

Administration (CAA) and Federal Aviation Administration (FAA) letters into a single reference. It also presents information from certain presently existing AC's that cover general topics and specific airworthiness standards.

DATES: Comments must be received on or before August 31, 2000.

ADDRESSES: Send a hard copy and, if possible, an electronic copy of all comments on the proposed AC to the Federal Aviation Administration, Attention: Pat Nininger (pat.nininger@faa.gov), Regulations and Policy Branch, ACE-111, Small Airplane Directorate, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106, telephone number (816) 329-4129, or facsimile (816) 329-4090.

FOR FURTHER INFORMATION CONTACT: Ken Payauys, Aerospace Engineer, Regulations and Policy Branch, ACE-111, Small Airplane Directorate, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106, telephone number (816) 329-4130.

SUPPLEMENTARY INFORMATION:

Comments Invited

Any person may obtain a copy of the proposed AC by contacting the person named above under **ADDRESSES** or the AC should be available within a few days on the internet at <http://www.faa.gov/avr/air/airhome.htm>. We invite interested persons to comment on the proposed AC by submitting comments to the address specified above. The FAA will consider all comments received on or before the closing date before issuing the AC. Comments may be examined at the Small Airplane Directorate, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106, between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

Background

The AC format is current with the airworthiness standards that appear in Part 23 through Amendment 23-51, effective March 11, 1996. Information contained in the AC spans approximately 30 years of both FAA and CAA guidance. It includes some historical guidance that dates back to the Civil Air Regulations (CAR) 3 and the earlier CAR 04.

Issued in Kansas City, Missouri, on July 10, 2000.

Marvin Nuss,

Acting Manager Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-18581 Filed 7-21-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice and Request for Comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this 30-day notice announces that the Information Collection Requirement (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on February 4, 2000 (65 FR 5721).

DATES: Comments must be submitted on or before August 23, 2000.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292), or Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6133). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On February 4, 2000, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 65 FR 5721. FRA received no comments in response to this notice.

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60

days after the 30 day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); see also 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The revised requirements are being submitted for clearance by OMB as required by the PRA.

Title: Rail-Equipment Accident/ Incident Cost Analysis Study.

OMB Control Number: 2130-New.

Type of Request: New collection.

Affected Public: Businesses.

Form(s): FRA F 6180.105.

Abstract: The collection of information proposes a new method to calculate dollar damages in the event of a railroad accident/incident. The current method of calculating damages yields accurate but widely varying results for accidents of approximately equal severity. The information collected will be used for a one-time six month study. Participation on the part of railroads is completely voluntary. If the statistical analysis from this study provides valid results, then FRA will produce an Notice of Proposed Rulemaking (NPRM) to modify the current reporting system.

Annual Estimated Burden Hours: 1,150.

ADDRESSES: Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503. Attention: FRA Desk Officer.

Comments are invited on the following: Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA's estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it

within 30 days of publication of this notice in the **Federal Register**.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC.

Margaret B. Reid,

Acting Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 00–18622 Filed 7–21–00; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Draft Programmatic Environmental Impact Statement for the Maglev Deployment Program

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Availability.

SUMMARY: Pursuant to the Council of Environmental Quality's regulations and FRA's Procedures for Considering Environmental Impacts, the FRA announces the availability of the Draft Programmatic Environmental Impact Statement (DPEIS) for the Magnetic Levitation Transportation Technology Deployment Program (Maglev Deployment Program). This DPEIS has been prepared to satisfy the requirements of the National Environmental Policy Act (NEPA). Magnetic levitation (Maglev) is an advanced transportation technology in which magnetic forces lift, propel, and guide a vehicle over a specially designed guideway. The Maglev Deployment Program was established in the Transportation Equity Act for the 21st Century (TEA–21) with the purpose of demonstrating the feasibility of maglev technology. Through a nationwide competition, FRA selected seven states or state designated authorities, from a pool of eleven, to receive grants for pre-construction planning. The projects proposed by those seven participants are considered the action alternatives in this DPEIS. This document has been prepared to afford the public an opportunity to comment on the potential for environmental impact associated with each of the seven action-alternatives as well as for the no-action alternative.

DATES: A 45-day public review period on the DPEIS will begin on July 21, 2000 and conclude on September 5, 2000. A public information meeting is being scheduled at each of the seven project locations as described in the **SUPPLEMENTARY INFORMATION** section. A public hearing will be held in

Washington, DC on August, 24, 2000, at 9 AM in FRA's Offices, 1120 Vermont Avenue, NW, Seventh Floor, Washington, DC.

ADDRESSES: Written comments on the DPEIS should include docket number "FRA–2000-7472" at the top of the first page and be addressed to the Docket Clerk, DOT Central Docket Management Facility, 400 Seventh Street, SW, Plaza-401, Washington, D.C. 20590–0001.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein at the FRA, 1120 Vermont Avenue, NW, Mailstop-20, Washington, DC 20590, telephone (202) 493–6368. Please note comments on the DPEIS should be sent to the Docket Clerk. Copies of the DPEIS have been distributed to federal, state and local agencies, interested individuals, and to libraries in the vicinity of the seven Maglev projects. The document is also available on the internet at: <http://www.fra.dot.gov/s/env/MagPEIS.htm>. Requests for a copy of the DPEIS may be addressed to Mr. Valenstein at the address above.

SUPPLEMENTARY INFORMATION:

Background

As directed by the enabling legislation, the FRA has initiated a competition to select a project for the purpose of demonstrating the use of Maglev technology to the American public. After receiving and evaluating eleven initial applications, the Secretary of Transportation on May 24, 1999 announced financial assistance grants to seven states and authorities (California, Florida, Georgia, Louisiana, Maryland, Nevada, and Pennsylvania) for pre-construction planning for Maglev high-speed ground transportation. FRA entered into cooperative agreements with each of the selected states. These agreements required each participating state or authority to prepare and submit to the FRA a technical review of environmental considerations affecting their proposed project. The participants incorporated the results of these technical reviews into individual Assessments. The purpose of these technical documents was to provide the baseline environmental data to be used by FRA in the preparation of this DPEIS. FRA has analyzed and synthesized these documents in this DPEIS. After completing this environmental review, FRA will administer a selection process to pick a project for authorized construction funding. The participants are continuing to engage in planning, design, engineering, and further environmental studies. FRA will prepare a project-specific environmental

impact statement for any Maglev system proposed for construction.

Participants

The action-alternatives are the seven projects proposed by the seven applicants, as follows:

- California—The initial corridor study area extends from Los Angeles International Airport through to Union Station in downtown Los Angeles and further east to Ontario International Airport and on to March Air Reserve Base, a distance of approximately 137 km (85 mi). The California Business, Transportation, and Housing Agency is the project sponsor.
- Florida—The initial study corridor includes a 32 km (20 mi) project linking Port Canaveral to the Kennedy Space Center and the Space Coast Regional Airport. The Florida Department of Transportation is the project sponsor.
- Georgia—The initial study area is a 51 km (32 mi) corridor extending from Hartsfield-Atlanta International Airport to a multi-modal station north of Atlanta. The project sponsor is the Atlanta Regional Commission. Additional information is available at: [<http://www.acmaglev.com/>]
- Louisiana—The initial study corridor extends from downtown New Orleans through to the New Orleans International Airport, across Lake Pontchartrain, and ends on the northern side of the lake, a distance of approximately 77 km (48 mi). The Greater New Orleans Expressway Commission is the project sponsor. Additional information is available at: [<http://www.gulfcoastmaglev.com/>]
- Maryland—The initial study corridor is approximately 64 km (40 mi) in length, and extends from Baltimore, MD, south to the Baltimore-Washington International Airport and then to Union Station in Washington, D.C. Additional information is available at: [<http://www.bwmaglev.com/>]
- Nevada—The 68 km (42 mi) initial study corridor links Primm, located on the Nevada-California state border, with downtown Las Vegas. The California-Nevada Super Speed Train Commission is the project sponsor.
- Pennsylvania—The initial study area extends from Pittsburgh International Airport to the City of Greensburg, passing through downtown Pittsburgh and Monroeville, a distance of about 72 km (45 mi). The Port Authority of Allegheny County is the project sponsor. Additional information is available at: [<http://www.maglevinc.com/>]