

number involved and must be received on or before February 10, 1998.

**ADDRESS:** 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: 9-NPRM-CMTS@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:** 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 January 14, 1998.

**Gary A. Michel,**  
Acting Assistant Chief Counsel for Regulations.

#### Dispositions of Petitions

*Docket No.:* 29042.

*Petitioner:* Schwartz Engineering Company.

*Sections of the FAR Affected:* 14 CFR 25.807(d)(7).

*Description of Relief Sought/*

*Disposition:* To permit a B757-200 interior arrangement that does not provide 60 feet or less between passenger emergency exits in the side of the fuselage. *Grant, December 18, 1997, Exemption No. 6710.*

*Docket No.:* 28951.

*Petitioner:* Imi-Tech Corporation.

*Sections of the FAR Affected:* 14 CFR 25.853(c).

*Description of Relief Sought/*

*Disposition:* To permit use of a seat cushion materials that do not comply with the weight loss portion of that requirement. *Grant, December 12, 1997, Exemption No. 6707.*

*Docket No.:* 28976.

*Petitioner:* Cessna Aircraft Company.

*Sections of the FAR Affected:* 14 CFR 25.677(b).

*Description of Relief Sought/*

*Disposition:* To permit the petitioner to provide a clearly visible means to

indicate the position of the trim device with respect to its range of adjustment. *Grant, December 12, 1997, Exemption No. 6706.*

*Docket No.:* 28544.

*Petitioner:* Learjet Incorporated.

*Sections of the FAR Affected:* 14 CFR 25.783(h).

*Description of Relief Sought/*

*Disposition:* Exempts the petitioner from certain passenger entry door emergency exit requirements for the Learjet Model 45 airplane. *Grant, December 29, 1997, Exemption No. 6468A.*

#### Petition For Exemption

*Docket No.:* 29100.

*Petitioner:* Bombardier Inc.

*Regulations Affected:* 25.571(e)(1).

*Description of Petition:* To permit exemption for the BD-700-1A10 airplane, from the bird strike provisions of § 25.571(e)(1) to allow compliance with the requirement using bird impact velocity of Vc at sea level or 0.85 Vc at 8,000 feet, whichever is more critical.

#### Petition For Exemption

*Docket No.:* 27023.

*Petitioner:* The Boeing Company.

*Regulations Affected:* 25.1415(c) and 121.339(c).

*Description of Petition:* To exempt The Boeing Company from the requirements of 14 CFR 25.1415(c) and 121.339(c), to permit installation of survival equipment separate from slide/rafts on Boeing 757-300 Aircraft.

[FR Doc. 98-1375 Filed 1-20-98; 8:45 am]

BILLING CODE 4910-13-M

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### RTCA Special Committee 186, Automatic Dependent Surveillance—Broadcast (ADS-B); Meeting

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 186 meeting to be held February 17-18, 1998, starting at 9 a.m. on Tuesday, February 17. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will include: (1) Chairman's Introductory Remarks/Review of Meeting Agenda; (2) Review and Approval of Minutes of the Previous Meetings; (3) Report of Working Group Activities: a. Editorial Committee Report; b. Progress Update on the 1090 MHz MOPS; c. CDTI Working Group Report; d. Collision

Avoidance Study Group; (4) Discuss Special Committee 186 Structure; (5) Other Business; (6) Date and Place of Next Meeting.

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 January 13, 1998.

**Janice L. Peters,**

Designated Official.

[FR Doc. 98-1371 Filed 1-20-98; 8:45 am]

BILLING CODE 4910-13-M

#### 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 Bismarck Municipal Airport, Bismarck, North Dakota

**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 Bismarck 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) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before February 20, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gregory B. Haug, Airport Manager, of the Bismarck Municipal Airport at the following address: Bismarck Municipal Airport, P.O. Box 991, Bismarck, North Dakota 58502.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Bismarck, North Dakota under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Irene R. Porter, Manager, Bismarck Airports District Office, 2000 University Drive, Bismarck, North Dakota 58504, (701) 250-4358. 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 Bismarck 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) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 19, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Bismarck, North Dakota 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 March 21, 1998.

The following is a brief overview of the application.

PFC application number: 98-02-C-00-BIS.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June 1, 1998.

Proposed charge expiration date: March 31, 2003.

Total estimated PFC revenue: \$1,474,422.00.

Brief description of proposed projects:  
*Impose Only:* Rehabilitate Baggage Claim Area.

*Impose and Use:* Rehabilitate General Aviation Ramp; Terminal Building, ADA Compliance; Relocation of Airway Avenue (Yegen Road); Reconstruct, Extend, and Widen Runway 3/21; PFC Application Preparation; Improve Airfield Service Road; Plans and Specifications for Runway 13/31 and Taxiway A; Rehabilitate Runway 13/31; Rehabilitate Runway 13/31 Lighting; Rehabilitate Taxiway A.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: All on demand air taxi/commercial operators, filing FAA Form 1800-31, that enplane fewer than 500 passengers per year and not having their base of operations at Bismarck Municipal Airport and all on demand air taxi/commercial operators, filing FAA Form 1800-31, having their

base of operations at Bismarck Municipal Airport.

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 Bismarck Municipal Airport or City of Bismarck offices.

Issued in Des Plaines, Illinois on January 8, 1998.

**Benito De Leon,**

*Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 98-1373 Filed 1-20-98; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Intent to Rule on Application to Impose and Use a Passenger Facility Charge (PFC) at Chicago O'Hare International Airport, Chicago, IL**

**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 a PFC at Chicago O'Hare 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 February 20, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Mary Rose Loney, Commissioner, of the City of Chicago Department of Aviation at the following address: Chicago O'Hare International Airport, P.O. Box 66142, Chicago, Illinois 60666.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Chicago Department of Aviation under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Philip M. Smithmeyer, Manager, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018, (847) 294-7335. The application may be revised in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use a PFC at Chicago O'Hare 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 December 23, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by City of Chicago Department of Aviation 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 March 25, 1998.

The following is a brief overview of the application.

PFC application number: 98-07-C-00-ORD.

Level of the PFC: \$3.00.

Original charge effective date: September 1, 1993.

Revised proposed charge expiration date: July 1, 2005.

Total estimated PFC revenue: \$69,189,000.00.

Brief description of proposed projects:

- a. Guard Post 2 Site Improvements.
- b. Runway 4R/22L Rehabilitation.
- c. Runway 4L/22R Rehabilitation.
- d. ATS Improvement.
- e. Acquisition of 1997 Equipment.
- f. Security Enhancements at Former Military Base.
- g. Additional School Soundproofing.
- h. Upgrade of I/CAD to Windows NT Platform.
- i. I/CAD GPS for OCC.
- j. ID Badging System Upgrade.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi operators.

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 City of Chicago Department of Aviation.