

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]

BILLING CODE 4910-62-P

## 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]

BILLING CODE 4910-13-M

## 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]

BILLING CODE 4910-13-M

## **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)<sup>1</sup> 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

<sup>1</sup> 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.