

FOR FURTHER INFORMATION CONTACT:

Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

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 September 25, 1995.

Michael Chase,

Acting Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28296

Petitioner: FlightSafety International

Sections of the FAR Affected: 14 CFR 61.57 (c) and (d), 61.58(b), and 61.157 (a) and (f)(1)

Description of Relief Sought: To permit FlightSafety International to establish a continuous qualification training program for pilots flying for operations conducted under part 91 that would allow the participants to (1) Satisfy certain training and recent flight experience requirements in Level B and Level C simulators; (2) act as pilot in command of aircraft type certificated for more than one required pilot without satisfactorily completing, within the previous 12 calendar months, one of the flight checks or tests specified in § 61.58(b); and (3) obtain an airline transport pilot certificate or an additional type rating without passing the practical test as prescribed in § 61.157(a).

Docket No.: 28318

Petitioner: Ogden-Hinckley Airport

Sections of the FAR Affected: 14 CFR 91.215(b)(2)

Description of Relief Sought: To permit operations at Ogden-Hinckley Airport to be conducted in aircraft that are not equipped with transponders that have automatic pressure altitude reporting capability.

Docket No.: 28338

Petitioner: Rich International Airways, Inc.

Sections of the FAR Affected: 14 CFR 121.310(m)

Description of Relief Sought: To allow Rich International Airways, Inc., to operate two L-1011-385-3 aircraft, also known as L-1011-500 aircraft, that have more than 60 feet between emergency exits.

Dispositions of Petitions

Docket No.: 20049

Petitioner: T.B.M., Inc.

Sections of the FAR Affected: 14 CFR 91.529(a)(1)

Description of Relief Sought/

Disposition: To extend Exemption No. 2956, as amended, which permits T.B.M., Inc., to operate McDonnell Douglas DC-6 and DC-7 aircraft without a flight engineer during flightcrew training, ferry operations, and test flights that are conducted to prepare for firefighting operations conducted under part 137.

Grant, September 11, 1995, Exemption No. 2956I

Docket No.: 24041

Petitioner: Butler Aircraft Co.

Sections of the FAR Affected: 14 CFR 91.529(a)(1)

Description of Relief Sought/

Disposition: To extend Exemption No. 2989, as amended, which permits Butler to operate McDonnell Douglas DC-6 and DC-7 aircraft without a flight engineer during flight crew training, ferry operations, and test flights that are conducted to prepare for firefighting operations conducted under part 137.

Grant, September 11, 1995, Exemption No. 2989H

Docket No.: 27832

Petitioner: John L. Geitz

Sections of the FAR Affected: 14 CFR 91.109 (a) and (b)(3)

Description of Relief Sought/

Disposition: To allow Mr. Geitz to conduct certain flight training and to provide simulated instrument flight experience in certain Beech airplanes that are equipped with a functioning throwover control wheel.

Grant, September 11, 1995, Exemption No. 6165

Docket No.: 28223

Petitioner: Executive Air Fleet, Inc.

Sections of the FAR Affected: 14 CFR 135.25 (b) and (c)

Description of Relief Sought/

Disposition: To permit Executive Air Fleet, Inc., (EAF) to operate its aircraft without having the executive use of at least one aircraft that meets the requirements for at least one kind of operation authorized by EAF's Operations Specifications.

Grant, September 11, 1995, Exemption No. 6158

Docket No.: 28244

Petitioner: Puget Sound Seaplanes

Sections of the FAR Affected: 14 CFR 135.203(a)(1)

Description of Relief Sought/

Disposition: To allow Puget Sound Seaplanes to conduct operations under visual flight rules (VFR) outside controlled airspace, over water, at an altitude below 500 feet.

Grant, September 11, 1995, Exemption No. 6157

Docket No.: 28277

Petitioner: Great Lakes Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 133.1(d) and 133.34(e)(1)

Description of Relief Sought/

Disposition: To permit external-load operations in support of rescue operations with live personnel (both rescuer and victim) for the Sonoma County, California, Sheriff Department.

Denial, September 11, 1995, Exemption No. 6160

[FR Doc. 95-24127 Filed 9-27-95; 8:45 am]

BILLING CODE 4910-13-M

Civil Tiltrotor Development Advisory Committee

Pursuant to Section 10(A)(2) of the Federal Advisory Committee Act Public Law (72-362); 5 U.S.C. (App. I), notice is hereby given of the cancellation of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) previously announced for October 11 in Washington, DC. The meeting will be rescheduled on a later date. A Federal Register announcement will be published once a date has been chosen.

For further information, contact Ms. Karen Braxton (202) 267-9451.

Dated: September 22, 1995.

Richard A. Weiss,

Designated Federal Official, Civil Tiltrotor Development Advisory Committee.

[FR Doc. 95-24125 Filed 9-27-95; 8:45 am]

BILLING CODE 4910-13-M

RTCA, Inc.; "Technical Management Committee"; Notice of RTCA Technical Management Committee Meeting To Be Held September 29, 1995; Cancellation

AGENCY: Federal Aviation Administration, DOT.

ACTION: Cancellation.

SUMMARY: The RTCA Technical Management Committee meeting scheduled to be held on September 29, 1995, announced in a notice published on page 47640 on the third column in the issue of September 13, 1995, volume 60, has been canceled due to unforeseen circumstances. The meeting has been rescheduled for October 20, 1995. An announcement containing further details of the October 20 meeting will be published within the next few days.

Issued in Washington, D.C., on September 26, 1995.

Janice L. Peters,

Designated Official.

[FR Doc. 95-24256 Filed 9-26-95; 2:06 pm]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application (#95-02-C-00-EGE) To Impose and Use the Revenue from a Passenger Facility Charge (PFC) at Eagle County Regional Airport, Submitted by Eagle County, Colorado, Eagle, CO

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 PFC revenue at Eagle County Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

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

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Weichmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Jim Fritze, County Attorney at the following address: Eagle County Regional Airport, 517 Airport Road North Ramp, P.O. Box 850, Eagle, CO 81631.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Eagle County Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026. 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 (#95-02-C-00-EGE) to impose and use PFC revenue at Eagle County Regional Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 20, 1995, the FAA determined that the application to impose and use the revenue from a PFC

submitted by Eagle County, Colorado, 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 December 29, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Actual charge effective date: March 1, 1996.

Proposed charge expiration date: January 30, 1998.

Total estimated PFC revenues: \$381,276.00.

Brief description of proposed project: Terminal planning/design; Land acquisition for runway protection zone (RPZ); Install approach light system to Runway 25.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Eagle County Regional Airport.

Issued in Renton, Washington, on September 20, 1995.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 95-24126 Filed 9-27-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application (#95-01-C-00-SHR) to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Sheridan County Airport, Submitted by Sheridan County, Wyoming, Sheridan, Wyoming

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 PFC revenue at Sheridan County Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

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

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Norman Feck, Airport Manager, at the following address: Sheridan County Airport, Airport Terminal Building, Sheridan, WY 82801.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Sheridan County Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026. 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 (#95-01-C-00-SHR) to impose and use PFC revenue at Sheridan County Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On September 20, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Sheridan County, Wyoming, 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 December 26, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00 .

Actual charge effective date: March 1, 1996.

Proposed charge expiration date: August 31, 2001.

Total estimated PFC revenues: \$211,299.00.

Brief description of proposed project: Conduct airport planning studies; aircraft rescue and fire fighting (ARFF) improvements; airfield capacity and safety improvements—construct new runway 14/32 including parallel taxiway "B".

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office