

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Docket No. 29088]

**Airport Privatization Pilot Program**

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

**ACTION:** Notice of acceptance for review: Preliminary application for Stewart International Airport, Newburgh, New York.

**SUMMARY:** The Federal Aviation Administration (FAA) has completed its review of the Stewart International Airport (SWF) preliminary application for participation in the airport privatization pilot program. The preliminary application is accepted for review, with a filing date of October 23, 1997. The New York State Department of Transportation (NYSDOT), the airport sponsor, may select a private operator, negotiate an agreement and submit a final application to the FAA for exemption under the pilot program.

49 U.S.C. Section 47134 establishes an airport privatization pilot program and authorizes the Department of Transportation to grant exemptions from certain Federal statutory and regulatory requirements for up to five airport privatization projects. The application procedures require the FAA to publish a notice in the **Federal Register** after review of a preliminary application. The FAA must publish a final application in the **Federal Register** for public review and comment for a sixty day period. The SWF preliminary application is available for public review in the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 29088, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Benedict D. Castellano, Manager, (202-267-8728) or Kevin C. Willis (202-267-8741) Airport Safety and Compliance Branch, AAS-310, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591.

**SUPPLEMENTARY INFORMATION:****Introduction and Background**

Section 149 of the Federal Aviation Administration Authorization Act of 1996, Pub. L. No. 104-264 (October 9, 1996) (1996 Reauthorization Act), adds a new §47134 to Title 49 of the U.S. Code. Section 47134 authorizes the Secretary of Transportation, and through delegation, the FAA Administrator, to exempt a sponsor of a public use airport that has received

Federal assistance, from certain Federal requirements in connection with the privatization of the airport by sale or lease to a private party. Specifically, the Administrator may exempt the sponsor from all or part of the requirements to use airport revenues for airport-related purposes, to pay back a portion of Federal grants upon the sale of an airport, and to return airport property deeded by the Federal Government upon transfer of the airport. The Administrator is also authorized to exempt the private purchaser or lessee from the requirement to use all airport revenues for airport-related purposes, to the extent necessary to permit the purchaser or lessee to earn compensation from the operations of the airport.

On September 16, 1997, the Federal Aviation Administration issued a notice of procedures to be used in applications for exemption under Airport Privatization Pilot Program (62 FR 48693). That notice, and public comments received on a notice of proposed procedures issued in April 1997, are available for review in FAA Rules Docket No. 28895. A request for participation in the Pilot Program must be initiated by the filing of either a preliminary or final application for exemption with the FAA.

Final and preliminary applications were not accepted before December 1, 1997, unless an applicant has issued a request for proposal (RFP) on or before the date of the notice, September 16, 1997. Applicants that had already issued a RFP for proposals for the sale or lease of the airport on or before September 16, 1997 and had selected a private operator could submit a final application for review before December 1, 1997. Applicants that had issued the RFP but had not selected a private operator could file a preliminary application on or before December 1, 1997.

NYSDOT issued its RFP on June 19, 1997, for Stewart International Airport, Newburgh, New York and has not selected a private operator. It was, therefore qualified to submit a preliminary application prior to December 1, 1997. The filing date of the NYSDOT preliminary application is October 23, 1997, the date the preliminary application was received by the FAA. NYSDOT may select a private operator, negotiate an agreement and submit a final application to the FAA for exemption.

When a final application is reviewed by the FAA, a notice that the application is available for review will be published in the **Federal Register**, with a sixty day comment period.

Issued in Washington, DC on December 9, 1997.

**Susan L. Kurland,**

*Associate Administrator for Airports.*

[FR Doc. 97-32773 Filed 12-15-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. PE-97-62]

**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 January 6, 1998.

**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:** Angela Anderson (202) 267-9681 or Tawana Matthews (202) 267-9783, 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 December 11, 1997.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

### **Petitions for Exemption**

*Docket No.:* 29057.

*Petitioner:* The Boeing Company.

*Sections of the FAR Affected:* 14 CFR 25.785(d), 25.807(c)(1), 25.857(e), 25.1447(c)(1).

*Description of Relief Sought:* To permit a McDonnell Douglas Model MD-11 Freighter Aircraft operating with a Class E Cargo compartment to carry up to five supernumeraries in a Courier Area (aft of the cockpit door and forward of the rigid cargo barrier).

*Docket No.:* 28999.

*Petitioner:* Intimate Air, Inc.

*Sections of the FAR Affected:* 14 CFR 119.3.

*Description of Relief Sought:* To permit the petitioner, an on-demand charter operator, to operate more than four round-trip scheduled operations per week under the on-demand rules in 14 CFR part 135 rather than the commuter rules in part 135. The petitioner desires to operate between Long Beach, California; Brown Field Municipal Airport, San Diego, California; and San Felipe, Mexico.

*Docket No.:* 28989.

*Petitioner:* Renown Aviation, Inc.

*Sections of the FAR Affected:* 14 CFR 121.434(g).

*Description of Relief Sought:* To allow each Renown pilot in command and second in command to substitute 50 hours of line-operating flight time and 50 takeoffs and landings for the required 100 hours of line-operating flight time required under 14 CFR 121.443(g) for the consolidated of knowledge and skills.

### **Dispositions of Petitions**

*Docket No.:* 28952.

*Petitioner:* Minebea Technologies PTE Ltd.

*Sections of the FAR Affected:* 14 CFR 119.5(h).

*Description of Relief Sought/*

*Disposition:* To permit the petitioner, the holder of a 14 CFR part 125 operating certificate, to conduct common carriage cargo operations.

*Denial, November 24, 1997, Exemption No. 6700.*

*Docket No.:* 28997.

*Petitioner:* Israel Aircraft Industries.  
*Sections of the FAR Affected:* 14 CFR 25.813(a).

*Description of Relief Sought/*

*Disposition:* To permit an interior arrangement that does not provide the required passageway to the main entry door of the Astra SPX airplane.

*Grant, November 20, 1997, Exemption No. 6699.*

*Docket No.:* 28824.

*Petitioner:* Triad International Maintenance Corporation.

*Sections of the FAR Affected:* 14 CFR 25.807(c)(1) and 25.857(e).

*Description of Relief Sought/*

*Disposition:* To allow the accommodation of up to four supernumerary occupants forward of the main deck Class E cargo compartment on Boeing 767-200 aircraft converted by the petitioner from a passenger to an all-freighter configuration, and to deactivate the existing R1 passenger emergency escape exit.

*Grant, November 12, 1997, Exemption No. 6698.*

*Docket No.:* 23358.

*Petitioner:* Clarke Environmental Mosquito Management, Inc.

*Sections of the FAR Affected:* 14 CFR 91.313(c).

*Description of Relief Sought/*

*Disposition:* To permit the petitioner to carry passengers in its Bell 47G-4A and 47G-3B-1 helicopters, certificated in the restricted category, while performing aerial-site survey flights.

*Grant, November 21, 1997, Exemption No. 6701.*

*Docket No.:* 25624.

*Petitioner:* Boeing Commercial Airplane Group, Douglas Products Division.

*Sections of the FAR Affected:* 14 CFR 121.411(a)(2), (3), and (b)(2); 121.413(b), (c), and (d); and appendix H to part 121.

*Description of Relief Sought/*

*Disposition:* To permit Douglas Aircraft Company (DAC), without holding an air carrier operating certificate to train part 121 certificate holders' pilots and flight engineers in initial, transition, upgrade, differences, and recurrent training in FAA-approved simulators and in turbojet-powered airplanes manufactured by DAC, without DAC's instructors meeting all applicable training requirements of part 121, subpart N.

*Grant, December 1, 1997, Exemption No. 5117D.*

*Docket No.:* 29011.

*Petitioner:* Atlantic Coast Airlines.

*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 South/*

*Disposition:* To permit the petitioner to conduct an FAA-monitored training program under which Atlantic Coast Airlines pilots in command and seconds in command meet ground and flight recurrent training and proficiency check requirement through a single visit training program.

*Grant, December 1, 1997, Exemption No. 5783C.*

*Docket No.:* 2899.

*Petitioner:* Sun 'N Fun Aviation Foundation Inc.

*Sections of the FAR Affected:* 14 CFR 91.413(a).

*Description of Relief Sought/*

*Disposition:* To permit Sun 'N Fun members to use an air traffic control transponder specified in 14 CFR 91.215(a) without meeting the test and inspection requirements of the transponder every 24 calendar months, provided the transponder has been operationally checked within the last 30 days with an ATC facility and found to be functioning properly.

*Denial, December 4, 1997, Exemption No. 6703.*

### **Petition for Exemption**

*Docket No.:* 29057.

*Petitioner:* The Boeing Company.

*Regulations Affected:* 25.785(d), 25.807(c)(1), (25.857(e), 25.1447(c)(1).

*Description of Petition:* To exempt The Boeing Company from the requirements of 14 CFR 25.785(d), 25.807(c)(1), 25.857(e), 25.1447(c)(1) to permit a McDonnell Douglas Model MD-11 Freighter Aircraft operating with a Class E Cargo compartment to carry up to five supernumeraries in a Courier Area (aft of the cockpit door and forward of the rigid cargo barrier).

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Highway Administration**

[FHWA Docket No. 97-3161]

### **Notice of Request for Reinstatement of an Expired Information Collection; Transportation of Hazardous Materials, Highway Routing**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3051, 3506(c)(2)(A)), the FHWA solicits comment on its intent to request the Office of Management and Budget