

### Working Group Activity

The Flight/Guidance System Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider Transport Airplane and Engine Issues held following the publication of this notice.

2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.

3. For each task, draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations.

4. Provide a status report at each meeting of ARAC held to consider Transport Airplane and Engine Issues.

In addition, the working group is expected to:

1. Coordinate with All Weather Operations Harmonization Working Group (AWOHWG) on changes to operational concepts, requirements, rules, and advisory materials that would affect airworthiness requirements to ensure consistency between proposed changes to part 25 rules and advisory materials. Inform the AWOHWG of potential operational implications to proposed part 25 amendments.

2. Coordinate with other working groups to harmonize requirements related to the effects of automatic flight control systems on the loads and dynamics of the airplane.

### Participation in the Working Group

The Flight/Guidance System Harmonization Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. The request will be reviewed by the assistant

chair, the assistant executive director, and the working group chair, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public, except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Flight/Guidance System Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 21, 1997.

**Joseph A. Hawkins,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-97-45]

#### 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 exemptions (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 17, 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, DC 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, DC 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, DC on August 21, 1997.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

### Petitions For Exemption

*Docket No.:* 28997.

*Petitioner:* IAI Commercial Aircraft Group, Israel Aircraft Industries, Ltd.

*Sections of the FAR Affected:* 14 CFR 25.813(a).

*Description of Relief Sought:* To allow encroachment into the required exit passageway by the crew observers seat.

### Dispositions of Petitions

*Docket No.:* 28913.

*Petitioner:* Condor Aircraft Corporation.

*Sections of the FAR Affected:* 14 CFR 145.35 and 145.37.

*Description of Relief Sought/Disposition:* To enable Condor to apply for an amendment to its repair station certificate to perform heavy maintenance operations on Boeing B-707, B-727, and B-737, and McDonnell Douglas DC-8 and DC-9 aircraft without complying with all of the permanent housing and facility requirements of §§ 145.35 and 145.37. *Denial, August 4, 1997, Exemption No. 6664.*

*Docket No.:* 28880.

*Petitioner:* R. Mark Grady.

*Sections of the FAR Affected:* 14 CFR 45.29.

*Description of Relief Sought/Disposition:* To permit the petitioner to display 3-inch registration number markings on the vertical stabilizer of his

Cessna 152 aircraft (Registration No. N49945). *Denial, August 6, 1997, Exemption No. 6665.*

*Docket No.:* 28889.

*Petitioner:* The NORDAM Group.

*Sections of the FAR Affected:* 14 CFR 21.303(g).

*Description of Relief Sought/*

*Disposition:* To allow the final assembly and finishing of aircraft nose radomes, produced by NORDAM under its Parts Manufacturer Approval to be accomplished by British Aerospace Systems and Equipment, a repair station located outside the United States.

*Denial, August 8, 1997, Exemption No. 6666.*

*Docket No.:* 27202.

*Petitioner:* Skydive Arizona, Inc.

*Sections of the FAR Affected:* 14 CFR 105.43(a).

*Description of Relief Sought/*

*Disposition:* To permit nonstudent parachutists who are foreign nationals to participate in SAI-sponsored parachuting events held at SAI's facilities without complying with the parachute equipment and packing requirements of the Federal Aviation Regulations. *Grant, August 6, 1997, Exemption No. 5725B.*

*Docket No.:* 28708.

*Petitioner:* Empire Airlines, Inc.

*Sections of the FAR Affected:* 14 CFR 43.9.

*Description of Relief Sought/*

*Disposition:* To permit Empire's authorized technicians to use electronic signatures in lieu of physical signatures to satisfy the signature requirement of § 43.9 for Empire's 14 CFR part 121 and 14 CFR part 135 operations. *Grant, August 7, 1997, Exemption No. 6668.*

[FR Doc. 97-22920 Filed 8-27-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Miami International Airport, Miami, Florida

**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 Miami International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title

IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before September 29, 1997.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5950 Hazeltime National Dr., Suite 400, Orlando Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gary Dellapa, Director of the Dade County Aviation Department at the following address: Dade County Aviation Department, PO Box 592075, Miami, Florida 33159.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Dade County Aviation Department under section 158.23 of Part 158.

#### FOR FURTHER INFORMATION CONTACT:

Mr. Bart Vernace, Airport Plans & Programs Manager, Orlando Airports District Office, 5950 Hazeltime National Dr., Suite 400, Orlando Florida 32822, 407-812-6331. 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 Miami International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 21, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Dade County Aviation Department was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 28, 1997.

The following is a brief overview of PFC Application No. 97-03-C-00-MIA. *Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* February 1, 1998.

*Proposed charge expiration date:* January 31, 2006.

*Total estimated PFC revenue:* \$334,463,000.

Brief Description of Proposed Project(s)  
Midfield Area Dev. Taxiways Phase III  
Midfield Rescue and Fire Fighting Facility

Terminal Expansion North Phase III  
Concourse "F" Improvements Gates F4, F6, F8

Aircraft Apron for Inboard Gates at Concourse "H"

H-J Utility and Pavement Project  
Central Boulevard Corridor

Improvements

Perimeter Road Modifications

GTI Bid Pkg. C-1 Ext. of Upper Vehicle Drive South Side

Central Chiller Plants East & West Expansions

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 Dade County Aviation Department.

Issued in Orlando, Florida on August 21, 1997.

**W. Dean Stringer,**

*Acting Manager, Orlando Airports District Office, Southern Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application to Impose Only and Impose and Use the Revenue From a Passenger Facility Charge (PFC) at the Santa Barbara Municipal Airport, Goleta, California

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application to impose only and impose and use PFC revenue from a PFC at the Santa Barbara Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990, Pub. L. 101-508 as recodified by Title 49 U.S.C. 40117 [C(3)]) and 14 CFR part 158. On July 30, 1997, the FAA determined that the application to impose only and impose and use the revenue from a PFC submitted by the city of Santa Barbara was substantially complete within the requirements of § 158.25 of part 158.