

Agenda will be as follows: (1) Chairman's introductory remarks; (2) Review and approval of meeting agenda; (3) Approve summary of joint meeting held December 13-15, 1994; (4) Leadership Team meeting report; (5) Consensus items; (6) Review action items; (7) Review issue logs; (8) Joint team status reports; (9) Joint team assignments and objectives; (10) Adjourn to joint team sessions; (11) Joint team reports; (12) Other business; (13) Establish agenda for next meeting; (14) 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, D.C. 20036; (202) 833-9339. Any member of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on January 5, 1995.

David W. Ford,

Designated Officer.

[FR Doc. 95-1147 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-13-M

Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Robert Mueller Airport, Austin, TX

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 Robert Mueller Municipal 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 February 17, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Charles W.

Gates, Director of Aviation, at the following address: Charles W. Gates, Director of Aviation, City of Austin, 3600 Manor Road, Austin, Texas 78723.

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

FOR FURTHER INFORMATION CONTACT: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Staff, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

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 Robert Mueller Municipal 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).

On December 22, 1994, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 April 20, 1995.

The following is a brief overview of the application.

Proposed charge effective date: March 1, 1995

Proposed charge expiration date: May 31, 2021

Total estimated PFC revenue: \$337,821,000.00

Brief description of proposed project(s):

Projects To Impose and Use PFC's

New Airport Passenger Terminal Complex; New Airport Airfield Facilities; and New Airport Landside Facilities.

Proposed class or classes of air carriers to be exempted from collecting PFC's: On-demand air taxi/commercial operators that (1) do not enplane or deplane at the airport's main passenger building and (2) enplane fewer than 500 passengers per year at the airport.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division,

Planning and Programming Staff, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Robert Mueller Municipal Airport.

Issued in Fort Worth, Texas on December 22, 1994.

John M. Dempsey,

Manager, Airports Division.

[FR Doc. 95-1148 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

Petition for Exemption or Waiver 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 requests for exemptions from or waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

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-94-11) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received before February 27, 1995 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.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

New Jersey Transit Rail Operations (NJTR) (Waiver Petition Docket Number LI-94-11)

The NJTR seeks a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR Part 229) for their locomotives. NJTR is seeking relief from the requirements of Section 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. NJTR requests an extension of 24-months. The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5, 1995. NJTR operates 300 electric MU cars, 15 electric locomotives, 83 diesel-electric locomotives and 84 push pull control cars, all of which are equipped with various event recording systems. However, not all systems meet the requirements of Section 229.5 in recording steps of braking. Existing systems will require extensive upgrades or replacement of the entire system to be in compliance. Due to the competitive bid process, vendor's ability to deliver and installation of the systems, NJTR will be unable to comply with the May 5, 1995, date and have requested an extension.

Napa Valley Wine Train, Incorporated (NVRR) (Waiver Petition Docket Number RSGM-94-16)

The NVRR seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223) for one locomotive. The locomotive NVRR 52, a 65-ton center cab switcher built by General Electric Company is used primarily for yard switching of passenger cars and locomotives and an occasional work train transporting Maintenance of Way materials. The Napa Valley Railroad has operated three locomotives on the same tracks under waiver RSGM-89-15 with no incidents or injuries.

Denver Railway Car Company (DRCX) (Waiver Petition Docket Number RSGM-94-17)

The DRCX seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223) for all of their passenger cars with a side exit door. Section 223.9(c) and 223.15(c) require that all passenger cars built or rebuilt prior to July 1, 1980, shall be equipped with four emergency opening windows. DRCX considers the non-locking side doors provide faster emergency access than the emergency opening windows.

Buckeye Central Scenic Railroad (BCRR) (Waiver Petition Docket Number RSGM-94-18)

The BCRR, seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223) for one locomotive and five passenger cars. The BCRR is a non-profit tourist railroad operating on 5.5 miles of former Baltimore & Ohio Railroad tracks at Hebron, Ohio. The passenger cars, having been built prior to 1945 and used in excursion service are exempt from the requirements of Part 223. The locomotive is an EMD Model SW-1 switcher built in 1948. The BCRR states that there have been no incidents of injury due to rock throwing nor of broken windows in 11 years of operation.

Delaware Valley Railway Company, Incorporated (DV) (Waiver Petition Docket Number RSGM 94-19)

The DV seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223) for three locomotives. The locomotives, OCTR 4118 an ALCO RS-3 built in 1952, W&W 3 an ALCO S-2 built in 1949 and NFD 2 an ALCO RS36 built in 1962, operate on the former Octorara Railway Company (OCTR) in rural New Castle County, Delaware and Chester County, Pennsylvania. The railroad states there have been no accidents or incidents involving glazing on the DV or predecessor OCTR.

Batten Kill Railroad Company, Incorporated (BKRR) (Waiver Petition Docket Number RSGM-94-20)

The BKRR seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223) for one passenger car. M-403, an RDC car built in 1951, has been restored by the Northeastern New York Railroad Preservation Group (NE-Rail) who will operate it in excursion service on 16 miles of track between Salem and Shushan, New York. Future plans include operation of the car over the entire 35 miles of the BKRR. The railroad states their have been no problems with vandalism. Average train speed is 15 mph and maximum speed is 20 mph.

Westinghouse Air Brake Company (WABCO) (Waiver Petition Docket Number H-92-3)

In 1992 and 1993, WABCO was granted a test waiver for their EPIC microprocessor locomotive brake equipment. Specifically, the waiver excludes a total of 150 locomotives from the requirements of 49 CFR 229.29 for a test period of five years. In their

required quarterly report on service experience to the FRA, WABCO states that over 100 systems are now in service with 50 additional units to be delivered this year. Anticipated sales in 1995 total approximately 500. Based on their satisfactory performance to date, WABCO has requested that the test allotment be increased to at least 750 locomotives.

Issued in Washington, DC on January 11, 1995.

Phil Olekszyk,

Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-1120 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-06-P

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of 49 CFR Part 236

Pursuant to 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Block Signal Application BS-AP-No. 3338]

Applicant: Wheeling & Lake Erie Railway Company, Mr. John Bell, Senior Signal Technician, 100 East 1st Street, Brewster, Ohio 44613.

The Wheeling & Lake Erie Railway Company seeks approval of the proposed discontinuance and removal of the traffic control system on the single main track of the Bellevue Line between Spencer, Ohio, milepost 92.0 and Bellevue, Ohio, milepost 54.5, a distance of approximately 37.5 miles; including the retention of the interlocking and associated approach signals at Wellington, Ohio, and installation of track defect detector signals at mileposts 63.8 and 68.7 at Norwalk, Ohio.

The reason given for the proposed changes is to retire facilities no longer required for present operations.

[BS-AP-No. 3339]

Applicant: Chicago and Central Pacific Railroad, Mr. Mark H. Thompson, Engineer—Communications and Signals, 1006 East Fourth Street, P.O. Box 1800, Waterloo, Iowa 50704.

The Chicago and Central Pacific Railroad seeks approval of the proposed modification of the automatic block signal system, on the single main track, between milepost 51.5 and 55.2, near Burlington, Illinois, associated with the installation of electronic coded track