

pertinent provisions of part 91 of the FAR in order to conduct drug law enforcement air support.
Grant, March 30, 1995, Exemption No. 3596E

Docket No.: 26599
Petitioner: Regional Airline Association
Sections of the FAR Affected: 14 CFR 91.203

Description of Relief Sought/
Disposition: To extend Exemption No. 5515, as amended, which permits temporary operation of Regional Airline Association's U.S.-registered aircraft in domestic airline operations without the certificate of airworthiness or registration, or both, on board the aircraft.

Grant, April 7, 1995, Exemption No. 5515B

Docket No.: 27142
Petitioner: Horizon Helicopters
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
Disposition: To extend Exemption No. 5714, which permits Horizon Helicopters to operate certain aircraft, under the provisions of part 135 of the FAR, without a TSO-C112 (Mode S) transponder.

Grant, April 7, 1995, Exemption No. 5714A

Docket No.: 27220
Petitioner: Mountain Rotors, Inc.
Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/
Disposition: To extend Exemption No. 5724, which permits Mountain Rotors, Inc., to operate certain aircraft, under the provisions of part 135 of the FAR, without a TSO-C112 (Mode S) transponder.

Grant, April 7, 1995, Exemption No. 5724A

Docket No.: 27418
Petitioner: National Business Aircraft Association, Inc.
Sections of the FAR Affected: 14 CFR 135.299

Description of Relief Sought/
Disposition: To permit pilots in command (PIC), employed by National Business Aircraft Association, Inc., members, to complete PIC route and airport checks in flight simulator rather than in an aircraft.

Denial, April 4, 1995, Exemption No. 6054

Docket No.: 27909
Petitioner: Professional Airline Training, Inc.
Sections of the FAR Affected: 14 CFR 121.411(a)(2) and (3) and (b)(2); 121.413(b) and (c); and appendix H of part 121

Description of Relief Sought/
Disposition: To permit Professional Airline Training, Inc. (PAT), without holding an air carrier operating certificate, to train the certificate holder's pilots in initial, upgrade, and recurrent training. The training would be conducted in approved simulators without PAT's instructor pilots meeting all applicable training requirements of subpart N and the employment requirements of appendix H of part 121.

Grant, April 4, 1995, Exemption No. 6050

Docket No.: 27945
Petitioner: United Airlines
Sections of the FAR Affected: 14 CFR 121.133(c)

Description of Relief Sought/
Disposition: To allow United Airlines to utilize electronic digital imaging and storage technology to prepare certain maintenance manual information and instructions for aircraft operated by United Airlines, in lieu of printed page form or microfilm.

Grant, March 24, 1995, Exemption No. 6042

Docket No.: 27990
Petitioner: Eastern Air Charter, Inc.
Sections of the FAR Affected: 14 CFR 91.511(a) and 135.165(b)(5), (6), and (7)

Description of Relief Sought/
Disposition: To permit Eastern Air Charter, Inc., to operate its Cessna Citation CE-550 in extended overwater operations with only one operative long-range navigational system (LRNS) and one operative high frequency communication system (HF).

Grant, March 31, 1995, Exemption No. 6053

Docket No.: 28039
Petitioner: Grand Air Express, Inc.
Sections of the FAR Affected: 14 CFR 91.511(a)(2) and 135.165(a)(1) and (6) and (b)(6) and (7)

Description of Relief Sought/
Disposition: To permit Grand Air Express, Inc., to operate its turbojet airplanes equipped with on high frequency communication system (HF) and one long-range navigation system (LRNS).

Grant, March 31, 1995, Exemption No. 6051

Docket No.: 28044
Petitioner: CIN-Air, L.P.
Sections of the FAR Affected: 14 CFR 91.511(a) and 135.165(b)(5), (6), and (7)

Description of Relief Sought/
Disposition: To permit CIN to operate its Cessna Citation 500/550/560

aircraft in extended overwater operations with only one operative long-range navigational system (LRNS) and one operative high-frequency communication system (HF).

Grant, April 6, 1995, Exemption No. 6055

Docket No.: 28049
Petitioner: Merlin Express
Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7)

Description of Relief Sought/
Disposition: To permit Merlin Express to operate turbojet aircraft equipped with one high frequency communication system (HF) in extended overwater operations.

Grant, March 31, 1995, Exemption No. 6052

Docket No.: 28117
Petitioner: Executive Airlines
Sections of the FAR Affected: 14 CFR 135.165(b)(6) and (7)

Description of Relief Sought/
Disposition: To permit Executive Airlines to operate turbojet aircraft equipped with one high-frequency (HF) communication system in extended overwater operations.

Grant, April 4, 1995, Exemption No. 6049

[FR Doc. 95-10387 Filed 4-26-95; 8:45 am]
BILLING CODE 4910-13-M

Notice of Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Ford Airport, Iron Mountain, MI

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 Ford Airport, Iron Mountain, Michigan, under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before May 30, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Mr. William H. Marchetti, Airport Manager, of the Dickinson County Board of Commissioners at the following address: County Courthouse 701 Stevenson Ave., P.O. Box 609, Iron Mountain, Michigan 49801.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Dickinson County Board of Commissioners under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, (313) 487-7281. 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 Ford Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 7, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Dickinson County Board of Commissioners was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 25, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Proposed charge effective date: June 1, 1995

Proposed charge expiration date: May 31, 2001

Total estimated PFC revenue: \$215,820.00

Brief description of proposed projects:

Projects to Impose and Use:
Rehabilitate Taxiways "C", "D", and "E", Extend Runway 31 safety area; Acquire Airport Rescue and Fire Fighting (ARFF) vehicle.

Impose Only Projects: Install sanitary sewer; Rehabilitate Runway 1/19 including lighting and signage; Install PAPIs and REILs (Runway 19); Construct and light Taxiway "H", general aviation apron, and general aviation access road.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Not applicable.

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 Dickinson County Board of Commissioners, Michigan.

Issued in Des Plaines, Illinois, on April 19, 1995.

Benito DeLeon,

Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 95-10391 Filed 4-26-95; 8:45 am]

BILLING CODE 4910-13-M

Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Spencer Municipal Airport, Spencer, Iowa

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 Spencer 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 May 30, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Dan Payne, City Manager, Spencer, Iowa, at the following address: City Hall, 418 2nd Ave. W., Spencer, Iowa 51301.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Spencer Municipal Airport, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Ellie Anderson, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4728. 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 a PFC at Spencer 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 April 12, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Spencer Municipal Airport, Spencer, Iowa, 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 July 20, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: June 1, 1995

Proposed charge expiration date: June 1, 2005

Total estimated PFC revenue: \$240,000

Brief description of proposed project(s):

Expand auto parking and install PAPI's and REIL's; Overlay Taxiways A & B; install airport guidance signs; and expand and renovate terminal building.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None

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 Spencer Municipal Airport.

Issued in Kansas City, Missouri on April 21, 1995.

James W. Brunskill,

Acting Manager, Airports Division, Central Region.

[FR Doc. 95-10389 Filed 4-26-95; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Tax on Certain Imported Substances (Toluenediamine); Filing of Petition

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice.

SUMMARY: This notice announces the acceptance, under Notice 89-61, 1989-1 CB 717, of a petition requesting that toluenediamine be added to the list of