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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).

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemptions

Docket No.: 28367.

Petitioner: Mr. Stephen R. Raklovits.

Sections of the FAR Affected: 14 CFR 103.11.

Description of Relief Sought: To permit Mr. Raklovits to operate a powered parachute-type ultralight at night, for the purpose of conducting demonstrations and training, and for special uses including search, rescue, and surveillance, for local, State, and Federal law enforcement agencies.

Docket No.: 28381.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 121.613.

Description of Relief Sought: To permit ATA's member airlines and other similarly situated part 121 operators to dispatch or release aircraft for operations to any destination airport under instrument flight rule or over-the-top when weather reports or forecasts, or any combination thereof, indicate that the weather conditions at the estimated time of arrival at the destination airport may be below meteorological visibility minimums, subject to certain conditions and limitations.

Docket No.: 28385.

Petitioner: Mr. John B. Milan.

Sections of the FAR Affected: 14 CFR 121.383(c).

Description of Relief Sought: To permit Mr. Milan to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Docket No.: 28386.

Petitioner: Heart of Georgia Technical Institute.

Sections of the FAR Affected: 14 CFR 141.35(d) (2) and (3).

Description of Relief Sought: To allow the Heart of Georgia Technical Institute to designate Mr. William James Breazeale to serve as chief flight instructor without meeting certain experience requirements for such a designation.

Docket No.: 28395.

Petitioner: Air Transport Association of America.

Sections of the FAR Affected: 14 CFR 121.434(c)(1)(ii).

Description of Relief Sought: To permit an appropriately trained

qualified and authorized check airman, in lieu of an FAA inspector, to observe a qualifying pilot in command who is completing the initial or upgrade training specified in § 121.424.

Dispositions of Petitions

Docket No.: 24256.

Petitioner: Dalfort Training, L.P.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2) and (d)(2) and (3); 61.65 (c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157 (d)(1) and (2) and (e) (1) and (2); 61.191(c); and appendix A of part 61.

Description of Relief Sought/Disposition: To extend Exemption No. 4955, as amended, which permits Dalfort Training, L.P., to use FAA-approved simulators to meet certain flight experience requirements of part 61. *Grant, November 22, 1995, Exemption No. 4955E.*

Docket No.: 26903.

Petitioner: The Embassy of the Federal Republic of Yugoslavia.

Sections of the FAR Affected: 14 CFR SFAR 66-2.

Description of Relief Sought/Disposition: To permit the operation of an aircraft carrying delegates from both the Federal Republic of Yugoslavia and the Bosnian Serb-Controlled Areas of the Republic of Bosnia and Herzegovina to operate to, within, and from the United States to and from a point within Bosnia and Montenegro. *Grant, October 27, 1995, Exemption No. 6196.*

Docket No.: 27457.

Petitioner: Daniel Webster College.

Sections of the FAR Affected: 14 CFR 141.35(d)(2).

Description of Relief Sought/Disposition: To extend Exemption No. 5829, which permits Ms. Robin L. Bray to serve as chief flight instructor at Daniel Webster College administering courses of training other than those that lead to the issuance of a private pilot certificate or rating, or an instrument rating or a rating with instrument privileges, without the required minimum of 2,000 hours as pilot in command. *Grant, November 7, 1995, Exemption No. 5829A.*

Docket No.: 27960.

Petitioner: Rogers Helicopters, Inc.

Sections of the FAR Affected: 14 CFR 43.3(g).

Description of Relief Sought/Disposition: To allow appropriately trained pilots employed by Rogers Helicopters, Inc., (RHI) to remove and/or replace the passenger seats and approved stretchers on aircraft used in operations conducted by RHI under part 135. *Grant, October 24, 1995, Exemption No. 6194.*

Docket No.: 28110.

Petitioner: McKeeman Productions, Inc., d.b.a. SkySports International.

Sections of the FAR Affected: 14 CFR 105.43(a).

Description of Relief Sought/Disposition: To allow nonstudent parachutists who are foreign nationals (foreign parachutists) to participate in SkySports-sponsored jumping events without complying with the parachute equipment and packing requirements of the FAR. *Grant, November 22, 1995, Exemption No. 6228.*

Docket No.: 28232.

Petitioner: Summit Jet Corp.

Sections of the FAR Affected: 14 CFR 91.511(a) and 135.165(b) (6) and (7).

Description of Relief Sought/Disposition: To permit Summit Jet Corp to operate its Lear 55 turbojet airplane (Registration No. N123LC, Serial No. 045) in extended overwater operations equipped with only one high-frequency (HF) communication system. *Grant, November 3, 1995, Exemption No. 6226.*

Docket No.: 28237.

Petitioner: PreMair, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2) and (d) (2) and (3); 61.65(c)(e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d)(1) and (2) and (e)(1) and (2); 61.191(c); and appendix A of part 61.

Description of Relief Sought/Disposition: To permit PremAir to use FAA-approved simulators to meet certain flight experience requirements of part 61. *Grant, November 7, 1995, Exemption No. 6190.*

[FR Doc. 95-30924 Filed 12-19-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Manchester Airport

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 use the revenue from a Passenger Facility Charge at Manchester 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).

DATES: Comments must be received on or before January 19, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Airport Division, 12 New England Executive Park, Burlington, Massachusetts 01803.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Alfred Testa, Jr., Airport Director for Manchester Airport at the following address: Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire, 03103.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Manchester under § 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT: Priscilla A. Scott, Airports Program Specialist, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238-7614. The application may be reviewed in person at 16 New England Executive Park, Burlington, Massachusetts.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a Passenger Facility Charge (PFC) at Manchester 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 5, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the City of Manchester was substantially complete within the requirements of § 158.25 of Part 158 of the Federal Aviation Regulations. The FAA will approve or disapprove the application, in whole or in part, no later than March 5, 1996.

The following is a brief overview of the use application.

PFC Project #: 96-02-U-00-MHT
Level of the proposed PFC: \$3.00
Charge effective date: January 1, 1993
Estimated charge expiration date: March 1, 1997

Estimated total net PFC revenue:
\$1,100,000

Brief description of project: Part 150 Noise Mitigation/Residential Soundproofing/Land Acquisition.

Class or classes of air carriers which the public agency has requested not be

required to collect PFCs: On demand Air Taxi/Commercial Operators (ATCO).

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 Manchester Airport, One Airport Road, Suite 300, Manchester, New Hampshire 03103:

Issued in Burlington, Massachusetts on December 12, 1995.

Vincent A. Scarano,
Manager, Airports Division, New England Region.

[FR Doc. 95-30918 Filed 12-19-95; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Brunswick and New Hanover Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Brunswick and New Hanover Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT: Roy C. Shelton, Operations Engineer, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone (919) 856-4350.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the North Carolina Department of Transportation (NCDOT) will prepare an environmental impact statement (EIS) on a proposal to relocate US 17 in Brunswick and New Hanover Counties, North Carolina. The proposed improvement would involve the relocation of the existing US 17 from US 421 to existing US 17 south of Wilmington. The proposed action is considered necessary to provide for the existing and projected traffic demand.

Alternatives under consideration include: (1) The "no-build," (2) two build alternatives for constructing a four-lane full control of access freeway on new location, and (3) improvements to existing US 421 and US 17/74/76.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A complete public involvement program has been

developed for this project to include: the distribution of newsletters to interested parties, along with public meetings and a public hearing to be held in this project study area. A toll-free project telephone "hotline" is also being made available. Information on the time and place of the public hearing will be provided in the local news media. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

Issued on: December 8, 1995.

Roy C. Shelton,

Operations Engineer, Raleigh, NC.

[FR Doc. 95-30843 Filed 12-19-95; 8:45 am]

BILLING CODE 4910-22-M

Research and Special Programs Administration

[Docket No. PS-142; Notice 2]

Considerations for a Program Framework for Risk Management Demonstrations

AGENCY: Office of Pipeline Safety, DOT.
ACTION: Notice.

SUMMARY: The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) is considering how to implement a program administrative framework to receive, analyze, accept, monitor and revise risk management plans that interstate natural gas transmission and hazardous liquid pipeline companies would submit as risk management demonstration projects. RSPA is not yet prepared to consider a conceptual administrative framework for intrastate companies.

A demonstration project framework is needed to validate benefits in applying risk management in the pipeline industry and to determine how it would work most effectively. A framework is also needed to evaluate the use of