

Mail Vote 015—Resolution 010s TC23
Middle East-TC3
Special Passenger Amending
Resolution from Korea to Middle
East

Intended effective date: 15 July 1999

Docket Number: OST-99-5902

Date Filed: June 29, 1999

Parties: Members of the International
Air Transport Association

Subject:

PTC12 USA-EUR 0078 dated 29 June
1999

Mail Vote 016—Resolutions 002, 015n
TC12 North Atlantic
USA-Austria, Belgium, Germany,
Netherlands, Scandinavia,
Switzerland

Intended effective date: 1 August 1999

Dorothy W. Walker,

Federal Register Liaison.

[FR Doc. 99-17611 Filed 7-9-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues—New Task

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of new task assignment
for the Aviation Rulemaking Advisory
Committee (ARAC).

SUMMARY: Notice is given of a new task
assigned to and accepted by the
Aviation Rulemaking Advisory
Committee (ARAC). This notice informs
the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT:
Marc Bouthillier, Engine and Propeller
Standards Staff (ANE-110), 12 New
England Executive Park, Burlington, MA
01803; phone (781) 238-7111; fax (781)
238-7199.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation
Rulemaking Advisory Committee to
provide advice and recommendations to
the FAA Administrator, through the
Associate Administrator for Regulation
and Certification, on the full range of
the FAA's rulemaking activities with
respect to aviation-related issues. This
includes obtaining advice and
recommendations on the FAA's
commitment to harmonize its Federal
Aviation Regulations (FAR) and
practices with its trading partners in
Europe and Canada.

One area ARAC deals with is
Transport Airplane and Engine Issues.

These issues involve the airworthiness
standards for transport category
airplanes and engines in 14 CFR parts
25, 33, and 35 and parallel provisions in
14 CFR parts 121 and 135.

The Task

This notice is to inform the public
that the FAA has asked ARAC to
provide advice and recommendation on
the following harmonization task:

Task 17: Bird Ingestion

Review the comments received in
response to NPRM 98-19 and
recommend disposition of those
comments. ARAC recommendations
that do not support the proposals may
include supporting data as appropriate.

The FAA expects ARAC to forward its
recommendation to the FAA by
November 30, 1999. The FAA will
consider this recommendation in the
development of the final rule.

Contrary to the usual practice, the
FAA has not asked ARAC as part of this
task to develop a final draft of the next
action (i.e., supplemental notice, final
rule, or withdrawal); rather, ARAC
should provide a document setting forth
the rationale for the recommended
disposition of each of the comments.

Working Group Activity

The Engine Harmonization Working
Group is expected to comply with the
procedures adopted by ARAC. As part
of the procedures, the working group is
expected to:

1. Recommend a work plan for
completion of the task, including the
rationale supporting such a plan, for
consideration at the meeting of ARAC to
consider transport airplane and engine
issues held following publication of this
notice.

2. Provide a status report at each
meeting of ARAC held to consider
transport airplane and engine issues.

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.

Meetings of ARAC will be open to the
public. Meetings of the Engine
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 June 28,
1999.

Brenda D. Courtney,

*Acting Executive Director, Aviation
Rulemaking Advisory Committee.*

[FR Doc. 99-17648 Filed 7-9-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-99-19]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of petitions for
exemption received and of dispositions
of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking
provisions governing the application,
processing, and disposition of petitions
for exemption (14 CFR Part 11), this
notice contains a summary of certain
petitions seeking relief from specified
requirements of the Federal Aviation
Regulations (14 CFR Chapter I),
dispositions of certain petitions
previously received, and corrections.
The purpose of this notice is to improve
the public's awareness of, and
participation in, this aspect of FAA's
regulatory activities. Neither publication
of this notice nor the inclusion or
omission of information in the summary
is intended to affect the legal status of
any petition or its final disposition.

DATES: Comments on petitions received
must identify the petition docket
number involved and must be received
on or before August 2, 1999.

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, D.C. 20591.

Comments may also be sent
electronically to the following internet
address: 9-NPRM-cmts@faa.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, D.C. 20591; telephone
(202) 267-3132.

FOR FURTHER INFORMATION CONTACT:
Cherie Jack (202) 267-7271 or Terry
Stubblefield (202) 267-7624 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, D.C., on July 2, 1999.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29396

Petitioner: Department of the Air Force
Section of the FAR Affected: 14 CFR 91.209

Description of Relief Sought/

Disposition: To permit the USAF to conduct certain night flight military training operations without lighted external aircraft position and anticollision lights.

Docket No.: 29548

Petitioner: Continental Express
Section of the FAR Affected: 14 CFR 121.344(b)(3)

Description of Relief Sought: To permit Continental Express to operate its Avions de Transport Regional ATR 42 and ATR 72 aircraft, Beechcraft 1900D aircraft, and Embraer EMB-120 and EMB 145 aircraft without installing, in each aircraft, the required, approved digital flight data recorder (DFDR) until the next heavy maintenance check after the aircraft manufacturers have made the DFDR modification kits available, but not later than August 20, 2001.

Docket No.: 29556

Petitioner: Business Express Airlines, Inc.

Section of the FAR Affected: 14 CFR 121.344(b)(3)

Description of Relief Sought: To permit Business Express Airlines to operate its fleet of Saab 340A and 340B aircraft without installing, in each aircraft, the required, approved digital flight data recorder (DFDR) until the next heavy maintenance check after the aircraft manufacturers have made the DFDR modification kits available, but not later than August 20, 2001.

Docket No.: 29574

Petitioner: Central Air Flight Training, Inc.

Section of the FAR Affected: 14 CFR 135.251, 135.255, and 135.353

Description of Relief Sought: To permit Central Air Flight Training, Inc. to conduct sightseeing flights without establishing drug testing and alcohol misuse prevention programs

Docket No.: 29575

Petitioner: Air Wisconsin Airlines Corporation

Section of the FAR Affected: 14 CFR 121.344(b)(3)

Description of Relief Sought/

Disposition: To permit Air Wisconsin Airlines to operate certain British Aerospace 146 aircraft without installing, in each aircraft, the required, approved digital flight data recorder (DFDR) until the next heavy maintenance check after the aircraft manufacturers have made the DFDR modification kits available, but not later than August 20, 2001.

Docket No.: 29620

Petitioner: The Boeing Company
Section of the FAR Affected: 14 CFR 25.1435(b)(1)

Description of Relief Sought/

Disposition: In lieu of a static proof pressure test on the 737-900, Boeing proposes to demonstrate compliance with § 25.1435(b)(1) by similarity to the 737-700 hydraulic system (compliance for which was established during certification of that aircraft) and by engineering design review of the added straight-line hydraulic tube installations on the 737-900.

Dispositions of Petitions

Docket No.: 22451

Petitioner: Air Transport Association of America

Sections of the FAR Affected: 14 CFR 121.613, 121.619(a), and 121.625

Description of Relief Sought/

Disposition: To permit ATA-members airlines and other similarly situated part 121 operators to continue to dispatch airplanes under instrument flight rules when conditional language in a one-time increment of the weather forecast states that the weather at the destination airport, alternate airport, or both airports could be below authorized weather minimums when other time increments of the weather forecast state that weather conditions will be at or above the authorized weather minimums.

Grant, 06/18/99, Exemption No. 3585L

Docket No.: 23477

Petitioner: Experimental Aircraft Association

Section of the FAR Affected: 14 CFR 103.1(a), and (e)(1) through (e)(4)

Description of Relief Sought/

Disposition: To permit individuals authorized by EAA to give instruction in powered ultralights that a maximum empty weight of not more than 496 pounds, have a maximum fuel capacity of not more than 10 U.S. gallons, are not capable of more than 75 knots calibrated airspeed at full power in level flight, and have a

power-off stall speed that does not exceed 35 knots calibrated airspeed.
Partial grant, 6/18/99, Exemption No. 3748I

Docket No.: 24427

Petitioner: United States Ultralight Association, Inc.

Section of the FAR Affected: 14 CFR 103.1(a), and (e)(1) through (e)(4)

Description of Relief Sought/

Disposition: To allow individuals authorized by USUA to give instructions in powered ultralights that have maximum empty weight of not more than 496 pounds, have a maximum fuel capacity of not more than 10 U.S. gallons, are not capable of more than 75 knots calibrated airspeed at full power in level flight, and have power-off stall speed that does not exceed 35 knots calibrated airspeed.

Grant, 6/18/99, Exemption No. 4274H

[FR Doc 99-17649 Filed 7-9-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33773]

Consolidated Rail Corporation— Trackage Rights Exemption—Grand Trunk Western Railroad Incorporated

Grand Trunk Western Railroad Incorporated (GTW), a subsidiary of Canadian National Railway Company (CN), has agreed to grant limited, non-exclusive overhead trackage rights to Consolidated Rail Corporation (Conrail)¹ over a 4.4-mile segment of GTW's Shoreline Subdivision between the proposed CN/Conrail connection at Milwaukee Junction, near milepost 54.6 and the existing connection with

¹ By decision served July 23, 1998, the Board approved, subject to certain conditions, the acquisition of control of Conrail, and the division of the assets thereof, by CSX Corporation and CSX Transportation, Inc. (referred to collectively as CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (referred to collectively as NS). See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998). Acquisition of control of Conrail was effected by CSX and NS on August 22, 1998. The division of assets of Conrail was effected by CSX and NS on June 1, 1999. See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 127 (STB served May 20, 1999). Conrail continues to operate rail properties in Michigan, New Jersey, and Pennsylvania.