

8. Use of Designees and Identification of Individual DER/DAR

The applicant recommends that the majority of the findings of compliance be delegated to the pilot DER. Final assessment of compliance with § 25.1523 should include FAA participation in flight test involving specific high workload scenarios. The FAA should also participate in ground testing for display legibility.

Appendix D—Quick Reference Guide for Reviewing Human Factors Certification Plans

This form can be used when reviewing an applicant's Certification Plan.

	Yes	No	N/A
1. Introduction			
2. System description:			
a. Intended function from pilot's perspective			
b. Flight deck layout drawings			
c. Underlying principles for crew procedures			
d. Assumed pilot characteristics ..			
e. Description of the operating environment for the airplane			
3. Certification requirements:			
a. Regulations			
b. Special requirements, unique or novel design aspects			
c. Compliance checklist			
4. Methods of compliance			
5. System safety assessment			
6. Operational considerations			
7. Certification documentation			
8. Certification schedule			
9. Use of designees and identification of individual Designated Engineering Representative (DER)/Designated Airworthiness Representative (DAR).			

Issued in Renton, Washington, on September 29, 1999.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. 87-2, Notice. No. 8]

RIN 2130-AB20

Automatic Train Control (ATC) and Advanced Civil Speed Enforcement System (ACSES); Northeast Corridor (NEC) Railroads

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

ACTION: Informational Notice—ACSES Requirements between New Haven, Connecticut and Boston, Massachusetts Postponed to March 21, 2000

SUMMARY: FRA postpones from October 1, 1999 to March 21, 2000, the date on which all trains operating on the Northeast Corridor between New Haven, Connecticut and Boston, Massachusetts (NEC—North End) must be equipped to respond to the new ACSES system.

DATES: This Informational Notice is relevant to the compliance responsibilities of affected Railroads as of October 1, 1999.

FOR FURTHER INFORMATION CONTACT:

W.E. Goodman, Staff Director, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 400 Seventh Street, SW, Washington, DC 20590 ((202) 493-6325), Paul Weber, Railroad Safety Specialist, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 400 Seventh Street, SW, Washington, DC 20590 ((202) 493-6268), or Patricia V. Sun, Office of Chief Counsel, Mail Stop 10, FRA, 400 Seventh Street, SW, Washington, DC 20590 ((202) 493-6060).

SUPPLEMENTARY INFORMATION: On July 22, 1998, FRA published an Order of Particular Applicability (Order) (63 FR 39343), which set performance standards for cab signal/automatic train control and ACSES systems, increased certain maximum authorized train speeds, and contained safety requirements supporting improved rail service on the NEC. Among other requirements, the Order required all trains operating on track controlled by the National Railroad Passenger Corporation (Amtrak) on the NEC—North End to be controlled by locomotives equipped to respond to ACSES by October 1, 1999.

Although Amtrak has continued work on a major improvement project between New Haven and Boston to facilitate train service at speeds up to 150 miles per hour, and has taken delivery of prototype high-speed trains expected to qualify for operation

through curves at higher levels of unbalance and at higher speeds than conventional trains, FRA's acceptance of Amtrak's final program and timetable, and of the results of pre-qualification and pre-service tests, will not occur by the Order's original compliance date of October 1, 1999.

Based on information from Amtrak, FRA is setting a new date for compliance with the Order. Trains operating on the NEC—North End will be required to respond to ACSES on and after March 21, 2000. FRA appreciates the cooperation of all parties on implementation of this important safety system and will publish further notice when all required approvals have been completed.

Issued in Washington, D.C. on September 30, 1999.

Jolene M. Molitoris,

Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6270]

Notice of Public Meeting for Strategies To Address the Potential for Driver Distraction Due to Emerging Vehicle Technologies

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of cancellation of public meeting.

SUMMARY: The meeting to discuss strategies for realizing the benefits of advanced driver assistance and information technologies without compromising safety announced October 1, 1999 (64 FR 53445), has been canceled.

FOR FURTHER INFORMATION CONTACT: Rita I. Gibbons, Staff Assistant, Research and Development (telephone: 202-366-4862; E-mail: Rgibbons@NHTSA.dot.gov).

Issued on: October 1, 1999.

Raymond P. Owings,

Associate Administrator for Research and Development.

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