

over control wheel in place of functioning dual controls. *Grant, October 17, 1996, Exemption No. 6533*

Docket No.: 28619

Petitioner: Law Offices of Birch, Horton, Bittner and Cherot

Sections of the FAR Affected: 14 CFR 135.267 (b)(2) and (c), and 135.269 (b) (2) (3) and (4)

Description of Relief Sought: To permit F.S. Air Service Inc., to assign its flight crewmembers and allow its flight crewmembers to accept a flight assignment of up to 16 hours of flight time during 20-hour duty day, for the purpose of conducting international emergency medical evacuation operations. *Denial, October 17, 1996, Exemption No. 6534*

Docket No.: 28694

Petitioner: North American Airlines
Sections of the FAR Affected: 14 CFR 121.358(a)

Description of Relief Sought: To permit North American Airlines to operate a foreign-registered B757-200 aircraft (G-MONE) on an interchange agreement between December 2, 1996, and March 31, 1997, without being equipped with a low-altitude windshear system.

[FR Doc. 96-31379 Filed 12-10-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Aviation Administration

[Summary Notice No. PE-96-56]

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 December 30, 1996.

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 December 4, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 23647

Petitioner: Embry-Riddle Aeronautical University

Sections of the FAR Affected: 14 CFR 141.65

Description of Relief Sought/

Disposition: To permit the petitioner to recommend graduates of its certified flight instructor courses for certification without taking the FAA written or flight tests. *Grant, September 30, 1996, Exemption No. 3859I*

Docket No.: 24283

Petitioner: American Flyers Incorporated

Sections of the FAR Affected: 14 CFR 141.65

Description of Relief Sought/

Disposition: To permit American Flyers Incorporated to hold examining authority for flight instructor and airline transport pilot (ATP) written tests. *Grant, September 30, 1996, Exemption No. 4287F*

Docket No.: 25080

Petitioner: Aeroservice Aviation Center, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and

(d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157(d) (1) and (2), and (e)(1) and (e)(2); and Appendix A to part 61

Description of Relief Sought/

Disposition: To permit the petitioner to use FAA-approved simulators to meet certain flight experience requirements of Part 61. *Grant, September 30, 1996, Exemption No. 4745E*

Docket No.: 25550

Petitioner: Department of The Army
Sections of the FAR Affected: 14 CFR 91.1699a) (2) and (c)

Description of Relief Sought/

Disposition: To allow Army flightcrews to file Instrument Flight Rules (IFR) flight plans in accordance with regulations prescribed by the Army. *Grant, October 16, 1996, Exemption No. 6528*

Docket No.: 25863

Petitioner: Office of the Secretary of Defense

Sections of the FAR Affected: 14 CFR 91.117(a) and (b), 91.159(a), and 91.209(a)

Description of Relief Sought/

Disposition: To permit the petitioner to continue to conduct air operations in support of drug law enforcement and traffic interdiction without meeting certain FAA regulations governing aircraft speed, cruising altitudes for flights conducted under visual flight rules and use of aircraft lights. *Grant, September 25, 1996, Exemption No. 5100D*

Docket No.: 26743

Petitioner: The Goodyear Tire & Rubber Company

Sections of the FAR Affected: 14 CFR 145.45(f)

Description of Relief Sought/

Disposition: To permit Air Treads Incorporated (ATI) to establish and maintain a number of fixed locations for the distribution of its repair station inspection procedures manual at each facility rather than providing a copy of the manual to each of its supervisory and inspection employees, as required by the Federal Aviation Regulations. *Grant, September 30, 1996, Exemption No. 5543B*

Docket No.: 26846

Petitioner: University of North Dakota
Sections of the FAR Affected: 14 CFR 141.65

Description of Relief Sought Disposition:

To permit the University of North Dakota to recommend graduates of its approved certification course for flight instructor certificates and ratings without those graduates taking

the Federal Aviation Administration (FAA) written test. *Grant, September 30, 1996, Exemption No. 5512B*

Docket No.: 27548

Petitioner: Las Vegas Metropolitan Police Department

Sections of the FAR Affected: 14 CFR 61.113(a)(2)

Description of Relief Sought/

Disposition: To permit the petitioner to train new pilots with instructor pilots on board, rather than have the pilots meet the 15 hours of solo flight time required by the regulation. *Denial, September 30, 1996, Exemption No. 6508*

Docket No.: 27769

Petitioner: Ballistic Recovery Systems, Inc.

Sections of the FAR Affected: 14 CFR 91.307(c)

Description of Relief Sought/

Disposition: To permit operators of certain civil aircraft equipped with a General Aviation Recovery Device (GARD) to use it as an alternate to wearing an approved parachute during certain international maneuvers. *Denial, October 10, 1996, Exemption No. 6519.*

Docket No.: 28296

Petitioner: Flight Safety International

Sections of the FAR Affected: 14 CFR 61.57 (c) and (d), 61.58(b), and 61.157 (a) and (f)(1)

Description of Relief Sought/

Disposition: To permit Flight Safety International to conduct pilot qualification training and certification, and recurrent pilot proficiency training and checking, for the Gulfstream V (G-V) aircraft, based on an alternative pilot training program for part 91 operators that is appropriate for part 61 and is similar to the Advanced Qualification Program (AQP) codified in Special Federal Aviation Regulation (SFAR) No. 58. *Grant, October 17, 1996, Exemption No. 6529.*

Docket No.: 28502

Petitioner: Cap Smythe Service, Inc.
Sections of the FAR Affected: 14 CFR 121.1 and 135.1

Description of Relief Sought/

Disposition: To permit the petitioner to continue its Beechcraft 99 (B-99) aircraft with up to 15 passenger seats during scheduled passenger service under the requirements of part 135 rather than the requirements of part 121. *Denial, October 7, 1996, Exemption No. 6516.*

Docket No.: 28503

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

Description of Relief Sought/

Disposition: To permit Kenneth R.

Pearce to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throw-over control wheel in place of functioning dual controls. *Grant, October 16, 1996, Exemption No. 6527.*

Docket No.: 28512

Petitioner: Robert P. Lavery

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

Description of Relief Sought/

Disposition: To permit Robert P. Lavery to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throw-over control wheel in place of functioning dual controls. *Grant, October 15, 1996, Exemption No. 6525.*

Docket No.: 28514

Petitioner: Henry D. Canterbury

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

Description of Relief Sought/

Disposition: To permit Henry D. Canterbury to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throw-over control wheel in place of functioning dual controls. *Grant, October 15, 1996, Exemption No. 6520.*

Docket No.: 28515

Petitioner: Kenneth L. Fossler

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

Description of Relief Sought: To permit Kenneth L. Fossler to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throw-over control wheel in place of functioning dual controls. *Grant, October 15, 1996, Exemption No. 6524*

Docket No.: 28530

Petitioner: John A. Porter

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

Description of Relief Sought: To permit John A. Porter to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throw-over control wheel in place of functioning dual controls. *Grant, October 15, 1996, Exemption No. 6521*

Docket No.: 28541

Petitioner: Isaac B. Weathers

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

Description of Relief Sought: To permit Isaac B. Weathers to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements, in certain Beechcraft airplanes equipped with a functioning throw-over control wheel in place of functioning dual controls. *Grant, October 15, 1996, Exemption No. 6526*

Docket No.: 28557

Petitioner: Chromalloy Gas Turbine Corporation

Sections of the FAR Affected: 14 CFR 43.9(a) (4), 43.11(a)(3), and 145.57(a)

Description of Relief Sought: To permit Chromalloy and other persons holding return-to-service authority under the relevant, respective Inspection Procedures Manuals (IPMs) to use electronic signatures in lieu of physical signatures to satisfy the signature requirements of FAA Form 8130-3, "Airworthiness Approval Tag." *Grant, September 30, 1996, Exemption No. 6513*

Docket No.: 28588

Petitioner: Air Wisconsin Airlines Corporation

Sections of the FAR Affected: 14 CFR 61.57(e), 121.433(c)(1)(iii), 121.441 (a)(1) and (b)(1), and Appendix F to Part 121

Description of Relief Sought: To permit Air Wisconsin Airlines Corporation to conduct an annual single-visit training program (SVTP) for flight crewmembers and eventually transition into the Advanced Qualification Program (AQP) codified in Special Federal Aviation Regulation (SFAR) No. 58. *Grant, October 15, 1996, Exemption No. 6522*

Docket No.: 28639

Petitioner: Peninsula Airways, Inc.

Sections of the FAR Affected: 14 CFR 121.574(a) (1) and (3)

Description of Relief Sought: To permit Peninsula Airways, Inc. to carry and operate oxygen storage and dispensing equipment for medical use by passengers requiring emergency or continuing medical attention when the equipment is furnished and maintained by a hospital, located in Alaska, that is treating the passenger. *Grant, October 31, 1996, Exemption No. 6523*

Docket No.: 28640

Petitioner: Peninsula Airways, Inc.

Sections of the FAR Affected: 14 CFR 121.356(b)

Description of Relief Sought: To permit Peninsula Airways, Inc. to operate its 10- to 19-passenger seat Metroliner aircraft in Alaska without an approved traffic alert and collision avoidance system (TCAS). *Denial, September 30, 1996, Exemption No. 6510*

Docket No.: 28655

Petitioner: United West Airlines, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c) (2)

Description of Relief Sought: To permit United West Airlines, Inc. to operate its Falcon 20 (Registration No. N500BG, Serial No. 121) and Learjet 25 (Registration No. N500DL, Serial No. 27) aircraft under part 135 without a TSO-C112 (Mode S) transponder installed. *Grant, September 30, 1996, Exemption No. 6512*

Docket No.: 28651

Petitioner: R.L. Olsonoski

Sections of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To permit R.L. Olsonoski to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.
Denial, September 30, 1996, Exemption No. 6511

[FR Doc. 96-31380 Filed 12-10-96; 8:45 am]

BILLING CODE 4910-13-M

Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 104X)]

Union Pacific Railroad Company— Abandonment Exemption—in Oconto County, WI

Union Pacific Railroad Company (UP) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances of Service and Trackage Rights* to abandon and discontinue service over an approximately 8.3-mile line of railroad known as the Oconto Falls Industrial Lead from milepost 54.4, near Oconto, to the end of the line at milepost 46.1, near Stiles Junction, in Oconto County, WI.

UP has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic moving over the line and any overhead traffic could be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of

complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.*—

Abandonment—Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on January 10, 1997, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29³ must be filed by December 23, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by December 31, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Joseph D. Anthofer, General Attorney, Union Pacific Railroad Company, 1416 Dodge Street, Room 830, Omaha, NE 68179.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

UP has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by December 16, 1996. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Surface Transportation Board, Washington, DC

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

³ The Board will accept late-filed trail use requests as long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.

20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: December 3, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 96-31477 Filed 12-10-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF VETERANS AFFAIRS

Rehabilitation Research and Development Service Scientific Merit Review Board, Notice of Meeting

The Department of Veterans Affairs gives notice under Public Law 92-463 (Federal Advisory Committee Act) as amended, by section 5(c) of Public Law 94-409 that a meeting of the Rehabilitation Research and Development Service Scientific Merit Review Board will be held at the Vista International Hotel, 1400 "M" Street, NW, Washington, DC on January 14 through January 16, 1997.

The session on January 14, 1997 is scheduled to begin at 6:30 p.m. and end at 9:30 p.m. The sessions on January 15 and January 16, 1997, are scheduled to begin at 8 a.m. and end at 5 p.m. The purpose of the meeting is to review rehabilitation research and development applications for scientific and technical merit and to make recommendations to the Director, Rehabilitation Research and Development Service, regarding their funding.

The meeting will be open to the public up to the seating capacity of the room for the January 14 session for the discussion of administrative matters, the general status of the program, and the administrative details of the review process. On January 15-16, 1997 the meeting is closed during which the Board will be reviewing research and development applications.

This review involves oral comments, discussion of site visits, staff and consultant critiques of proposed research protocols, and similar analytical documents that necessitate the consideration of the personal qualifications, performance and competence of individual research investigators. Disclosure of such