

Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056.

Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Katherine Burks, Transport Standards Staff, at the address above, telephone (425) 227-2114.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

A copy of the draft AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire.

Commenters should identify AC 25-XX, and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC.

**Discussion**

This advisory circular applies to Part 25 of the Federal Aviation Regulations for transport category airplanes for which a new, amended, or supplemental type certificate is requested. The policy extracts contained in the AC are presented in order to provide guidelines which can help in understanding and resolving certification issues or making approval decisions. In the past, advisory and guidance information applicable to transport airplane electrical systems and equipment installations has been formally published within ACs. However in many instances policy has been developed and applied to specific certification projects without formal publication. This policy was documented in the form of policy memorandums, issue papers which were distributed to the FAA Aircraft Certification Offices, or in the form of letters sent to commercial companies, other U.S. government agencies, U.S. Congressional representatives, or foreign certification and airworthiness authorities. In many instances this information was not organized in a way that allowed easy access. This AC is intended to document existing policy so that the public and FAA personnel have access to this information. The excerpts from memoranda and letters provided in this AC represent historical views of regulations and requirements which may have evolved since the issue of policy in the extract, and may be

applicable to a specific airplane model depending on the certification basis. The applicant and the cognizant certifying authority are advised to check and ensure, at the earliest practical moment, that a specific policy extract applies to any specific airplane type certification programs.

Issued in Renton, Washington, on September 8, 1998.

**Ronald T. Wojnar,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 98-24853 Filed 9-15-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Aviation Rulemaking Advisory; Committee Meeting on Emergency Evacuation Issues**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss emergency evacuation issues.

**DATES:** The meeting will be held on October 8, 1998, at 10 a.m. Arrange for oral presentations by October 2, 1998.

**ADDRESSES:** The meeting will be held at the Fiesta Inn Conference Center, Prescott Room, 2100 South Priest Drive, Tempe, AZ.

**FOR FURTHER INFORMATION CONTACT:** Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held on October 8, 1998, at the Fiesta Inn Conference Center, Prescott Room, 2100 South Priest Drive, Tempe, AZ.

The agenda will include:

- Opening remarks.
- Review of a new harmonization task on access to type III exits and clarification of issues relative to the task.
- Report on Performance Standards Working Group activities.

Attendance is open to the public, but will be limited to space available. The public must make arrangements by October 2, 1998, to present oral statements at the meeting. Written

statements may be presented to the committee any time by providing 25 copies to the Assistant Executive Director for Emergency Evacuation Issues or by providing copies at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on September 10, 1998.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-24852 Filed 9-15-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

[FHWA Docket No. FHWA-98-4370]

**Transportation and Community and System Preservation Pilot Program—Implementation of the Transportation Equity Act for the 21st Century**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; request for comments on program implementation in FY 2000 and beyond; request for letters of intent for FY 1999 planning and implementation grants.

**SUMMARY:** This document provides implementation guidance on section 1221 of the Transportation Equity Act for the 21st Century (TEA-21), Pub. L. 105-178, 112 Stat. 107 (1998), which establishes the Transportation and Community and System Preservation Pilot Program (TCSP). The TCSP provides funding for planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation. The States, local governments, and metropolitan planning organizations (MPOs) are eligible for discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

Through the TCSP, the States, local governments, and MPOs will implement