

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Fifteenth Meeting: RTCA Special Committee 203/Unmanned Aircraft Systems**

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

**ACTION:** Notice of RTCA Special Committee 203, Unmanned Aircraft Systems.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 203, Unmanned Aircraft Systems.

**DATES:** The meeting will be held October 13–15, 2009 from 9 a.m.–5 p.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036. Point of Contact: RTCA Secretariat, POC: Rudy Ruana, Telephone: 202–833–9339, E-mail: [rruana@rtca.org](mailto:rruana@rtca.org).

**FOR FURTHER INFORMATION CONTACT:** (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** 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 a Special Committee 203/Unmanned Aircraft Systems meeting. The agenda will include:

*October 13:*

- Opening Plenary Session.
  - Introductory Remarks and Introductions.
  - Approval of Fourteenth Plenary Summary.
- Plenary Presentations:
  - Leadership Updates.
  - Chairperson Update.
  - Designated Federal Official (DFO) Update.
  - Overview of SC–203 Terms of Reference (TOR's).
  - Work Plan Status.
  - Work Group Update.
  - Work Product(s) flow into MASPS Overview.
  - Plenary consideration of Operational Services and Environmental Definition (OSED) Product for Final Review and Comment (FRAC).
  - Overview of Product Team Breakout Sessions.
  - Closing Plenary Session.
  - Date, Place, and Time for Plenary 16.
- Plenary Adjourns.
- Product Team Breakout Sessions.
  - Requirements/Architecture Product Team.

- Operational Services and Environmental Definition (OSED) Product Team.
- Control & Communications (C&C) Product Team.
- Sense & Avoid (S&A) Product Team.

*October 14:*

- Product Team Breakout Sessions.
  - Requirements/Architecture Product Team.
  - Operational Services and Environmental Definition (OSED) Product Team.
  - Control & Communications (C&C) Product Team.
  - Sense & Avoid (S&A) Product Team.

*October 15:*

- Product Team Breakout Sessions.
  - Requirements/Architecture Product Team.
  - OSED Product Team.
  - C&C Product Team.
  - S&A Product Team.
- Product Team Back Briefs.
- Closing Plenary Session (Other Business, Date, Place, and Time for Plenary, Adjourns).

**Note:** Dress Business Casual.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the “**FOR FURTHER INFORMATION CONTACT**” section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 14, 2009.

**Francisco Estrada C.,**  
*RTCA Advisory Committee.*

[FR Doc. E9–22636 Filed 9–18–09; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****Petition for Waiver of Compliance**

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

**Ballard Terminal Railroad Company, LLC (Waiver Petition Docket Number FRA–2009–0029)**

The Ballard Terminal Railroad Company, LLC (BTRC) of Seattle, WA, has petitioned for a permanent waiver of compliance for one locomotive (BDTL 98) and one caboose (MSN 10056) from the requirements of the Railroad Safety Glazing Standards, Title 49 CFR part 223, which require certified glazing in all windows. BTRC operates two small freight railroads, namely 3-mile long Ballard Terminal Railroad (BDTL) since 1998, and 5-mile long Meeker Southern Railroad (MSN) since 2000, in western Washington state. BTRC states that they have been completely accident and incident free.

The subject locomotive BDTL 98 on the BDTL line is a 1940 EMC SW–1 600 hp switching locomotive whose side windows conform to Title 49 CFR 223.11 glazing requirements; however, the front and rear windows do not. The front and rear windows are glazed with ¼ inch laminated safety glass that is in good condition with no discoloration. BTRC states that this very early EMC locomotive has different window geometry from the “post war” locomotives of the same series. As such, the cost of a set of custom windows meeting FRA requirements is basically prohibitive for their small company.

The subject caboose MSN 10056 on the MSN line is an ex-BNSF all steel caboose with cupola that is used primarily as a “shoving platform.” BTRC states that when they acquired the caboose, all of the windows were covered up with sheet metal. Upon removal of the sheet steel, it was discovered that all of the windows were old and damaged such that they were nearly opaque. Due to uncertainty of spare parts and cost considerations, BTRC replaced all of them with ¼ inch laminated safety glass which does not comply with Title 49 CFR 223.13 glazing requirements. However, the installed glass remains in good condition with no discoloration.

BTRC states that they operate in a primarily agricultural area, which is a very benign environment. In 8 years, they have not experienced any rock throwing or shooting damage to the equipment. BTRC's maximum operating speed is 10 mph, and their trains average five cars in length. BTRC further states that the expense of retrofitting the subject locomotive and caboose to comply with FRA Safety Glazing Standards would impose an undue financial burden on their small company to protect against situations they do not encounter.