

The collection of information is an application for employment with the Federal Aviation Administration. Applicants will have to complete a number of background questions to determine their basic eligibility for Federal employment and also answer specific occupation-related questions to determine their qualifications.

NEED: P.L. 104-50 authorized the Federal Aviation Administration to establish its own personnel system outside most of the requirements of Title 5. The only provisions related to hiring that will continue to apply are those dealing with veteran's preference. One of the recommendations of our personnel reform task forces, and in keeping with reengineered business processes under the National Performance Review, we are attempting to centralize and automate some of our application, evaluation and hiring processes. This application is a part of that effort.

We propose to utilize the information collected to make determinations on applicant's eligibility for Federal employment as well as determining their qualifications for employment and certifying the name of qualified applicants to line managers who will make hiring decisions.

RESPONDENTS: The likely respondents will be the general public who are interested in employment with this agency. We estimate that the average number of respondents on an annual basis to be 5,000, each applying one time. The submission of this information is completely voluntary on the part of the applicant.

FREQUENCY: The frequency is based on the respondent, however, we estimate one time per respondent.

BURDEN: The estimated reporting burden is 5,000 hours annually.

Copies of the proposed collection of information may be obtained from: The Federal Aviation Administration, Office of Human Resource Management, Room 515, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may be submitted to the agency at the address above or to: Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

Issued in Washington, DC on May 15, 1996.

Steve Hopkins,

Manager, Corporate Information Division.

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BILLING CODE 4910-13-M

[Summary Notice No. PE-96-25]

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 June 10, 1996.

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, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.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:

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, D.C., on May 16, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28469.

Petitioner: Neptune, Inc.

Sections of the FAR Affected: 14 CFR 137.53(b)(2).

Description of Relief Sought: To permit appropriately trained pilots employed by Neptune, who have less than 100 hours of flight experience as pilot in command in dispensing agriculture materials or chemicals, to conduct aerial firefighting operations over congested areas.

Docket No.: 28503.

Petitioner: Mr. Kenneth R. Pearce.

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

Description of Relief Sought: To allow Mr. Pearce to provide recurrent flight training and simulated instrument flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft equipped with a functioning throwover control wheel for the purpose of meeting recency of experience requirements contained in §§ 61.56 (a), (c), (e), (g), and 61.57(e)(2).

Docket No.: 28512.

Petitioner: Mr. Robert P. Lavery.

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

Description of Relief Sought: To allow Mr. Lavery to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28514.

Petitioner: Mr. Henry D. Canterbury.

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

Description of Relief Sought: To allow Mr. Canterbury to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28515.

Petitioner: Mr. Kenneth L. Fossler.

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

Description of Relief Sought: To allow Mr. Fossler to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument

flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28517.

Petitioner: Mr. Samuel D. James.

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

Description of Relief Sought: To allow Mr. James to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28530.

Petitioner: Mr. John A. Porter.

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

Description of Relief Sought: To allow Mr. Porter to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control when in place of functioning dual controls.

Docket No.: 28533.

Petitioner: Tradewind Turbines Corp.

Sections of the FAR Affected: 14 CFR 21.19.

Description of Relief Sought: To permit Tradewind Turbines Corp., to apply for a supplemental type certificate rather than a new type certificate for a design change that would replace two piston engines with one turbine engine on the Beechcraft 58P Baron.

Docket No.: 28536.

Petitioner: Mr. Kenneth W. Brown.

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

Description of Relief Sought: To allow Mr. Brown to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Docket No.: 28538.

Petitioner: Mr. John M. Hirsch.

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

Description of Relief Sought: To allow Mr. Hirsch to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel

Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

Disposition of Petitions

Docket No.: 133CE.

Petitioner: Pilatus Aircraft LTD.

Sections of the FAR Affected: 14 CFR 23.562(c)(5).

Description of Relief Sought/Disposition: To allow Pilatus Aircraft LTD to continue delivering aircraft while they solve the problem of meeting the requirements of § 25.562(c)(5) with a customer acceptable solution.

Partial Grant, April 23, 1996,

Exemption No. 6429.

Docket No.: 28370.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.562.

Description of Relief Sought/Disposition: To permit the Cessna Aircraft Company exemption from the emergency landing dynamic conditions of § 25.562 for multiple-occupancy, side-facing divans in the Cessna Model 750 airplane.

Partial Grant, April 25, 1996,

Exemption No. 6432.

Docket No.: 28463.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 25.161(d).

Description of Relief Sought/Disposition: To permit the Cessna Aircraft Company exemption from the engine-out lateral/directional trim requirements of § 25.161(d) of the FAR.

Grant, April 26, 1996, Exemption No. 6431.

[FR Doc. 96-12805 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-13-M

Airport Capital Improvement Program National Priority System; Comment Request

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

ACTION: Notice of Airport Capital Improvement Program (ACIP) National Priority System; opportunity to comment.

SUMMARY: The FAA is clarifying details of the ACIP National Priority System. Comments and recommendations for improving the effectiveness of the ACIP National Priority System are solicited.

DATES: Comments and/or recommendations must be submitted on or before July 22, 1996.

ADDRESSES: Comments may be delivered or mailed to the FAA, Airports Financial Assistance Division,

Programming Branch, APP-520, Room 615, 800 Independence Ave, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Stan Lou, Manager, Programming Branch, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-520, on (202) 267-8809.

SUPPLEMENTARY INFORMATION: FAA Order 5100.39, "Airport Capital Improvement Plan" describes procedures that are intended to guide the distribution of Airport Improvement Program (AIP) funds to the highest priority projects nationally. In order to implement the ACIP Order, a standard database has been established. This database (NPIAS-CIP) provides a common data structure to compile and analyze airport development needs. A key element of this process is the determination of objective priority ratings for items of work.

The National Priority is a numerical, computer-generated system for prioritizing work items in accordance with agency goals. The ACIP is used as a vehicle to evaluate requests for AIP funded airport development in an airport's five year Capital Improvement Program (CIP).

The ACIP uses a national priority calculation as prescribed by Order 5100.39. Priority numbers are calculated based on the size and type of airport (service level) and the type of project (as described by the NPIAS-CIP project codes). The national priority calculation:

- Provides a standard means to sort projects from high to low priority.
- Is used to measure how well funding plans (the ACIP) address the highest priority needs.
- Imitates the existing AIP priority system.
- Is not intended to be the sole gauge for project approval.

The national priority calculation is as follows:

$$(P*(APT+C+1)+T)*10+APT$$

Where:

P=Purpose Points (0 to 5 pts)

Safety/Security=0 pt.

Reconstruction=1 pt.

Standards=2 pts.

Environment=1pt.

Upgrade=3 pts.

Capacity=3 pts.

New Airport (Community)= 5 pts.

New Airport (Capacity)=3 pts.

Planning=1 pt.

C=Component Points (1 to 6 pts)

Land=3 pts.

Runway=1 pt.

Taxiway=3 pts.

Apron=4 pts.