

TSO-C112 (Mode S) transponder installed in the aircraft. *Grant, 10/7/99, Exemption No. 7027.*

Docket No.: 29660.

Petitioner: NorthEastern Aviation Corporation.

Section of the FAR Affected: 14 CFR 135.299(a).

Description of Relief Sought/

Disposition: To permit NorthEastern pilots to accomplish a line operational evaluation in a Level C or Level D flight simulator in lieu of a line check in an aircraft. *Denial, 10/5/99, Exemption No. 7022.*

Docket No.: 29717.

Petitioner: Miami Air International.

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

Description of Relief Sought/

Disposition: To permit Miami Air to install the required digital flight data recorder (DFDR) upgrade for one Boeing 717-200 (B-727-200) aircraft (Registration No. N803MA) in two phases instead of one with the final installation completed by January 30, 2000. *Grant, 10/5/99, Exemption No. 7016.*

Petition for Exemption

Docket No.: 29820.

Petitioner: Bombardier Completion Centre, Inc.

Regulations Affected: 25.785(b).

Description of Petition: To permit the installation of side facing divan seats manufactured by BE-AMP in any BD700-1A10 Global Express airplane used for corporate transportation.

Petition for Exemption

Docket No.: 29800.

Petitioner: Associated Air Center.

Regulations Affected: 25.813(e).

Description of Petition: To allow doors between passenger compartments on Boeing Model 757-23A and 757-2J4 airplanes.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Terrain Awareness and Warning System

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of publication of Technical Standard Order (TSO)-C151a, Terrain Awareness and Warning System.

SUMMARY: The FAA has issued TSO-C151a, Terrain Awareness and Warning

System, and canceled TSO-C151. The FAA has taken this action to clarify and correct certain paragraphs and tables that appeared in TSO-C151. The FAA has determined that the changes to TSO-C151a are of a clarifying and corrective nature, and that these changes do not alter the original intent of the airworthiness requirements of the paragraphs or tables being changed. Therefore, the FAA has taken this administrative action without using public comment process. However, the FAA will accept any comments about TSO-C151a and will consider them in any future revision to TSO-C151a. The changes are discussed below under the section titled **SUPPLEMENTARY INFORMATION.**

FOR FURTHER INFORMATION CONTACT:

Michelle Swearingen, Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 800 Independence Avenue, SW, Washington, DC 20591, Telephone: (202) 267-3817, FAX: (202) 267-5340.

SUPPLEMENTARY INFORMATION:

Table 3.1, Appendix 1: The FAA has modified table 3.1 of appendix 1 to make it clearer and easier to use. These modifications include new notes to table 3.1 and appropriate modifications to the related test conditions in appendix 3. The specific modifications are described in the following discussion.

In table 3.1 the column titled TAWS(RTC) DESCENDING. A new column titled TAWS(RTC) LEVEL FLIGHT was added between the column titled TERPS(ROC) and the column now titled TAWS(RTC) DESCENDING. The new column contains the following parameters: for enroute the parameter is 700 feet; for terminal, 350 feet; for approach, 150 feet; and for departure, 100 feet.

Note 2 was modified and corrected by retaining the ability to use a linear slope but by deleting the reference to a specific design criteria that does not meet the requirement of table 3.1. The note now reads as follows: As an alternate to the stepped down reduction from the terminal to approach phase in Table 3.1, a linear reduction of the RTC as the aircraft comes closer to the nearest runway is allowed, providing the requirements of Table 3.1 are met.

Two clarifying notes were added, note 3 and note 4. Note 3 reads as follows: During the visual segment of a normal instrument approach (typically about 1 NM from the runway threshold), the RTC should be defined/reduced to

minimize nuisance alerts. Below a certain altitude or distance from the runway threshold, logic may be incorporated to inhibit the FLTA function. Typical operations below Minimum Descent Altitude (MDA), Decision Height (DH), or the Visual Descent Point (VDP) should not generate nuisance alerts. Note 4 reads as follows: The specified RTC values are reduced slightly for descending flight conditions to accommodate the dynamic conditions and pilot response times.

The related test conditions in appendix 3 were modified to be compatible with the modified table 3.1 of appendix 1. In paragraph 1.3, appendix 3, 700 replaced both 500 parameters. In paragraph 1.5, appendix 3, 350 replaced both 300 parameters. In paragraph 1.7, appendix 3, both 100 parameters were replaced with 150. In table B, appendix 3, for the 250 and 300 ground speed test runs, both 6000 parameters were replaced with 5800. In the same table B, all five 5500 parameters were replaced with 5700. In table D, appendix 3, all four 1300 parameters were replaced with 1350. In table F, appendix 3, all four 500 parameters were replaced with 550.

Section 3.3, Appendix 1: The FAA has modified the first paragraph of section 3.3 by clarifying when the GPWS functions may be adjusted or modified and by deleting general language that paraphrases FAA deviation policy. Deviations are addressed in paragraph 3.f of the basic TSO, and the use of deviations is applicable to the entire TSO document. The first paragraph of section 3.3 now reads as follows: In addition to the TAWS Forward Looking Terrain Avoidance and PDA functions, the equipment shall provide the GPWS functions listed below in accordance with TSO-C92c. Some GPWS alerting thresholds may be adjusted or modified to be more compatible with the FLTA alerting functions and to minimize GPWS nuisance alerts. However, it is essential to retain the independent protective features provided by both the GPWS and FLTA functions. In each case, all the following situations must be covered. The failure of the TSO C92c equipment functions, except for power supply failure, input sensor failure, or failure of other common portions of the equipment, shall not cause a loss of the FLTA, PDA, or Terrain Display.

Section 10.0, Appendix 1: The FAA has modified section 10.0 to clarify the use of alternate definitions for various phases of flight. The FAA also has removed reference to TSO-C129 and RTCA/DO-229. These documents are for GPS navigation operations and are not appropriate for TAWS operations.

Section 10.0 now reads as follows: The TAWS equipment search volumes and alerting thresholds should vary as necessary to be compatible with TERPS and other operational consideration. For that reason, a set of definitions is offered for Enroute, Terminal, Approach and Departure Phases of Flight. Other definitions for enroute, terminal and approach may be used by TAWS provided they are compatible with TERPS and standard instrument approach procedures and will comply with the test criteria specified in Appendix 3.

Tables A, C, and E; Appendix 3: The FAA has modified these tables by correcting certain parameters. Note 4 to table A, note 2 to table C and note 2 to table E state that the values are based upon 20 percent of the airplane's vertical velocity. However, a few values were calculated using a 20-second criteria instead of the 20 percent criteria. The corrected values are as follows: In column F of table A, the 2111 value was replaced with 1800. In column F of table C, the 1036 value was replaced with 900, and the 1456 value was replaced with 1100. In column F of table E, the 639 value was replaced with 550.

How To Obtain Copies: A copy of TSO-C151a may be obtained via Internet (<http://www.faa.gov/avr/air/airhome.htm>) or on request from the individual listed under the section titled **FOR FURTHER INFORMATION CONTACT.** REFERENCED DOCUMENTS: TSO-C151a references several RTCA, Inc. documents that contain specific requirements related to the TSO. RTCA Document No. DO-161A, "Minimum Performance Standards—Airborne Ground Proximity Warning Equipment," dated May 27, 1976; DO-160D, "Environmental Conditions and Test Procedures for Airborne Equipment," dated July 29, 1997; DO-178B, "Software Considerations in Airborne Systems and Equipment Certification," dated December 1, 1992; and DO-200A, "Preparation, Verification and Distribution of User-Selectable Navigation Data Bases," dated November 28, 1988, may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

Issued in Washington, DC, on November 29, 1999.

James C. Jones,

*Manager, Aircraft Engineering Division,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-1999-6404]

Extension of Comment Period, Petition for Grandfathering of Non-Compliant Equipment National Railroad Passenger Corporation

On October 18, 1999, the National Railroad Passenger Corporation (Amtrak) petitioned the Federal Railroad Administration (FRA) for grandfathering of non-compliant passenger equipment for use on rail lines between Vancouver, British Columbia and Eugene, Oregon; between Las Vegas, Nevada and Los Angeles, California; and between San Diego, California and San Luis Obispo, California. Notice of receipt of such petition was published in the **Federal Register** on November 2, 1999, at 64 FR 59230. Interested parties were invited to comment on the petition before the end of the comment period of December 2, 1999.

FRA has received a request pursuant to the Freedom of Information Act, that certain items in FRA files and referenced in Amtrak's petition, be made available for review. FRA is currently reviewing the request and will provide such information in accordance with the provisions of the Freedom of Information Act. FRA will also submit to the public docket in this proceeding all such information provided to the requestor.

In order to provide an opportunity for the requestor, and other interested parties, to review the additional information, FRA is extending the comment period in this proceeding to December 15, 1999. Comments received after that date will be considered to the extent possible. Amtrak's petition and all written communications concerning this proceeding are available for examination during regular business hours (9:00 a.m. to 5:00 p.m.) at DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh, S.W., Washington, D.C. 20590-0001. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on December 2, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Office of Motor Carrier Safety

[OMCS Docket No. OMCS-99-6480]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Office of Motor Carrier Safety (OMCS), DOT.

ACTION: Notice of petitions and intent to grant applications for exemption; request for comments.

SUMMARY: This notice announces the preliminary determination to grant the applications of 34 individuals for an exemption from the vision requirements in the Federal Motor Carrier Safety Regulations (FMCSRs). Granting the exemptions will enable these individuals to qualify as drivers of commercial motor vehicles (CMVs) in interstate commerce without meeting the vision standard prescribed in 49 CFR 391.41(b)(10).

DATES: Comments must be received on or before January 5, 2000.

ADDRESSES: Your written, signed comments must refer to the docket number at the top of this document, and you must submit the comments to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments will be available for examination at the above address between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: For information about the vision exemptions in this notice, Ms. Sandra Zywockarte, Office of Motor Carrier Research and Standards, (202) 366-2987; for information about legal issues related to this notice, Ms. Judith Rutledge, Office of the Chief Counsel, (202) 366-0834, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. It is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.