

2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.

3. Draft an appropriate report.

4. Provide a status report at each meeting of ARAC held to consider air carrier operations issues.

Participation in the Working Group

The Airplane Performance Harmonization Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee..

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. The request will be reviewed by the assistant chair, and the individual will be advised whether or not the request can be accommodated. Requests to participate on the Airplane Performance Harmonization Working Group should be submitted no later than January 2, 1998. To the extent possible, the composition of the working group will be balanced among the aviation interests selected to participate.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meeting of ARAC will be open to the public. Meetings of the Airplane Performance Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 5, 1997.

Quentin J. Smith,

Assistant Executive Director, for Air Carrier Operations Issues, Aviation Rulemaking Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc.; Joint RTCA Special Committee 180 and Eurocae Working Group 46 Meeting; Design Assurance Guidance for Airborne Electronic Hardware

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 joint RTCA Special Committee 180 and EUROCAE Working Group 46 meeting to be held December 3-5, 1997, starting at 8:30 a.m. on December 3. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review and Approval of Meeting Agenda; (3) Review and Approval of Minutes of Previous Joint Meeting; (4) Leadership Team Meeting Report; (5) Review Action Items; (6) FAR part 21 Revision Activity Report; (7) Review Issue Logs; (8) Issue Team Status; (9) Break into Teams; (10) Issue Team Reports; (11) New Items for Consensus; (12) Special Committee 190 Committee Activity Report; (13) Other Business; (14) Establish Agenda for Next Meeting; (15) 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, NW., Suite 1020, Washington, DC 20036; (202) 933-9339 (phone); (202) 933-9434 (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 November 3, 1997.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice 97-13]

Safety Advisory: Unauthorized Cans Used to Package and Transport HC-12a®, a Liquefied Petroleum Gas

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: This is to notify the public that cans labeled as DOT-2Q containing HC-12a®, a liquefied petroleum gas, packaged and distributed by OZ Technology, Inc. (OZ), Rathdrum, Idaho are unauthorized for the packaging and transportation of HC-12a®, and that tests on these cans show that they may fail at ambient temperatures normally encountered in transportation. Failure of cans containing a liquefied petroleum gas could result in serious personal injury, death, and property damage.

FOR FURTHER INFORMATION CONTACT: Raymond L. LaMagdelaine, Chief, Special Investigations, telephone (202) 366-4700, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street S.W., Washington, D.C. 20590-0001.

SUPPLEMENTARY INFORMATION: The Hazardous Materials Regulations (HMR) (49 CFR Parts 171-180) authorize certain specification containers for liquefied petroleum gas. A specification DOT-2Q container may be used if quantity and pressure limits are met. Specification DOT-2Q cans, when not equipped with a pressure relief device, are authorized to transport liquefied petroleum gas with a vapor pressure not exceeding 35 p.s.i.g. at 70° F. and 100 p.s.i.g. at 130° F. (49 CFR 173.304(d)(3)(ii)). The cans used by OZ to package HC-12® have no pressure relief device. According to the OZ Material Safety Data Sheet (MSDS), the vapor pressure of HC-12a® is 72 p.s.i.g. at 70° F. Therefore, a DOT-2Q can is not authorized for shipment of HC-12a®.

When a DOT-2Q can is authorized, the HMR require that "[e]ach completed container filled for shipment must have been heated until contents reached a minimum temperature of 130° F., without evidence of leakage, distortion, or

defect." (49 CFR 173.304(d)(3)(ii) Note 1). RSPA had 18 cans of HC-12a® tested by an independent test laboratory. Of the 18 cans tested, six cans burst (i.e., the valve assembly separated from the can), three leaked,