

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: Heather Thorson (202) 267-7470 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 August 14, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28946.

Petitioner: Construcciones Aeronauticas, S.A.

Sections of the FAR Affected: 14 CFR 25.571(e)(1).

Description of Relief Sought: to permit exemption, for the CASA C-295 airplane, from the bird strike provisions of § 25.257(e)(1) to allow compliance with the requirement using bird impact velocity of Vc at sea level or 0.85Vc at 8,000 feet, whichever is more critical.

Docket No.: 28963.

Petitioner: Wiggins Airways, Inc.

Sections of the FAR Affected: 14 CFR 43.3.

Description of Relief Sought: In the event of an ignition box failure, permit appropriately trained certificated pilots employed by Wiggins to change the electrical leads from the ignition box to the spare ignition box on Wiggins' Cessna C208B caravan aircraft used in operations conducted under 14 CFR part 135.

Docket No.: 28954.

Petitioner: Heart of Georgia Technical Institute.

Sections of the FAR Affected: 14 CFR 65.17(a), 65.19(b), 65.75 (a) and (b), 183.11(b).

Description of Relief Sought: To allow HGTTI to: (1) Administer the Federal Aviation Administration (FAA) oral and practical mechanic tests to students at times and places identified in HGTTI's FAA-approved Aviation Maintenance Technology Policies, Procedures, and Curriculum Handbook; (2) conduct oral and practical mechanics tests as an integral part of the education process rather than conducting the tests after students successfully complete the mechanics written tests; (3) allow applicants to apply for retesting within

30 days after failure without presenting a signed statement certifying additional instruction in the failed area; and (4) administer the aviation mechanic written test to students immediately after they successfully complete the general curriculum but before they meet the experience requirements of § 65.77.

Dispositions of Petitions

Docket No.: 27998.

Petitioner: Petroleum Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 43.3.(g).

Description of Relief Sought/

Disposition: To permit appropriately trained pilots employed by PHI to remove and reinstall the copilot's "quick release" cyclic and collective controls (copilot's controls) and the tail rotor pedal shield (shield panel) on Bell Model 230 helicopters owned and operated by PHI.

Denial, 7/30/97, Exemption No. 6663.

Docket No.: 28638.

Petitioner: U.S. Department of Justice, Immigration and Naturalization Service.

Sections of the FAR Affected: 14 CFR 91.111(b), 91.159(a), and 91.209(a).

Description of Relief Sought/

Disposition: To permit INS to conduct in-flight identification, surveillance, and pursuit operations consistent with the assigned mission of INS.

Grant, 8/6/97, Exemption No. 1533D.

Docket No.: 26326.

Petitioner: T.B.M., Inc., and Butler Aircraft Co.

Sections of the FAR Affected: 14 CFR 91.611.

Description of Relief Sought/

Disposition: To permit T.B.M. and Butler to conduct ferry flights with one engine inoperative on its Lockheed C-130A aircraft without obtaining a special flight permit for each flight.

Grant, 8/6/97, Exemption No. 6667.

[FR Doc. 97-22104 Filed 8-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-44]

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 September 2, 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. 28998, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@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: Heather Thorson (202) 267-7470 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 August 14, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28998.

Petitioner: Trans Continental Airlines, Inc.

Sections of the FAR Affected: 14 CFR 21.93(b)(2)(2)(iii).

Description of Relief Sought: To permit petitioner to continue the operation of a DC-8-62 aircraft for an additional 60 days without its Stage III

Burbank Aeronautical Corporation hush kit.

[FR Doc. 97-22105 Filed 8-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc., Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held September 9-12, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows:
 Tuesday, September 9: (1) Plenary Convenes at 9:00 a.m. for 30 minutes; (2) Introductory Remarks; (3) Review and Approval of the Agenda; (4) Working Group (WG)-2, VHF Data Radio Signal-in-Space MASPS, Continue Work on VDL Modes 2 and 3.
 Wednesday, September 10: (a.m.) (5) WG-2 Continues; (p.m.) (6) WG-3, Review of Activities in VHF Digital Radio MOPS Document Program.
 Thursday, September 11: (7) WG-3 Continues. Friday, September 12: (8) Plenary Reconvenes at 9:00 a.m.: (9) Review and Approval of the Minutes of the Previous Meeting; (10) Reports from WG's 2 & 3 Activities; (11) Report on VDL Activities; (12) Reports on TDMA Industry Users Session; (13) EUROCAE WG-47 Report and Discussion of Schedule for Joint Meeting with WG-3; (14) Review Issues List and Address Future Work; (15) Other Business (Address FAA Request for Possible Revisions to DO-186A); (16) Dates and Places of Next Meetings.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 14, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-22261 Filed 8-20-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Phase 1A Extension of Tren Urbano

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration and the Puerto Rico Highway and Transportation Authority intend to prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) for transportation improvements in the city of San Juan, Puerto Rico, as part of the Tren Urbano rail rapid transit project in the San Juan metropolitan area. The SEIS is intended to be a supplement to the Final Environmental Impact Statement (FEIS) for the Tren Urbano, San Juan Metropolitan Area, issued in November 1995.

The SEIS for the Phase 1A project covers the extension of the original line past its currently approved eastern terminus at Segrado Corazón station to a new terminus at Minillas, a distance of approximately 1,500 meters. In addition to the No Action Alternative, two remaining "Build" alternatives for the extension will be considered, designated as Alternatives A and B. Each includes an underground station at Minillas and a station between Segrado Corazón and Minillas. The intermediate station in Alternative A is located on an aerial structure, while in Alternative B the intermediate station is underground.

DATES: Written comments on the scope of alternatives to be considered and impacts to be studied should be sent to the Puerto Rico Highway and Transportation Authority's Tren Urbano Project Office by October 6, 1997. See **ADDRESSES** below.

ADDRESSES: Written comments on the project scope should be sent to Carlos A. Colón, Deputy Executive Director, Puerto Rico Highway and Transportation Authority, P.O. Box 42007, San Juan, PR 00940-2007, FAX (787) 722-1321.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Schruth, Regional

Administrator, Federal Transit Administration, Region IV, (404) 562-3500.

SUPPLEMENTARY INFORMATION:

Description of Study Area and Project Need

The Tren Urbano project now under construction will provide rail transit facilities along a 17.2-km route connecting the areas of Bayamón, Guaynabo, Río Piedras, Hato Rey and Santurce in the San Juan metropolitan area. The double-tracked transit line will include segments at grade, on aerial structures and in a subway, depending on right-of-way and physical and urban factors. The Phase 1A extension of the line will bring rail transit facilities further into the Santurce residential, business and government district by connecting the Minillas area to the rest of the Tren Urbano system.

Alternatives

The No Action alternative, which includes the committed Tren Urbano line already under construction, will serve as the baseline for the evaluation of the "Build" alternatives below, and any additional alternatives generated through public comments or other sources. Several alignments were considered for the expansion before the final two were selected for formal analysis in the Draft SEIS. The alternatives eliminated were dropped due to their adverse consequences on estimated project costs, their contribution to excessive urban disruption or design and engineering difficulties. The remaining two "Build" options proposed for further analysis have been designated Alternative A and Alternative B. They each encompass a route extension of approximately 1,500 meters and include an underground station in the Minillas area, although in differing configurations. Each alternative also includes an intermediate station between the current terminal station at Segrado Corazón and the proposed Minillas station.

Alternative A: Elevated Alignment along PR-1 and PR-22

This alternative would extend the elevated structure west from the end of the tail tracks at Segrado Corazón station along the north service road of PR-1 from Segrado Corazón Street to the interchange of PR-1 and PR-22. The alignment would cross over the roadway of PR-22 turning to the north to be parallel with PR-22 on the west side of the roadway. The elevated guideway would descend into a depressed cut south of Fernández Juncos Avenue and continue in an open cut to an