The NEPA or other document described in paragraph 7.b.(3) shall contain a description of any measures that will be taken to address the disproportionately high and adverse effects on minority or low-income populations.

(4) This paragraph does not restrict the application of Title VI of the Civil Rights Act of 1964 to the program, policy, or activity, or otherwise limit or

preclude claims by individuals or groups of people with respect to any DOT program, policy, or activity.

6. Actions to Address Disproportionately High and Adverse Effects.

[The following are options for consideration with respect to actions to address disproportionately high and adverse effects on minority populations and low-income populations under the Executive Order.]

Option A

6. Actions to Address Disproportionately High and Adverse Effects

(a) If it is determined pursuant to paragraph 5.b above that the program, policy, or activity (including all offsetting mitigation and enhancement measures that will be taken) will have a disproportionately high and adverse effect on minority or low-income populations, then the program, policy, or activity may not be carried out unless further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable. In determining whether a measure or alternative is "practicable", the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account.

(b) Under Title VI of the Civil Rights Act of 1964, each federal agency is required to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. DOT's responsibilities under Title VI and related statutes and regulations are not limited by this paragraph, nor does this paragraph limit or preclude claims by individuals or groups of people with respect to any DOT program, policy, or activity under these authorities.

Option B

6. Actions to Address Disproportionately High and Adverse Effects

(a) If it is determined pursuant to paragraph 5.b above that the program, policy, or activity (including all offsetting mitigation and enhancement measures that will be taken) will have a disproportionately high and adverse effect on minority or low-income populations, then the program, policy, or activity may not be carried out unless further mitigation measures or

alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable. In determining whether a measure or alternative is "practicable", the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account.

(b) In addition, if the program, policy or activity will have a disproportionately high and adverse effect on populations protected by Title VI of the Civil Rights Act of 1964 ("protected populations"), then the program, policy or activity may not be carried out unless a substantial need for the program, policy or activity, based on the overall public interest, can be demonstrated, and

(1) An agreement is reached with the potentially affected protected populations to proceed with the program, policy or activity, or

(2) Alternatives that will have less adverse effects on protected populations (and still satisfy the need identified in subparagraph (b) above) either

(A) Would have other high adverse social, economic, environmental, or human health impacts that are more severe, or

(B) Would involve increased costs of extraordinary magnitude.

(c) Under Title VI of the Civil Rights Act of 1964, each federal agency is required to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. DOT's responsibilities under Title VI and related statutes and regulations are not limited by this paragraph, nor does this paragraph limit or preclude claims by individuals or groups of people with respect to any DOT program, policy, or activity under these authorities.

Option C

6. Actions to Address Disproportionately High and Adverse Effects

(a) If it is determined pursuant to paragraph 5.b above that the program, policy, or activity (including all offsetting mitigation and enhancement measures that will be taken) will have a disproportionately high and adverse effect on minority or low-income populations, then the program, policy or activity may not be carried out unless consideration has been given to the following factors:

(1) Whether a substantial need for the program, policy or activity, based on the

overall public interest, can be demonstrated, and

(2) Whether alternatives that will have less adverse effects on minority or low-income populations (and still satisfy the need identified in subparagraph (1) above) either

(A) Would have other high adverse social, economic, environmental, or human health impacts that are more severe, or

(B) Would involve increased costs of extraordinary magnitude.

(b) Under Title VI of the Civil Rights Act of 1964, each federal agency is required to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. DOT's responsibilities under Title VI and related statutes and regulations are not limited by this paragraph, nor does this paragraph limit or preclude claims by individuals or groups of people with respect to any DOT program, policy, or activity under these authorities.

7. Integration With Existing Operations

a. The Office of the Secretary and each operating administration shall determine the most effective and efficient way of integrating the process and objectives of this Order with their existing regulations and guidance, and utilize existing authority in NEPA, Title VI, the URA and other statutes, regulations, and guidance that concern planning; social, economic, or environmental matters; public health or welfare; public involvement; or related matters. Within 6 months of the date of this Order each operating administration will provide a report to the Assistant Secretary for Transportation Policy and the Director of the Departmental Office of Civil Rights describing the procedures it has developed to integrate, or how it is integrating, the processes and objectives set forth in this Order into its operations. Public input on any procedures developed to comply with this Order should be solicited.

b. In undertaking the integration with existing operations described in paragraph 7.a., DOT shall observe the following principles:

(1) Planning and programming activities, that affect human health or the environment, shall include consideration of such effects on minority populations and low-income populations. Procedures shall be established or expanded, as necessary, to provide meaningful opportunities for public involvement by minority

populations and low-income populations during the planning and development of programs, policies, and activities (including the identification of potential impacts, alternatives, and mitigation measures).

(2) Affirmative steps shall be taken to provide the public, including minority populations and low-income populations, access to public information concerning the human health or environmental impacts of programs, policies, and activities.

(3) The assessment of the effects of actions on minority populations or low-income populations, that is required by this Order, shall be included as part of any environmental document prepared in accordance with NEPA. If a program, policy, or activity that DOT determines is subject to the assessment prescribed by this Order is not subject to NEPA, or for any reason such impacts are not addressed in the NEPA document, a separate written analysis of such impacts shall be prepared and made available to the public. DOT may develop simplified assessments to the extent appropriate. Consideration of alternatives in these documents shall include comparisons of the impacts of each alternative on minority and low-income populations.

(4) DOT shall consider mitigation and enhancement measures to avoid or minimize environmental or human health impacts to minority populations and low-income populations in accordance with paragraph 3.b. of the Appendix.

c. All future rulemaking activities undertaken pursuant to DOT Order 2100.5 (which governs all DOT rulemaking), and the development of any future guidance or procedures for DOT programs, policies, or activities, that affect human health or the environment, shall address compliance with Executive Order 12898 and this Order, as appropriate.

d. The formulation of all future DOT policy statements and proposals for legislation will include consideration of the provisions of Executive Order 12898 and this Order.

8. Ongoing DOT Responsibility

Compliance with the Executive Order is an ongoing DOT responsibility. DOT will continuously monitor its programs, policies, and activities to ensure that potential disproportionately high and adverse effects on minority or low-income populations are avoided, minimized or mitigated in a manner consistent with this Order. The Department's Director of Civil Rights and the Assistant Secretary for Transportation Policy will have joint

authority and responsibility for monitoring and enforcing the implementation of this Order. Nothing in this Order creates any right to judicial review of the compliance or noncompliance of DOT, its officers, employees, or any other persons, with this Order.

For the Secretary of Transportation.

Appendix—Guidance for Implementing Provisions of DOT

1. *Definitions.* The following terms where used in this Order shall have the following meanings:¹

a. *DOT* means the Office of the Secretary, DOT operating administrations, and all other DOT components.

b. *Low-Income* means a person whose median household income is below the Department of Health and Human Services poverty guidelines.

c. *Minority* means a person who is a citizen or lawful permanent resident of the United States and who is:

(1) Black (a person having origins in any of the black racial groups of Africa);

(2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);

(3) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or

(4) American Indian and Alaskan Native (a person having origins in any of the original peoples of North America, and who maintains cultural identification through tribal affiliation or community recognition).

d. *Programs, policies, and/or activities* means all projects, programs, policies, and activities that affect human health and the environment, and which are undertaken or approved by DOT. These include (but are not limited to) permits, licenses, or financial assistance provided by DOT.

e. *Regulations and guidance* means regulations, programs, policies, guidance, and procedures promulgated, issued, or approved by DOT.

2. References

a. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994, 59 **Federal Register** 7629.

b. National Environmental Policy Act, 42 USC 4371.

c. Title VI of the Civil Rights Act, 42 USC 2000(d).

3. Identifying Adverse Impacts, Mitigation and Disproportionate Impacts on Minority or Low-Income Populations

a. Identifying Adverse Impacts.

(1) As part of infrastructure planning and other developmental processes, DOT shall identify social, economic and environmental effects and determine whether such effects are likely to have adverse impacts on the

total population and on minority or low-income populations. In making a determination regarding adverse impacts, DOT shall consider both the impacts of individual projects and the cumulative impacts of its programs and projects on all affected populations and shall provide opportunities for the public, including members of minority populations and low-income populations that could be affected, to provide their input on the potential impact of such DOT programs, policies, and projects.

(2) In the case of DOT programs, policies, or activities that do not involve infrastructure planning or developmental processes, the responsible DOT agency will develop a process for identifying adverse impacts and obtaining public input as appropriate.

(3) In determining whether or not an action will have an adverse impact, consideration shall be given to individual or cumulative effects, as appropriate. Adverse impacts may include, but are not limited to: air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and service; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion; isolation, exclusion or separation of minority or low-income individuals from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

b. Identifying Mitigation and Enhancement Measures.

(1) DOT will use its existing statutory authorities, including NEPA, Title VI, the URA, other crosscutting Federal requirements, and statutes that apply only to one or more DOT operating administration (for example 23 U.S.C. 109(h)), as well as related regulations and guidance, to develop effective mitigation and enhancement strategies and specific mitigation and enhancement measures that DOT will employ.

(2) DOT will examine existing programs that have been developed to ensure opportunities for minority populations and low-income populations to develop specific mitigation and enhancement measures that address social, economic, and environmental issues, and will offset disproportionately high and adverse effects.

(3) In determining whether or not there is an adverse impact, DOT shall take into account any offsetting mitigation and enhancement measures that will be taken (including those developed through the public involvement and community participation process), and any other offsetting benefits that will accrue to the affected minority populations or low-income populations as a result of the program, policy, or activity.

(4) The following are general approaches to mitigation and enhancement measures that will be utilized as reasonable and necessary, consistent with existing law:

¹In the event governmentwide definitions are issued under the Executive Order, these definitions will be modified as necessary to conform to them.

- (a) Avoiding or minimizing adverse impacts by reducing the degree or magnitude of the action or its implementation.
- (b) Mitigating or eliminating adverse impacts by repairing, rehabilitating, or restoring the affected environment and/or community resource.
- (c) Reducing or eliminating adverse impacts over time by long-term preservation and maintenance operations.
- (d) Compensating for adverse impacts by replacing adversely impacted resources or providing substitute resources or environments that enhance the affected area.

c. Determining Whether an Action Has a Disproportionately High and Adverse Effect on Minority Populations or Low-Income Populations. An adverse impact shall be found to have a disproportionately high and adverse effect on low-income or minority populations when:

- (a) The adverse impact is predominantly borne by a minority population and/or a low-income population, or
- (b) The adverse impact that will be suffered by the minority population and/or low-income population is more severe or greater in magnitude than the adverse impact that will be suffered by the non-minority population and/or non-low-income population.

[FR Doc. 95-15666 Filed 6-28-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Civil Tiltrotor Development Advisory Committee

Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act Public Law (72-362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) to be held July 25 at 10:00 a.m. The meeting will take place at the U.S. Department of Transportation, 400 7th Street, SW., Washington, D.C. in rooms 10234-10236.

The agenda for the third meeting of the CTRDAC will include:

- (1) A review of the October 6 meeting minutes;
- (2) Discussion of subcommittee executive summaries;
- (3) Discussion of subcommittee reports;
- (4) Identification of policy issues;
- (5) Review of work plans/schedule;
- (6) Other business.

Since access to the DOT building is controlled, all persons who plan to attend the meeting must notify Ms. Lenora Harris, Staff Assistant to the Designated Federal Official on (202) 267-8787 prior to July 20. Attendance is open to the interested public but limited to space available. With the approval of the Chairman, members of the public may present oral statements at the

meeting. Noncommittee members wishing to present oral statements, obtain information, or who plan to access the building to attend the meeting should also contact Ms. Harris.

Members of the public may present a written statement to the Committee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Lenora Harris (202) 267-8787 at least seven days prior to the meeting.

Issued in Washington, D.C. on June 23, 1995.

Dean M. Resch,

Acting Designated Federal Official, Civil Tiltrotor Development, Advisory Committee.

[FR Doc. 95-15991 Filed 6-28-95; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee; Aviation Weather Subcommittee

Pursuant to section 10 (A) (2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the Aviation Weather Subcommittee of the Federal Aviation Administration Research Engineering and Development Advisory Committee to be held Thursday, July 13, 1995, 10 a.m. to 5 p.m. and continuing on Friday, July 14, 1995, 8:30 a.m. to 4 p.m. The meeting will take place in Boston, Massachusetts at MIT/LL.

The agenda for this meeting will include Weather Program overview at WSI, Inc. and a tour of Phillips Lab on Thursday and a tour, demo, discussion, and breakout sessions at MIT/LL on Friday.

Attendance is open to the interested public but limited to the space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Mr. Carl McCullough, ASD-110, 800 Independence Avenue, SW, Washington, DC at (202) 358-5291, who will serve as the FAA Designated Federal Official to the Subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on June 23, 1995.

Clyde A. Miller,

Coordinator for the R, E&D Advisory Committee.

[FR Doc. 95-15990 Filed 6-28-95; 8:45 am]

BILLING CODE 4910-13-M

RTCA, Inc., Free Flight Implementation Task Force

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Free Flight Implementation Task Force meeting to be held July 19 and 20, 1995. The meeting will be held at ARINC, 2551 Riva Road, Annapolis, Maryland.

The meeting on Wednesday, July 19, will begin at 9:00, when the Task Force Chairman and Working Group Co-Chairs will review Task Force objectives and status.

The agenda for the remainder of July 19 and all of July 20 will be separate and concurrent Working Group deliberations.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW, Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on June 23, 1995.

Janice L. Peters,

Designated Official.

[FR Doc. 95-15993 Filed 6-28-95; 8:45 am]

BILLING CODE 4810-13-M

RTCA, Inc.; Joint Special Committee 181/Eurocae WG-13 Standards of Navigation Performance

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Joint Special Committee 181/EUROCAE WG-13 meeting to be held July 17-20, 1995, starting at 9:00 a.m. The meeting will be held at the Experimental Aircraft Association (EAA) Aviation Center, Oshkosh, Wisconsin.

The agenda for Monday, July 17, will include the following: (1) Introductions; (2) Chairman's Remarks and Review of Agenda; (3) Review and Approval of Minutes of Previous Meeting (RTCA Paper No. 348-95/SC181-049); (4) Briefing: Role of the Editorial Group; (5) Review of Amendments of European Basic RNAV Advisory Material AMJ 20x2; (6) Working Group Sessions.

The agenda for Tuesday and Wednesday, July 18 and 19, will be a continuation of the working group sessions.