

Environmental Impact Statements (SEIS) for further study of potential noise impacts associated with operation of Cal Black Memorial Airport at Halls Crossing, Utah. Interested agencies and persons are invited to submit written comments as to their concerns regarding potential noise impacts upon areas surrounding the airport and how those impacts could be addressed in the Draft SEIS.

DATES: In order to be considered, written comments must be received on or before September 29, 1995.

ADDRESSES: Send comments to Mr. Dennis G. Ossenkop, Federal Aviation Administration, Airports Division, 1601 Lind Ave. S.W., Renton, WA 98055-4056. Questions concerning the draft EIS or the process being applied by the FAA in connection with this study should also be directed to Mr. Ossenkop.

SUPPLEMENTARY INFORMATION: The public scoping (comment) period for the Supplemental Environmental Impact Statement, Cal Black Memorial Airport, Halls Crossing, Utah, has been extended because of possible misunderstanding that might have occurred due to two typographical errors in the Notice of Intent published in the **Federal Register** dated March 23, 1995, on page 15320. Specifically, under Supplementary Information, the word "reserved" should have read "reversed". Secondly, under Supplementary Information, the case number "988" should have read case number "998". The FAA regrets any inconvenience these errors may have created.

Issued in Renton, Washington on July 17, 1995.

Lowell H. Johnson,

Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

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RTCA, Inc., Special Committee 186 Standards for Airport Security Access Control

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2) notice is hereby given for special committee 186 meeting to be held August 16-17, 1995. The August 16 Working Groups 1 and 2 sessions will be 9 a.m.-12 noon, and the Plenary Session will begin at 1:00 p.m. The August 17 Plenary Session will begin at 9 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will include: (1) Chairman's Introductory Remarks/ Review of Meeting Agenda; (2) Review and Approval of Minutes of the Previous Meeting; (3) Report of Working Group Activities: a. Working Group 1 Report (Operations Working Group); b. Working Group 2 Report (Technical Working Group); (4) Report on FAA DLORT Activity; (5) Reports on Activities at MITRE: a. Analysis of the Necessary Capabilities of an ADS-B System; b. Update on the Universal Access Transceiver (UAT); (6) Secondary Methods of Position Determination: a. Airborne—Passive Listening to Interrogations/Replies; b. Ground—Multilateration of ADS-B Signals; (7) TCAS/ADS-B Architectures; (8) Presentation of Self-Organizing TDMA Data Link; (9) Other Business; (10) 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 (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 July 25, 1995.

Janice L. Peters,

Designated Official.

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Federal Railroad Administration

Petition for 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 from the National Railroad Passenger Corporation (AMTRAK) a request for a waiver of compliance with a requirement of Federal rail safety standards. The petition is described below, including the regulatory provisions involved and the nature of the relief being requested.

National Railroad Passenger Corporation Waiver Petition Docket Number H-95-3

The National Railroad Passenger Corporation (AMTRAK) seeks a waiver of compliance with certain provisions of the Locomotive Safety Regulations (49 CFR Part 229). AMTRAK is requesting a temporary waiver of compliance with

Section 229.29, for eleven locomotives equipped with the New York Air Brake Company/Knorr Brake Corporation Computer Controlled Brake (CCB). Section 229.29 stipulates that all brake valves must be cleaned, tested and inspected every 736 calendar days. On January 29, 1985, FRA granted approval for the 26-L type air brake equipment to be cleaned, inspected and tested every 1,104 calendar days. The petition requests that the CCB brake valves be maintained on a 5-year test interval.

The CCB brake equipment combines certain pneumatic features of the 26L brake with microprocessor controls. The CCB pneumatic and electro-pneumatic devices rely on poppet valve and seat technology which has been proven in service in other Knorr brake equipment.

Locomotive AMTRAK 809 was equipped with the CCB brake equipment when built by General Electric Company (GE) in 1993. It was placed in service on August 31, 1993, and has since accumulated over 260,000 miles in intercity revenue operation both as a lead and trail unit. Early software logic defects were corrected as they occurred and the CCB system has been reliable since. Amtrak is requesting the waiver for this locomotive and for 10 additional P40 locomotives (Amtrak 700-709) now being delivered by GE.

The CCB system consists of a console desk controller, an electronic control system unit and a pneumatic interface unit. The electronic control system unit contains the logic processor (computer), power supply, input/output interfaces, diagnostic program and brake operation programs. The desk console controller contains the standard automatic and independent brake operating handles. The console controller also contains a direct connection to brake pipe which is utilized for emergency brake applications. The pneumatic interface unit contains the connections to the standard train line and locomotive multiple unit pneumatic lines. The pneumatic unit contains all of the devices which are driven by the electronic control system to perform all functions currently carried out by the 26-L brake system.

The brake system includes advanced diagnostics and a self test program. The self test program is manually initiated and provides a test of all electronic and pneumatic interface functions. Any faults detected are displayed on the system unit. In-service faults are detected and stored in non-volatile memory. The railroad states that safety is enhanced by the CCB Equipment in (1) constant vigilance for deviation from performance by the microcomputer, (2) the control of faults to a known safe