

number involved and must be received on or before March 5, 1997.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: 9-9-9-NPRM-CMTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Fred Haynes (202) 267-3939 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on February 21, 1997.

Donald P. Byrne,

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* 28813.

*Petitioner:* Keith Campbell.

*Sections of the FAR Affected:* 14 CFR 119.67(a)(1).

*Description of Relief Sought:* To permit the petitioner to serve as Director of Operations of Reeve Aleutian Airways even though he does not hold an airline transport pilot certificate.

*Docket No.:* 28816.

*Petitioner:* Grant Murray.

*Sections of the FAR Affected:* 14 CFR 119.67(a)(1) and 119.71(a).

*Description of Relief Sought:* To permit the petitioner to continue to serve as Director of Operations for Eagle Jet Charter, Inc. without holding an airline transport pilot certificate.

[FR Doc. 97-4847 Filed 2-26-97; 8:45 am]

BILLING CODE 4910-13-M

#### Aviation Rulemaking Advisory Committee Meeting on Training and Qualifications

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

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss training and qualification issues.

**DATES:** The meeting will be held on March 12 at noon.

**ADDRESSES:** The meeting will be held at the Regional Airlines Association, Third floor, 1200 19th St., NW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Ms. Regina L. Jones, (202) 267-9822, Office of Rulemaking, (ARM-100) 800 Independence Avenue, SW Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to discuss training and qualification issues. This meeting will be held March 12, 1997, at noon, at the Regional Airlines Association. The agenda for this meeting will include progress reports from The Air Carrier Pilot Pay for Training Working Group and the Air Carrier Minimum Flight Time Requirements Working Group.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listing device, 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 February 19, 1997.

Thomas Toulas,

*Executive Director for Training and Qualifications, Aviation Rulemaking Advisory Committee.*

[FR Doc. 97-4848 Filed 2-26-97; 8:45 am]

BILLING CODE 4910-13-M

#### RTCA, Inc.; Joint Special Committee 190/Eurocae Working Group 52; DO-178 Software Consideration

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 190/EUROCAE Working Group (WG) 52 meeting to be held March 11-13, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140

Connecticut Avenue, N.W., Washington, D.C. 20036.

The agenda will include the following: (1) Chairman's Opening Remarks and General Introductions; (2) Review and Approval of Agenda; (3) Establish Structure and Organization of the Committee; (4) Review Proposed Terms of Reference, RTCA Paper No. 039-97/SC190-002; (5) Identify Goals, Develop Work Program, and Determine Milestones; (6) Assign Tasks; (7) Other Business; (8) 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); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on February 20, 1997.

Janice L. Peters,

*Designated Official.*

[FR Doc. 97-4849 Filed 2-26-97; 8:45 am]

BILLING CODE 4810-13-M

#### [Application #97-02-C-00-FCA]

#### Notice of Intent to Rule on Application, Passenger Facility Charge (PFC) Glacier Park International Airport; Submitted by the Flathead Municipal Airport Authority, Kalispell, Montana

**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 PFC revenue at Glacier Park International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before March 31, 1997.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: David P. Gabbert, Manager; Helena Airports District Office, HLN-ADO; Federal Aviation Administration; FAA Building, Suite 2; 2725 Skyway Drive; Helena, MT, 59601.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Monte M.

Eliason, Airport Manager, at the following address: Flathead Municipal Airport Authority, 4170 Highway 2 East, Kalispell, Montana 59901.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Glacier Park International Airport, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. David P. Gabbert, (406) 449-5271; Helena Airports District Office, HLN-ADO; Federal Aviation Administration; FAA Building, Suite 2; 2725 Skyway Drive; Helena, MT 59601. 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 (#97-02-C-00-FCA) to impose and use PFC revenue at Glacier Park International Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 19, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Flathead Municipal Airport Authority, Glacier Park International Airport, Kalispell, Montana, 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 May 3, 1997.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed Charge effective date:* June 1, 1997.

*Proposed charge expiration date:* December 31, 2017.

*Total requested for use approval:* \$8,249,680.00.

*Brief description of proposed project:* Terminal area expansion—Building construction; Terminal area expansion—Site work and road work.

*Class or classes of air carriers which the public agency has requested not be required to collect PFC's:* Air Taxi Operators.

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, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Glacier Park International Airport.

Issued in Renton, Washington on February 19, 1997.

David A. Field,

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 97-4850 Filed 2-26-97; 8:45 am]

**BILLING CODE 4910-13-M**

## Federal Railroad Administration

### Notice of Safety Bulletin

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of safety bulletin.

**SUMMARY:** The FRA is issuing Safety Bulletin 97-2 addressing a recommended safety practice to stop trains on heavy descending grades of 2 percent or greater by initiating an emergency application of the train's air brakes whenever the train speed exceeds the maximum authorized speed by five miles per hour or more.

**FOR FURTHER INFORMATION CONTACT:** Doug Taylor, Staff Director, Operating Practices Division, Office of Safety Assurance and Compliance, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone 202-632-3346).

#### SUPPLEMENTARY INFORMATION:

##### Background

Preliminary investigatory findings following the January 12, 1997, derailment of a run-away Union Pacific Railroad Company (UP) freight train on a 2.2 percent descending grade at Hayden, California, indicate that when the train reached a speed of 11 miles per hour above its maximum authorized speed, the engineer initiated an emergency application of the train's air brakes. Following the emergency brake application, the train continued to accelerate out of control and derailed at the entrance switch to a controlled siding.

FRA has studied this accident and compared it with another run-away freight train derailment that occurred on the Cajon Subdivision of the Burlington Northern Santa Fe Railway (BNSF) four miles west of Summit, California, on February 1, 1996. Following that derailment, the BNSF implemented a "five mile per hour rule." The railroad's rule requires that if a freight train exceeds the maximum authorized speed by five miles per hour while descending the grade on the Cajon Pass between Summit and Baseline, the train must be stopped by using an emergency application of the train's air brake system. The UP initiated a similar rule

at 24 locations on their system following the January 12, 1997, Hayden, California, derailment.

While FRA does not approve of train operations at any speed above the maximum allowable speed established by Federal regulations or by railroad rule, FRA does support the initiatives taken by both the BNSF and UP to address the situation described here. FRA continues to believe that properly maintained equipment and proper instruction on train handling techniques, that adequately cover normal and emergency operating procedures on heavy grades, would prevent nearly all situations in which a train would be exceeding the allowable speed. However, if a simple, easy to implement practice could help prevent run-away trains, whatever the cause of the excessive train speed, that practice should be encouraged.

The suggested practice provides an additional measure of safety since it reduces the uncertainty inherent in "judgement calls" as to when to initiate emergency action when descending a heavy grade. The recommendation, based on UP's and BNSF's "five mile per hour rule" reduces the possibility that train speed will increase to a point where escalating energy levels prohibit stopping the train's momentum even with the retarding force generated by an emergency train brake application.

##### Recommendation

In recognition of the difficulty or impossibility of stopping a train on a heavy grade once a critical train speed is attained, FRA strongly recommends that railroads take the following safety precautions:

1. On descending grades of 2 percent or more, a train must be stopped, using an emergency application of the train's air brakes, if the train's speed reaches 5 miles per hour more than the train's maximum authorized speed.

2. After the train has stopped:

- a. a sufficient number of hand brakes must be applied to secure the train;

- b. once secured, the train must be inspected and no further train movement will be made until authorized by a designated railroad employee.

3. The railroad must conduct an immediate investigation into the cause of the incident and initiate appropriate corrective action.

4. Event recorder data must be routinely inspected to ensure full understanding and compliance with this rule.