

Embraer EMB-120 aircraft under part 121 with key locks not meeting the standards required for part 121 operations for a temporary period until June 1, 1997, when the replacement locks required by part 121 can be obtained from the supplier and installed in the aircraft.

[FR Doc. 97-3404 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-97-7]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before March 4, 1997.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Fred Haynes (202) 267-3939 or Angela Anderson (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation

Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on February 6, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Disposition of Petitions

Docket No.: 25245.

Petitioner: Department of the Air Force.

Sections of the FAR Affected: 14 CFR 91.215(b).

Description of Relief Sought: To permit the Department of the Air Force to conduct certain military training flight operations in designated airspace above 10,000 feet above mean sea level (MSL) without being required to operate the aircraft transponders. *Grant, December 31, 1996, Exemption No. 4633F.*

Docket No.: 27396.

Petitioner: Northwest Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.401(c), 121.433(c)(1)(iii), 121.440(a), 121.441 (a)(1) and (b)(1), Appendix F to part 121, and Special Federal Aviation Regulation (SFAR) No. 58, paragraph 6(b)(3)(ii)(A).

Description of Relief Sought: To permit the petitioner to combine recurrent flight and ground training and proficiency checks for NWA's flight crewmembers in a single annual training and proficiency evaluation program and meet the line check requirements of § 121.440(a) and SFAR No. 58 through an FAA approved alternative line check program. *Grant, December 26, 1996, Exemption No. 5815B.*

Docket No.: 28097.

Petitioner: Columbia Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 133.19(a)(3) and 133.51.

Description of Relief Sought: To permit the petitioner to conduct external-load operations in the United States using Canadian-registered rotorcraft. *Grant, December 30, 1996, Exemption No. 6045A.*

Docket No.: 28397.

Petitioner: Tulsa Technology Center.

Sections of the FAR Affected: 14 CFR 65.17(a), 65.19(b), 65.75 (a) and (b).

Description of Relief Sought: To permit Tulsa Technology Center to: 1. Administer the FAA oral and practical tests to students at times and places identified in TTC's Operations Handbook.

2. Conduct oral and practical mechanic tests as an integral part of the

education process rather than conducting the tests upon students' successful completion of the mechanic written tests;

3. Approve students for retesting within 30 days after failure without requiring a signed statement certifying that additional instruction has been given in the failed area; and

4. Administer the AMG written test to students immediately following successful completion of the general curriculum, prior to meeting the experience requirements of § 65.77. *Grant, January 10, 1997, Exemption No. 6569.*

Docket No.: 28677.

Petitioner: Bulldog Airlines, Inc.

Sections of the FAR Affected: 14 CFR 133.43 (a) and (b).

Description of Relief Sought: To allow the petitioner to use its helicopters to perform external load operations for the purpose of conducting human aerial performances, without using an approved external-load-attaching means or an approved quick-release device. *Grant, December 26, 1996, Exemption No. 6563.*

Docket No.: 28706

Petitioner: National Warplane Museum.

Sections of the FAR Affected: 14 CFR 91.315.

Description of Relief Sought: To permit the petitioner to carry passengers on local flights for compensation or hire in its limited category Boeing B-17 aircraft (B-17) in support of the petitioner's fundraising efforts. *Grant, December 27, 1996, Exemption No. 6565.*

Docket No.: 28709.

Petitioner: William L. Hale.

Sections of the FAR Affected: 14 CFR 91.109 (a) and (b)(3).

Description of Relief Sought: To permit the petitioner to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements in certain Beechcraft airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. *Grant, December 27, 1996, Exemption No. 6564.*

Docket No.: 28711.

Petitioner: Trans World Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought: To permit Trans World Airlines, Inc., to substitute a qualified and authorized check airman for an FAA inspector to observe a qualifying pilot in command (PIC) while that PIC is performing prescribed duties during at least one flight leg that includes a takeoff and a

landing when completing initial or upgrade training. *Grant, December 26, 1996, Exemption No. 6562.*

[FR Doc. 97-3410 Filed 2-11-97; 8:45 am]

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Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Rapid City Regional Airport, Rapid City, SD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Rapid City Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 14, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. William E. Bacon, Executive Director, of the Rapid City Regional Airport at the following address: Rapid City Regional Airport, 4550 Terminal Road, Suite 102, Rapid City, South Dakota 57701-8706.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Rapid City Regional Airport under section 158.23 of part 1258.

FOR FURTHER INFORMATION CONTACT:

Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504, (701) 250-4385. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Rapid City Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On January 31, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Rapid City Regional Airport was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 13, 1997.

The following is a brief overview of the application.

PFC application number: 97-01-C-00-RAP.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1997.

Proposed charge expiration date: December 31, 1999.

Total estimated PFC revenue: \$1,109,115.00.

Brief description of proposed project(s): Airport Planning Studies; PFC Application; Rehabilitate Runway 14/32; Taxiway Rehabilitation; Airport Equipment; Airport Safety/Security; Land Acquisition; Pilot Controlled Lighting; Grade Runway 14 Overrun; Air Safety/Security; Sand Storage Building; Exit Road Rehabilitation; Overlay GA Apron; Airfield Equipment; Emergency Power System; Snow Equipment; Airport Planning; Overlay Ramp.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Rapid City Regional Airport.

Issued in Des Plaines, Illinois, on February 5, 1997.

Benito De Leon,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 97-3505 Filed 2-11-97; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Discretionary Cooperative Agreements to Support the Demonstration and Evaluation of Safe Communities Programs

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

ACTION: Announcement of discretionary cooperative agreements to support the demonstration and evaluation of Safe Communities Programs

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces the second year of a discretionary cooperative agreement program to demonstrate and evaluate the effectiveness of the Safe Communities concept for traffic safety initiatives. The Safe Communities program offers communities a new way to control traffic injuries. This approach recognizes that traffic-related deaths and injuries are primarily a local community problem that is best solved at the local level. The Safe Communities program adopts a comprehensive injury control approach to address traffic injury problems. Recognizing that traffic fatalities are only a small part of the total traffic injury problem, Safe Communities focuses on non-fatal injuries as well as fatal injuries to define the traffic safety problem, and asks who is paying the costs of the injuries. Four characteristics define the Safe Communities approach: Data analysis of crash and injury data bases (and linkage where possible), expanded partnerships, citizen involvement in setting priorities, and movement towards an integrated and comprehensive injury control system.

In 1996 under Phase I of this demonstration and evaluation program, cooperative agreements were awarded to the Greater Dallas Injury Prevention Program and the East Carolina University/Eastern Carolina Injury Prevention Program. This notice solicits applications from public and private, non-profit, and non-for-profit organizations, governments and their agencies, or a consortium of these organizations that are interested in developing, implementing and evaluating the Safe Communities approach in their community. The funds from this program may only be used to support traffic safety activities within the larger context of community injury control efforts. Private contractors, working on behalf of community groups are not eligible to apply. Preference will be given to those applications which help NHTSA meet its needs to obtain geographic diversity, urban/rural mix, diversity in lead organization(s); potential for replication in other communities, and/or other factors deemed relevant by NHTSA.

NHTSA anticipates awarding two (2) demonstration and evaluation projects for a period of three years each as a result of this announcement.