

20590, or by telephone at (202) 366-0591; FAX: 202-493-2061.

SUPPLEMENTARY INFORMATION: The ARC was created by the Amtrak Reform and Accountability Act of 1997 (ARAA), as an independent commission, to evaluate Amtrak's performance and to make recommendations to Amtrak for achieving further cost containment, productivity improvements, and financial reforms. In addition, the ARAA requires that the ARC monitor cost savings resulting from work rules established under new agreements between Amtrak and its labor unions; that the ARC provide an annual report to Congress that includes an assessment of Amtrak's progress on the resolution of productivity issues; and that, after two years, the ARC has the authority to determine whether Amtrak can meet certain financial goals specified under the ARAA and, if not, to notify the President and the Congress.

The ARAA provides that the ARC consist of eleven members, including the Secretary of Transportation and ten others nominated by the President and Congressional leaders. Each member is to serve a five-year term.

Issued in Washington, DC, September 24, 1999.

Thomas A. Till,

Executive Director.

[FR Doc. 99-25599 Filed 9-30-99; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Request for Comments on Advisory Circular (AC) 43.13-1B, Acceptable Methods, Techniques and Practices—Aircraft Inspection and Repair

AGENCY: Federal Aviation Administration.

ACTION: Request for comments.

SUMMARY: This notice requests comments on AC 43.13-1B, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair, which provides guidance on acceptable methods, techniques, and practices associated with inspection and repairs to small, nonpressurized, older aircraft of 12,500 pounds or less. This AC was revised on September 8, 1998. The FAA is considering making a change to the AC that will correct minor discrepancies that occurred during publication and is opening the document for additional new maintenance information. This notice is necessary to give all interested persons an opportunity to submit comments, corrections, or new

maintenance information that may be included in the next change to the AC. Any comments or corrections should reflect the applicable AC chapter, page and paragraph number. If new information or data is suggested, a copy of the data, repair methods, inspection procedures, or new techniques should be enclosed with the comment.

DATES: Comments must be received on or before November 30, 1999.

ADDRESSES: All comments should be addressed to: George Torres, AFS-613, Federal Aviation Administration, Manufacturing Standards Section, 6500 S. MacArthur Blvd, Oklahoma City, OK 73169 or FAX 405-954-4104. A copy of Advisory Circular (AC) 43.13-1B, Acceptable Methods, Techniques and Practices—Aircraft Inspection and Repair, can be found on the internet at web site www.faa.gov/afs/acs/ac-idx.htm. Comments may be inspected at the above Oklahoma City address between 9 a.m. and 4 p.m. weekdays except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Gerri Robinson, Aviation and Commercial Branch, AFS-340, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-9678, FAX (202) 267-5075.

Issued in Washington, DC, on September 20, 1999.

Ava L. Mims,

Deputy Director, Flight Standards Service.

[FR Doc. 99-25543 Filed 9-30-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petitions for Waivers of Compliance; Petition for Exemption for Technological Improvements

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, and 49 U.S.C. 20306, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for waiver of compliance with certain requirements of the Federal railroad safety regulations and a request for exemption of certain statutory provisions. The individual petition is described below, including the party seeking relief, the regulatory and statutory provisions involved, the nature of the relief being sought and the petitioner's arguments in favor of relief.

Utah Transit Authority

FRA Waiver Petition No. FRA-1999-6253

Utah Transit Authority (UTA) seeks a permanent waiver of compliance from certain CFR parts of Title 49, specifically: Part 219, Control of Alcohol and Drug Use; part 221, Rear End Marking Device—Passenger, Commuter and Freight Trains; part 223, Safety Gazing Standards—Locomotives, Passenger Cars and Caboose; part 225, Railroad Accidents/Incidents—Report Classification, and Investigations; part 228, Hours of Service of Railroad Employees; part 229, Railroad Locomotive Safety Standards; part 231 Railroad Safety Appliance Standards; part 234, Grade Crossing Signal System Safety; part 238, Passenger Equipment Safety Standards; part 239, Passenger Train Emergency Preparedness; part 240, Qualification and Certification of Locomotive Engineers; and the statutory requirements 49 U.S.C. 20301 through 20305.

UTA seeks approval of shared track usage and waiver of certain FRA regulations involving light rail passenger operations on the planned light rail transit system known as "TRAX." The TRAX System will operate on an approximately 15 mile track between downtown Salt Lake City and the City of Sandy, Utah to the south. FRA has jurisdiction over a portion of the TRAX System because it will be connected to the general railroad system of transportation; a portion of the TRAX System will be on a rail line on which a short line freight railroad currently operates, and will continue to operate after start-up of TRAX service.

In each section entitled "Justification," FRA merely sets out UTA's justifications which are included in its petition. In doing so, UTA references the proposed Joint Policy Statement on Shared Used of the General Railroad System issued by FRA and the Federal Transit Administration (FTA) (64 FR 28238; May 25, 1999) ("Policy Statement"). The proposed policy statement suggests that regulation of light rail service on the general rail system, under conditions of temporal separation from conventional rail movements, be handled through application of complementary strategies. FRA regulations would generally be employed to address hazards common to light rail and conventional operations for which consistent handling is necessary, while other hazards would be handled under FTA's program of State Safety Oversight (49 CFR Part 659). See proposed Policy Statement for details. Since FRA has not yet concluded its