

device; (3) permit the petitioner to operate airplanes that do not have lighting for interior emergency exit markings; (4) permit the petitioner to operate airplanes that do not have exterior emergency lighting; and (5) permit the petitioner to operate airplanes without a door between the passenger and pilot compartments. *GRANT, March 11, 1997, Exemption No. 6583.*

Docket No.: 28791.

Petitioner: Mesaba Aviation, Inc., D.B.A. Mesaba Airlines.

Sections of the FAR Affected: 14 CFR 121.402(a); 121.412 (b), (c), and (f); and 121.414 (a), (c), (d), (e), and (g).

Description of Relief Sought/

Disposition: To permit the petitioner to use certain qualified pilot and flight simulator instructors employed by AVRO International Aerospace (AVRO) for the purpose of training the petitioner's initial cadre of pilots in the AVRO RJ85 aircraft without holding appropriate U.S. certificates and ratings, and without the instructors meeting all the applicable training requirements of subpart N to part 121. *GRANT, February 25, 1997, Exemption No. 6578.*

Docket No.: 28794.

Petitioner: Atlantic Southeast Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.313 (f) and (g).

Description of Relief Sought/

Disposition: To allow the petitioner to operate 24 Embraer EMB-120 airplanes that are not equipped with a key to the lock in the door that separates the passenger and pilot compartments. *PARTIAL GRANT, March 4, 1997, Exemption No. 6582.*

Docket No.: 28806.

Petitioner: Great Lakes Aviation, Ltd. *Sections of the FAR Affected:* 14 CFR 121.313(f) and 121.587(a).

Description of Relief Sought/

Disposition: To allow the petitioner to operate 12 Embraer EMB-120 airplanes without a key for the locking door that separates the passenger compartment from the pilot compartment, and to operate those airplanes with the door separating the flightcrew compartment from the passenger compartment closed but not locked during flight. *GRANT, March 18, 1997, Exemption No. 6589.*

Docket No.: 28809.

Petitioner: Mesa Airlines, Inc.

Sections of the FAR Affected: 14 CFR 121.313(g) and 121.587(a).

Description of Relief Sought/

Disposition: To allow the petitioner to operate up to 14 Embraer EMB-120 airplanes without a key for the locking door that separates the passenger compartment from the pilot

compartment, and to operate those airplanes with the door separating the flightcrew compartment from the passenger compartment closed but not locked during flight. *GRANT, March 18, 1997, Exemption No. 6590.*

Docket No.: 28813.

Petitioner: Reeve Aleutian Airways and Keith Campbell.

Sections of the FAR Affected: 14 CFR 119.67(a)(1).

Description of Relief Sought/

Disposition: To allow Keith Campbell to serve as Director of Operations at RAA without holding an airline transport pilot certificate. *GRANT, March 10, 1997, Exemption No. 6585.*

Docket No.: 28816.

Petitioner: Eagle Jet Charter, Inc. and Brian N. Duehring.

Sections of the FAR Affected: 14 CFR 119.67(a)(1).

Description of Relief Sought/

Disposition: To permit Brian N. Duehring to serve as Director of Operations at EJC without holding an airline transport pilot certificate.

CONDITIONAL GRANT, March 17, 1997, Exemption No. 6587.

Docket No.: 28820.

Petitioner: Northern Air Cargo, Inc. and Leonard F. Kirk.

Sections of the FAR Affected: 14 CFR 119.67(a)(1).

Description of Relief Sought/

Disposition: To allow Leonard F. Kirk to serve as Director of Operations at NAC without holding an airline transport pilot certificate. *GRANT, March 19, 1997, Exemption No. 6592.*

Docket No.: 28823.

Petitioner: Cape Smythe Air Service, Inc., and Willis M. Fisher.

Sections of the FAR Affected: 14 CFR 119.71(a).

Description of Relief Sought/

Disposition: To permit Willis M. Fisher to serve as Director of Operations at CSA without holding an airline transport pilot certificate.

CONDITIONAL GRANT, March 19, 1997, Exemption No. 6594.

Docket No.: 28828.

Petitioner: North American Airlines, Inc., and Edward F. Dascoli.

Sections of the FAR Affected: 14 CFR 119.67(a)(1).

Description of Relief Sought/

Disposition: To permit Edward F. Dascoli to serve as Director of Operations at NAA without holding an airline transport pilot certificate. *GRANT, March 19, 1997, Exemption No. 6593.*

Docket No.: 28846.

Petitioner: Great Lakes Aviation, Ltd.

Sections of the FAR Affected: 14 CFR 121.359(g).

Description of Relief Sought/

Disposition: To allow the petitioner to operate 24 Beechcraft 1900C airplanes with oxygen masks that are not equipped with a microphone installed in the oxygen mask. *GRANT, March 21, 1997, Exemption No. 6596.*

Docket No.: 28856.

Petitioner: Frontier Flying Service.

Sections of the FAR Affected: 14 CFR 119.21(a)(1).

Description of Relief Sought/

Disposition: To allow the petitioner to continue to conduct its scheduled operations with airplanes having a passenger-seat configuration of 10 or more seats under the commuter operations rules of part 135 instead of the domestic operations rules of part 121. *GRANT, March 24, 1997, Exemption No. 6597.*

[FR Doc. 97-10367 Filed 4-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc., Special Committee 187; Mode Select Beacon and Data Link System

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 187 meeting to be held on May 20, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review and Approval of the Summary of the Previous Meeting; (4) Review of Change 3 to RTCA/DO-181A; (5) Review of Change 2 to RTCA/DO-218; (6) Other Business; (7) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on April 16, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-10359 Filed 4-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc. Special Committee 172; Future Air-Ground Communications in the VHF Aeronautical Data Band (118-137 MHz)

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 172 meeting to be held May 14-16, 1997, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: Wednesday, May 14: (1) Plenary Convenes at 9:00 a.m. for 30 minutes; (2) Introductory Remarks; (3) Review and Approval of the Agenda; (4) Working Group (WG-2, VHF Data Radio Signal-in-Space MASPS, Continue Refinement of Upper Layers and Review Change 1 of the MASPS. Thursday, May 15: (a.m.) (5) WG-2 Continues; (p.m.) (6) WG-3, Review of Activities in VHF Digital Radio MOPS Document Program. Friday, May 16: (7) Plenary Reconvenes at 9:00 a.m.: (8) Review and Approval of the Minutes of the Previous Meeting; (9) Presentation of "Speak Easy"; (10) EUROCAE WG-47 Report; (11) Reports from WG's 2 & 3 Activities; (12) Reports on CSMA Validation and FAA Vocoder Activity; (13) Review Issues List and Address Future Work; (14) Other Business; (15) Dates and Places of Next Meetings.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on April 14, 1997.

Janice L. Peters,

Designated Official.

[FR Doc. 97-10400 Filed 4-21-97; 8:45 am]

BILLING CODE 4810-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application; Number 97-02-C-00-ALO To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Waterloo Municipal Airport, Waterloo, IA

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 the revenue from a PFC at Waterloo Municipal 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 May 22, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Terry E. Lorenzen, Director of Aviation of the Waterloo Airport Commission at the following address: Waterloo Municipal Airport, 2790 Airport Boulevard, Waterloo, Iowa 50703.

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

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, PFC Program Manager, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. 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 impose and use the revenue from a PFC at the Waterloo Municipal 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).

On April 9, 1997, the FAA determined that the application to

impose and use the revenue from a PFC submitted by the Waterloo Airport Commission, Waterloo, Iowa, 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 July 29, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: June, 1998.

Proposed charge expiration date: May, 1999.

Total estimated PFC revenue: \$153,660.

Brief description of proposed project(s): Overlay Runway 18/36 (construction); Rehabilitation of terminal apron and general aviation apron; replace a snow blower and a snow grader/tractor.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION.**

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

Issued in Kansas City, Missouri on April 9, 1997.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 97-10366 Filed 4-21-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-22; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1994 Mercedes-Benz S600L Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1994 Mercedes-Benz S600L passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1994 Mercedes-Benz S600L that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) It is substantially similar to a vehicle that was originally manufactured for