

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 February 16, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 011SW.

Petitioner: Agusta S.P.A.

Sections of the FAR Affected: 14 CFR 27.1(a).

Description of Relief Sought: To allow Agusta to increase the maximum gross weight of the Agusta A109 series helicopters from 6,000 to 7,000 pounds.

Docket No.: 28383.

Petitioner: Matsushita Avionics Systems Corporation.

Sections of the FAR Affected: 14 CFR 21.303(g) and 21.325(b)(3).

Description of Relief Sought: To permit Matsushita Avionics Systems Corporation (MAS) to produce parts under a Parts Manufacturer Approval at its divisional facility located in Osaka, Japan. The exemption, if granted, would also permit Designated Manufacturing Inspection Representatives employed by MAS to issue Export Airworthiness Approvals or Identification Tags (Form 8130-0) for products shipped from the Osaka facility.

Docket No.: 28440.

Petitioner: Companhia Eletromecanica Celma.

Sections of the FAR Affected: 14 CFR 145.47(b)

Description of Relief Sought: To permit Companhia Eletromecanica Celma, an FAA-certificated foreign repair station located at Petropolis (FAA Certificate No. EM4Y159M) to substitute the calibration standards of the Brazilian national standards laboratory, Instituto Nacional de Metrologia, Normalização e Qualidade Industrial, for the calibration standards of the U.S. National Institute of Standards and Technology for its inspection and test equipment.

[FR Doc. 96-3978 Filed 2-21-96; 8:45 am]

BILLING CODE 4910-13-M

International Civil Aviation Organization (ICAO), Committee On Aviation Environmental Protection (CAEP)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise interested parties of a briefing to be given by The Office of Environment and Energy on the results of the third meeting of the ICAO/CAEP Montreal, Canada, December 5-15, 1995. The ICAO/CAEP is a group of aviation experts from government and industry responsible for recommending international noise and emissions standards for civil aircraft and engines.

DATES: The meeting will be held on March 1, 1996.

TIME: 1:00 pm to 3:00 pm.

ADDRESS: The meeting will be held at Federal Aviation Administration, Washington, DC, in room 5 AB.

FOR FURTHER INFORMATION CONTACT: Mr. Jim Muldoon, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, fax (202) 267-5594.

In 1992, four working groups were established under the CAEP to pursue the work of the committee. Terms of reference were developed to undertake specific studies related to the control of aircraft noise and gaseous emissions from aircraft engines. The working groups completed their studies and the findings were presented in Bonn, Germany, June, 1995. A briefing was provided by The Office of Environment and Energy on the results of that meeting on Sept. 15, 1995. The primary purpose of the December ICAO/CAEP meeting was to evaluate the analyses and recommendations of the working groups and to establish a future work program for the Committee.

The agenda for the March meeting will include:

- An overview of the meeting
- The disposition of recommendations on Noise and Emission Stringency by CAEP
 - Next steps in the ICAO process
 - Future CAEP work
 - Question, comment and answer period

Attendance is open to the public, and will only be limited by space available. Arrangements can be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if

requested 7 calendar days before the meeting.

Jim Muldoon,

Office of Environment and Energy.

[FR Doc. 96-3966 Filed 2-16-96; 1:36 pm]

BILLING CODE 4910-13-M

Notice of Intent to Rule on Application to Use the Revenue from a Passenger Facility Charge (PFC) at Pellston Regional Airport of Emmet County, Pellston, Michigan

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 PFC at Pellston Regional Airport of Emmet County 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 March 25, 1996.

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. Raymond L. Thompson, Airport Manager, of the County of Emmet at the following address: Pellston Regional Airport of Emmet County U.S. 31 North Pellston, Michigan 49769.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Emmet 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 use the revenue from a PFC at Pellston Regional Airport of Emmet County under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget