

- Relocation to the south and extension of Runway 7R/25L to 12,000 feet in length.

- Construction of a new 6,000 foot long runway along the southeastern border of the airport.

- Terminal Building Expansion and associated terminal area improvements including adding approximately 131 narrow body equivalent aircraft gates.

- Reduction of ancillary facilities area to approximately 228 acres and relocating the fuel farm to an off-airport site away from residential land uses.

- Expansion of air cargo space to approximately 4.7 million square feet.

- Acquisition of approximately 400 acres of land.

Concept 4

- Realignment and extension of the existing runway at Jack Northrop Field/Hawthorne Municipal Airport to 6,000 feet in length to accommodate commuter aircraft operations.

- Relocation to the south and extension of Runway 6L/24R to a length of 10,000 feet.

- Relocation to the south and extension of Runway 6R/24L to a length of 12,000 feet.

- Terminal Building Expansion and associated terminal area improvements including adding approximately 131 narrow body equivalent aircraft gates.

- Reduction of the ancillary facilities area to approximately 228 acres and relocating the fuel farm to an on-airport site located at Imperial Highway and Sepulveda Boulevard.

- Expansion of air cargo space to approximately 4.8 million square feet.

- Acquisition of approximately 500 acres of land.

No Action Alternative

- This alternative does not include any projects that would increase the airport's passenger or airfield capacity, but does include the following minor development items:

- Extension and minor improvements to existing taxiways.

- Remodeling and minor expansion of the existing Tom Bradley International Terminal.

- Construction of additional remote gates/aircraft ramp area on the west side of the airport.

- Minor expansion of public parking lots.

- Minor expansion of air cargo space.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions

concerning the scope of the EIS/EIR may be mailed to the FAA informational contact listed above and must be received no later than Thursday, July 31, 1997.

Public Scoping Meetings

The FAA will hold three (3) public and one (1) governmental agency scoping meetings to solicit input from the public and various Federal, State and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. The first two public scoping meetings will be held on Saturday, July 12, 1997, at the Proud Bird Restaurant, 11022 Aviation Boulevard, Los Angeles, California 90045. The first meeting will be held from 8:00 am to 12:30 p.m. Pacific Daylight Time (PDT). The second meeting will be held beginning at 2:00 p.m. to 7:00 p.m. (PDT). The third public scoping meeting will be held on Tuesday, July 15, 1997, from 5:00 p.m. to 9:00 p.m. (PDT) at the Hawthorne Memorial Center, 3901 El Segundo Boulevard, Hawthorne, California 90250. A scoping meeting will be held specifically for governmental and public agencies on Wednesday, July 16, 1997, from 9:00 a.m. to 5:00 p.m. (PDT) in the Board Room of the Los Angeles Department of Airports Building, Los Angeles International Airport, 1 World Way, Los Angeles, California 90009.

Issued in Hawthorne, California, on Monday, June 4, 1997.

Herman C. Bliss,

Manager, Airports Division, Western-Pacific Region, AWP-600.

[FR Doc. 97-15306 Filed 6-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-31]

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 petition received must identify the petition docket number involved and must be received on or before June 30, 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, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@faa.dot.gov.

The petition, any comment 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: Heather Thorson (202) 267-7470 or Angela Anderson (202) 267-9681 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 June 4, 1997.

Michael E. Chase,

Acting Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 26919.

Petitioner: Kalamazo Aviation History Museum.

Sections of the FAR Affected: 14 CFR 45.25 and 45.29.

Description of Relief Sought/Disposition: To permit the petitioner to operate its Ford Tri-motor, Model No. 5-AT-C, Serial No. 58, with 3 inch-high nationally and registration marks located on each side of the fuselage under the leading edge of the horizontal stabilizer. *Grant, May 20, 1997, Exemption No. 5519B.*

Docket No.: 28094.

Petitioner: American Trans Air.

Sections of the FAR Affected: 14 CFR 121.433 (c)(1)(iii), 121.441(a)(1) and (b)(1) and appendix F to part 121.

Description of Relief Sought/Disposition: To permit the petitioner to combine recurrent flight and ground training and proficiency checks for ATA's flight crewmembers in a single annual training and proficiency evaluation program. *Grant, May 28, 1997, Exemption No. 6090A.*

Docket No.: 26237.

Petitioner: MCI Systemhouse Corporation.

Sections of the FAR Affected: 14 CFR 91.611.

Description of Relief Sought/Disposition: To allow petitioner to conduct ferry flights with one engine inoperative in MCI's Falcon Trijet aircraft, Model Nos. 50 and 900, without obtaining a special flight permit for each flight. *Grant, May 27, 1997, Exemption No. 5332C.*

[FR Doc. 97-15171 Filed 6-10-97; 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 the Revenue From a Passenger Facility Charge (PFC) at T.F. Green State 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 impose and use the revenue from a Passenger Facility Charge at T.F. Green State 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 Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 11, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports 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 Ms. Elaine Roberts, at the following address: Executive Director of Airports, Rhode Island Aviation Corporation, T.F. Green

State Airport, 2000 Post Road, Warwick, Rhode Island, 02886.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Connecticut Department of Transportation under section 158.23 of Part 158 of the Federal Aviation Regulations.

FOR FURTHER INFORMATION CONTACT:

Priscilla A. Scott, PFC Program Manager, 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 impose and use the revenue from a Passenger Facility Charge (PFC) at T.F. Green State 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 May 2, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Rhode Island Aviation Corporation 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 August 6, 1997.

The following is a brief overview of the impose and use application.

PFC Project #: 97-02-C-00-PVD.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: September 1, 2013.

Proposed estimated charge expiration date: May 27, 2014.

Estimated total net PFC revenue: \$3,892,980.

Brief description of project: Terminal Leasehold 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), that (1) do not enplane or deplane passengers at the main passenger terminal building; and (2) enplane less than 500 passengers per year at T.F. Green State Airport.

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 in the Rhode Island Aviation Corporation, 2000 Post Road, Warwick, Rhode Island.

Issued in Burlington, Massachusetts, on June 4, 1997.

Bradely A. Davis,

Assistant Manager, Airports Division, New England Region.

[FR Doc. 97-15307 Filed 6-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. M-036]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before August 11, 1997.

FOR FURTHER INFORMATION CONTACT: Richard L. Walker, Director, Office of Intermodal Development, Maritime Administration, MAR-810, Room 7209, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-8888 or FAX 202-366-6988. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Inventory of American Intermodal Equipment.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0503.

Expiration Date of Approval: December 31, 1997.

Summary of Collection of Information: The collection consists of an intermodal equipment inventory that provides data essential to both the government and the transportation industry in planning for the most efficient use of intermodal equipment.

Need and Use of the Information: The information contained in the inventory provides data about U.S.-based companies that own or lease intermodal equipment and is essential to both government and industry in planning for contingency operations.

Description of Respondents: The report requests information from U.S.