

- Opening Remarks.
- Review of Action Items.
- Report on Performance Standards Working Group Activities including status of Performance Standards and TSO-69B Design Standard for escape slides.

Attendance is open to the public, but will be limited to space available. The public must make arrangements by November 18, 1996 to present oral statements at the meeting. Written statements may be presented to the committee at any time by providing 25 copies to the Assistant Executive Director for Emergency Evacuation Issues or by providing copies at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on October 29, 1996.

Ava L. Robinson,

Assistant Executive Director for Emergency Evacuation Issues Aviation Rulemaking Advisory Committee.

[FR Doc. 96-28284 Filed 11-01-96; 8:45 am]

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RTCA, Inc.; Technical Management Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the RTCA Technical Management Committee meeting to be held November 15, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Children's Remarks; (2) Review/Approve Summary of Previous Meeting; (3) Consider/Approve: a. Proposed Final Draft, Minimum Performance and Installation Standards for Runway Guard Lights, RTCA Paper No. 276-96/SC184-052; b. Proposed Final Draft, Change 2 to RTCA/DO-217, Minimum Aviation System Performance Standards DGNS Instrument Approach System: Special Category I (SCAT I), RTCA Paper No. 381-96/TMC-241; (4) Discuss/Take Position on: a. FAA Request to Form New Special Committee to Address CNS/ATM Cockpit Controls and Multi-Function Display Issues, RTCA Paper No. 266-96/TMC-229; b. FAA Request to Expand SC-169 Terms of Reference to Include

Flight Information System (FIS) MOPS and MASPS, RTCA Paper No. 234-96/TMC-225; c. FAA Request to Form New Special Committee to Develop MOPS and MASPS for Digital Terrain, Obstruction and Other Data Bases, RTCA Paper No. 240-96/TMC-227; d. FAA Request to Expand SC-182 Terms of Reference to Develop MOPS for a Computer-Based Avionics Suite that meets the needs of all segments of aviation, RTCA Paper No. 369-96/TMC-240; e. SC-159 Request to Revise Current Terms of Reference, RTCA Paper No. 298-96/TMC-243; (5) Other Business; (6) Date and Place of Next Meeting.

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, N.W., 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, DC, on October 29, 1996.

Janice L. Peters,

Designated Official.

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Federal Railroad Administration

[FRA Docket No. RST-96-2]

Petition for Waiver of Compliance Cant Deficient Passenger Train Operation

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) received from the National Railroad Passenger Corporation (Amtrak) a request for waiver of compliance with certain requirements of 49 CFR Part 213: TRACK SAFETY STANDARDS.

The purpose of Amtrak's petition is to secure approval from FRA to operate equipment known as RoadRailers in passenger trains that are now permitted to operate at four inches of cant deficiency. After Amtrak takes delivery, the RoadRailers will be used primarily in trains for time-sensitive first and second class mail.

For several years, Amtrak has operated passenger trains with a variety of equipment at four inches of cant deficiency (underbalance) on tracks

either owned by Amtrak or other railroads such as Union Pacific, Burlington Northern, and Southern Pacific. This has allowed Amtrak to increase average train speeds and reduce the number of late arrivals. Without approval for the operation of RoadRailers at four inches of cant deficiency, Amtrak would have to revert to slower curving speeds on passenger trains that have RoadRailers in their consists.

Currently, Section 213.57(b) permits a maximum of three inches to be used as the underbalance term (cant deficiency) in the formulation of curve/speed tables by track maintenance engineers defining train speeds for curved track superelevations for any route between two points.

The waivers granted Amtrak and the other railroads permit the substitution of four inches in the Vmax formula in Section 213.57.

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 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 this proceeding should identify the appropriate docket number (e.g., Waiver Petition Docket No. RST-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 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 a.m.-5 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 October 23, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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