

flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28517.

Petitioner: Mr. Samuel D. James.

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

Description of Relief Sought: To allow Mr. James to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28530.

Petitioner: Mr. John A. Porter.

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

Description of Relief Sought: To allow Mr. Porter to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control when in place of functioning dual controls.

Docket No.: 28533.

Petitioner: Tradewind Turbines Corp.

Sections of the FAR Affected: 14 CFR 21.19.

Description of Relief Sought: To permit Tradewind Turbines Corp., to apply for a supplemental type certificate rather than a new type certificate for a design change that would replace two piston engines with one turbine engine on the Beechcraft 58P Baron.

Docket No.: 28536.

Petitioner: Mr. Kenneth W. Brown.

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

Description of Relief Sought: To allow Mr. Brown to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28538.

Petitioner: Mr. John M. Hirsch.

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

Description of Relief Sought: To allow Mr. Hirsch to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel

Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Disposition of Petitions

Docket No.: 133CE.

Petitioner: Pilatus Aircraft LTD.

Sections of the FAR Affected: 14 CFR 23.562(c)(5).

Description of Relief Sought/Disposition: To allow Pilatus Aircraft LTD to continue delivering aircraft while they solve the problem of meeting the requirements of § 25.562(c)(5) with a customer acceptable solution.

Partial Grant, April 23, 1996,

Exemption No. 6429.

Docket No.: 28370.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.562.

Description of Relief Sought/Disposition: To permit the Cessna Aircraft Company exemption from the emergency landing dynamic conditions of § 25.562 for multiple-occupancy, side-facing divans in the Cessna Model 750 airplane.

Partial Grant, April 25, 1996,

Exemption No. 6432.

Docket No.: 28463.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.161(d).

Description of Relief Sought/Disposition: To permit the Cessna Aircraft Company exemption from the engine-out lateral/directional trim requirements of § 25.161(d) of the FAR.

Grant, April 26, 1996, Exemption No. 6431.

[FR Doc. 96-12805 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-13-M

Airport Capital Improvement Program National Priority System; Comment Request

AGENCY: Federal Aviation Administration (FAA), (DOT).

ACTION: Notice of Airport Capital Improvement Program (ACIP) National Priority System; opportunity to comment.

SUMMARY: The FAA is clarifying details of the ACIP National Priority System. Comments and recommendations for improving the effectiveness of the ACIP National Priority System are solicited.

DATES: Comments and/or recommendations must be submitted on or before July 22, 1996.

ADDRESSES: Comments may be delivered or mailed to the FAA, Airports Financial Assistance Division,

Programming Branch, APP-520, Room 615, 800 Independence Ave, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Stan Lou, Manager, Programming Branch, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-520, on (202) 267-8809.

SUPPLEMENTARY INFORMATION: FAA Order 5100.39, "Airport Capital Improvement Plan" describes procedures that are intended to guide the distribution of Airport Improvement Program (AIP) funds to the highest priority projects nationally. In order to implement the ACIP Order, a standard database has been established. This database (NPIAS-CIP) provides a common data structure to compile and analyze airport development needs. A key element of this process is the determination of objective priority ratings for items of work.

The National Priority is a numerical, computer-generated system for prioritizing work items in accordance with agency goals. The ACIP is used as a vehicle to evaluate requests for AIP funded airport development in an airport's five year Capital Improvement Program (CIP).

The ACIP uses a national priority calculation as prescribed by Order 5100.39. Priority numbers are calculated based on the size and type of airport (service level) and the type of project (as described by the NPIAS-CIP project codes). The national priority calculation:

- Provides a standard means to sort projects from high to low priority.
- Is used to measure how well funding plans (the ACIP) address the highest priority needs.
- Imitates the existing AIP priority system.
- Is not intended to be the sole gauge for project approval.

The national priority calculation is as follows:

$$(P*(APT+C+1)+T)*10+APT$$

Where:

P=Purpose Points (0 to 5 pts)

Safety/Security=0 pt.

Reconstruction=1 pt.

Standards=2 pts.

Environment=1pt.

Upgrade=3 pts.

Capacity=3 pts.

New Airport (Community)= 5 pts.

New Airport (Capacity)=3 pts.

Planning=1 pt.

C=Component Points (1 to 6 pts)

Land=3 pts.

Runway=1 pt.

Taxiway=3 pts.

Apron=4 pts.

Lighting=3 pts.
 Approach Aids=2 pts.
 Terminal=5 pts.
 Access=5 pts.
 Planning=1 pt.
 Equipment=3 pts.
 Other=3 pts.
 T=Type Points (1 to 3 points), and
 Access=2 pts.
 Acquire Airport=2 pts.
 Terminal Building Bond=2 pts.
 Runway Centerline Lights=1 pt.
 Construction=2 pts.
 Land for Development=2 pts.
 Extension/Expansion=2 pts.
 Runway Friction=1 pt.
 Gates=2 pts.
 Grooving=1 pt.
 Helicopter Landing=2 pts.
 High Intensity Runway Lights=1 pt.
 Improvements=1 pt.
 Mass Transit/Master Plan=2 pts.
 Metropolitan Planning=2 pts.
 Medium Intensity Runway Lights=1
 pt.
 Miscellaneous=3 pts.
 Noise Barrier=2 pts.
 Landscaping For Noise=2 pts.
 Noise Plan/Suppression=2 pts.
 Soundproofing=2 pts.
 Obstruction Removal=2 pts.
 Parking=3 pts.
 Partial Instrument=2 pts.
 Relocation Assistance (Non-Noise)=2
 pts.
 ARFF Vehicle=1 pt.
 Relocation Assistance (Noise)=2 pts.
 Rehab Runway Lights=1 pt.
 Rehab Taxiway Lights=2 pts.
 Safety Related Building=2 pts.
 Sealcoat=2 pts.
 Security Improvement=1 pt.
 Runway Safety Area=1 pt.
 Service Road Improvement=3 pts.
 Snow Removal Equipment=2 pts.
 Runway Sensors =2 pts.
 Safety Zone=1 pt.
 Terminal=2 pts.
 Visual Approach Aids=2 pts.
 Construct V/TOL Runway/Vertical
 Plan=2 pts.
 Weather Reporting=2 pts.
 Runway/Taxiway Signs=1 pt.
 Taxiway Sensors/State Planning =2
 pts.
 Air Navigation Facilities=2 pts.
 Deicing Facilities=1 pt.
 Fuel Farm Development=3 pts.
 Utility Development=3 pts.
 APT=Airport Points (1, 2, 3, or 6 pts).
 Airport Points are calculated as
 follows:
Primary and Reliever Airports
 Large and Medium Hub=1 pt.
 Small and Non Hub=2 pts.
Commercial Service Airports=3 pts.
General Aviation Airports
Aircraft/Operations
 100 or 50,000=1 pt.

50 or 20,000=2 pts.
 20 or 8,000=3 pts.
 <20 of <8,000=6 pts.

The ACIP is used to help make AIP fund allotment decisions for each airport/development type. Funds are allotted to regions through two mechanisms: Commitments and Priorities. Commitments are projects that are believed to merit funding regardless of their relative priority calculation. These projects typically include Letters of Intent (LOI) and "phased" projects where it is important to complete a development program to derive an acceptable level of benefit for both the airport and the national system. Funds for Commitment projects are "set aside" for each airport/development category. The remainder of the available discretionary funds are distributed to the highest priority projects which remain unfunded in the ACIP. Priority distribution uses a priority "cut-off" for each airport/development category.

Issued in Washington, D.C. on May 2, 1996.

Stan Lou,

Manager, Programming Branch.

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BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting on Noise Certification Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss noise certification issues.

DATES: The meeting will be held on June 12, 1996, at 9 a.m. Arrange for oral presentations by May 31, 1996.

ADDRESSES: The meeting will be held at the General Aviation Manufacturers Association, suite 801, 1400 K Street, NW., Washington, DC 20005.

FOR FURTHER INFORMATION CONTACT: Carolina Forrester, Federal Aviation Administration, Office of Rulemaking (ARM-206), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9690; fax (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to § 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to be held on June 12, 1996, at the General Aviation Manufacturers Association, Suite 801,

1400 K Street, NW, Washington, DC 20005. The agenda will include:

- Opening Remarks.
- Committee administration.
- Presentation of Work Plan by the FAR/JAR Harmonization Working Group for Helicopters.
- Presentation of Work Plan by the FAR/JAR Harmonization Working Group for Propeller-Driven Small Airplanes.
- Presentation of Work Plan by the FAR/JAR Harmonization Working Group for Subsonic Transport Category Large Airplanes and Subsonic Turbo Jet Powered Airplanes.
- A discussion of future meeting dates, activities, and plans.
- Adjourn.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by May 31, 1996, to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on May 15, 1996.

Paul R. Dykeman,

Assistant Executive Director for Noise Certification Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-12804 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-03-M

RTCA, Inc.; Government/Industry Free Flight Steering Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for an RTCA Government/Industry Free Flight Steering Committee meeting to be held June 13, 1996, starting at 1:30 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, in Conference Room 8ABC (8th floor).

The agenda will be as follows: (1) Welcome/Opening Remarks; (2) Review Summary of April 11 Meeting; (3) FAA Presentation of National Airspace System Architecture; (4) Program Management Team Presentation of Recommended Government/Industry Free Flight Action Plan