

that the proposed rule change (NASD-97-53) be, and hereby is, approved.

For the Commission, by the Division of Market Regulations, pursuant to delegated authority.²³

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 97-31754 Filed 12-3-97; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF STATE

[Public Notice 2658]

Advisory Committee on Historical Diplomatic Documentation; Notice of Meeting

The Advisory Committee on Historical Diplomatic Documentation will meet in the Department of State, December 17-18, 1997, in Conference Rooms 1205 and 7516.

The Committee will meet in open session from 9 a.m. through 12 p.m. on the morning of Wednesday, December 17, 1997. The remainder of the Committee's sessions from 1:45 p.m. on Wednesday December 17, until 5 p.m. on Thursday, December 18, 1997, will be closed in accordance with Section 10(d) of the Federal Advisory Committee Act (Pub. L. 92-463). It has been determined that discussions during these portions of the meeting will involve consideration of matters not subject to public disclosure under 5 U.S.C. 552(b)(1), and that the public interest requires that such activities will be withheld from disclosure.

Questions concerning the meeting should be directed to William Z. Slany, Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State, Office of the Historian, Washington, DC 20520, telephone (202) 663-1123, (e-mail pahistoff@panet.us-state.gov).

Dated: November 17, 1997.

William Z. Slany,

Executive Secretary.

[FR Doc. 97-31773 Filed 12-3-97; 8:45 am]

BILLING CODE 4710-11-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-60]

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 December 15, 1997.

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, DC 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@faa.dot.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, DC 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Angela Anderson (202) 267-9681 or Tawana Matthews (202) 267-9783, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

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 December 1, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions For Exemption

Docket No.: 28846.

Petitioner: Gulfstream International Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.2(d)(1)(I)(D), 121.337(b)(8), 121.359(g).

Description of Relief Sought: To permit Gulfstream to operate 25 Beechcraft 1900C airplanes in passenger-carrying operations without approved smoked and fume protective breathing equipment for flight crewmembers until March 20, 1998.

[FR Doc. 97-31790 Filed 12-3-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use a Passenger Facility Charge (PFC) at Melbourne International Airport, Melbourne, FL

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 a PFC at Melbourne International 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 5, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office, 5990 Hazeltine National Dr., Suite 400, Orlando Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James C. Johnson, Director of Aviation of the Melbourne Airport Authority at the following address: Melbourne Airport Authority, Melbourne International Airport, One Air Terminal Parkway, Suite 220, Melbourne, Florida 32901-1888.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Melbourne Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Vernon P. Rupinta, Project Manager, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando Florida 32822, 407-812-6331. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public

²³ 17 CFR 200.30-3(A)(12).

comment on the application to impose and use a PFC at Melbourne International 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 November 26, 1997, the FAA determined that the application to impose and use a PFC submitted by Melbourne Airport Authority 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 March 4, 1998.

The following is a brief overview of PFC Application No. 98-02-C-00-MLB. *Level of the proposed PFC: \$3.00.*

Proposed charge effective date: April 1, 1998.

Proposed charge expiration date: January 1, 1999.

Total estimated PFC revenue: \$614,362.

Brief description of proposed project(s): Runway 9R-27L Improvements—Phase 1.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/ Commercial Operator.

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 Melbourne Airport Authority.

Issued in Orlando, Florida.

Charles E. Blair,

*Manager, Orlando Airports District Office
Southern Region.*

[FR Doc. 97-31791 Filed 12-3-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Norfolk-Virginia Beach Light Rail Transit Project in the Norfolk-Virginia Beach, Virginia Corridor

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Tidewater Transportation District Commission (TRT), in cooperation with

the Virginia Department of Rail and Public Transportation and the Hampton Roads Metropolitan Planning Organization, intend to prepare an Environmental Impact Statement (EIS), for the Norfolk-Virginia Beach Light Rail Transit Project in the Norfolk-Virginia Beach, Virginia corridor. The EIS is being prepared in conformance with the National Environmental Policy Act (NEPA) and will also satisfy the requirements of the 1990 Clean Air Act Amendments (CAAA). The EIS will evaluate the following transportation alternatives: a No-Build alternative, a Transportation Systems Management (TSM) alternative, and the light rail transit alignment. The Tidewater Transportation District Commission will be the lead agency for the preparation of the EIS.

SCOPING PROCESS: The purpose of the Public Scoping Meeting is to provide interested individuals with an introduction to and an overview of the EIS process and the opportunity for comments on the significant issues and impacts to be addressed in the EIS. Comments may be submitted orally at the Scoping Meeting or in Writing to Ms. Jayne Whitney, Project Director, Tidewater Transportation District Commission, 1500 Monticello Avenue, Norfolk, Virginia 23510 during the Scoping comment period for the preparation of the Draft Environmental Impact Statement (DEIS) which ends on Thursday, January 22, 1998.

The Scoping Meeting will begin with an "open house" where attendees will be able to view graphics and discuss the project with the project representatives. A presentation on the project will be given at 6:00 P.M., followed by an additional opportunity for questions and answers. Scoping material will be available at the meeting or in advance of the meeting by contacting Ms. Janette Crumley at (757) 640-6295 or Ms. Delores Gee at (757) 640-6251. A sign language interpreter will be available for the hearing impaired. A TDD number (757) 640-6255 is also available. The buildings are accessible to people with disabilities. Scoping meetings will be held on:

1. Tuesday, December 9, 1997, 4 p.m.-7 p.m., Tidewater Transportation District Commission Headquarters, 1500 Monticello Avenue, Norfolk, Virginia 23510.

2. Thursday, December 11, 1997, 4 p.m.-7 p.m., ODU/NSU Virginia Beach Higher Education Center, 3300 South Building, 397 Little Neck Road, Virginia Beach, Virginia 23452.

FOR FURTHER INFORMATION CONTACT: Mr. Alfred Lebeau, Transportation Program

Specialist, Federal Transit Administration, Region III, (215) 656-7100.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and TRT invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the EIS and identifying any significant social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or have less environmental impacts while achieving similar transit objectives. During Scoping comments should focus on the alternatives under consideration and not on a preference for a particular alternative. Individual preference for a particular alternative should be communicated during the draft EIS comment period. Scoping comments may be made at the Public Scoping Meeting or in writing within 45 days after publication of this notice. See the "Scoping Process" section above for locations and times.

II. Description of Study and Project Need

The proposed project consists of an 18.25 mile light rail transit system between Downtown Norfolk and the Virginia Beach Pavilion Convention Center generally following the Norfolk Southern Railroad right-of-way. A combination of single and double track light rail transit construction is being studied. The study includes a proposal for 13 stations, many of which will provide both bus and park-and-ride access.

The Norfolk-Virginia Beach corridor has been and continues to be an area of significant growth for the region. One hundred thousand people commute into the City of Norfolk and 30,000 into Virginia Beach every day from outside those communities. Virginia Beach Boulevard and Route 44/I-264 are at or over capacity at many locations at this time with traffic forecast to grow by another 87 percent on Route 44 by the Year 2015. Both of these roadways have been expanded to the limits of the existing, available right-of-way.

The study corridor shows population concentrations along the Virginia Beach to Norfolk corridor that would potentially support further justification for expanded transit service. Population densities, particularly of minority, elderly or low-income individuals often rely on transit for their transportation needs. Regional employment also has continued to grow. Norfolk continues to be the major employment center in the